MISSIONS IN '73
Net 48 Lives Saved

MAXWELL AFB, Ala.—The Civil Air Patrol flew less in 1973 in its air search and rescue, and other emergency service operations, but saved more lives than in the previous 12 months, year-end summaries released here at the organization's national headquarters indicate.

CAP's volunteer members saved the lives of 48 persons in 1973, more than double the 20 saved in 1972. The record in recent years for number of lives saved is 78, set in 1968.

To achieve its 1973 record, Civil Air Patrol flew 13,992 missions totaling 124,761 hours of flying time. This is down slightly from 1972, when CAP flew 14,560 missions requiring 155,815 hours of flying time.

In addition, Civil Air Patrol's 51 other wings, saving the lives of 29 persons. Colorado was second, with seven lives saved. California led the other wings in sorties flown and in hours of flying.

In addition to Alaska and Colorado, nine other wings recorded at least one life saved in 1973—Arizona, Idaho, Minnesota, Mississippi, Nebraska, New Mexico, North Carolina, Pennsylvania and Utah.

Civil Air Patrol recorded the saves through air searches for and finding of missing aircraft and boats, lost hunters, children and the elderly; air evacuation of critically ill or injured persons; airlift of needed medical supplies and personnel; and other humanitarian mercy missions.

In addition, CAP members expended nearly 4,500 man-days in disaster relief work during 1973.

ELT INSTALLATION EXTENDED TO JUNE 30, 1974 BY FAA

MAXWELL AFB, Ala.—The Federal Aviation Administration has extended the date of the mandatory installation of the Emergency Locator Transmitter (ELT) from Dec. 30, 1973, to June 30, 1974.

The extension was brought about due to the many “last minute rush” orders. Industry could not meet the demand.

The FAA also changed a number of other rules regarding ELTs. You can get a complete list of the changes from your nearest FAA GADO.

ELT’s are available from the CAP Supply Depot at a considerable savings to CAP compared to commercial sources, according to Lt. Col. W.D. Samples, USAF, deputy chief of staff for Logistics at National Headquarters.

Although manufacturers have current requests for 1975 delivery, you should contact the Depot and order when local supplies are depleted.
ADDRESS CHANGE?

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

NAME

STREET

CITY

STATE

ZIP

CAPSN

CIRCLE ONE: SENIOR/CADET.

CHARTER NO.

EFFECTIVE DATE

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

%%

Double Winner--Col. Jack Ferman (right), California Wing commander receives two plaques representing both the SAR Evaluation Award and the CD Evaluation Award for the Pacific Region from Air Force Brig. Gen. Leslie J. Westberg, national commander. The awards, which were presented at the Pacific Region conference, were for calendar year 1972.

Colonel Smith Named
NPA's 'Safe Pilot'

LOWRY AFB, Colo. The National Pilots Association (NPA) recently honored CAP Lt. Col. David D. Smith, Rocky Mountain Region staff member, when they presented him with their highest award for the second time--The Safe Pilots Certificate.

The award is granted to NPA members in recognition of skill and flying ability represented by 500 hours or more as pilot in command without major accident involving damage to property or injury to person.

Colonel Smith, qualified for this second award by logging more than 250 additional hours of accident free time since earning his first Safe Pilot Certificate more than a year ago. He has accumulated 23,953 hours without accident.

Cup Of Friendship
Goes To Spain First

This silver-plated cup was purchased by Civil Air Patrol in Madrid, Spain, during the 1973 IACE Planning Conference. It has been designated the IACE Planning Conference "Cup of Friendship."

The National Commander and the Chairman of the National Board presented the cup to Joseph Venis, president of the Air Cadet League of Canada and chairman of the IACE Standing Committee, at ceremonies during the National Board Meeting in Las Vegas, Nev.

The "Cup of Friendship" is to be a rotating trophy, maintained for one year by the appropriate organization of the country that hosts the annual IACE Planning Conference. The name of each annual host country will be engraved, in the host country's language, on the base plate of the cup, as "ESPAÑA 1973" is shown.

The cup will be passed to the annual host each year at the planning conference. The host country will then have the base plate appropriately engraved and retain possession of the cup until the next planning conference.

The "Cup of Friendship", as seen here, will be presented to the "Air Cadet Exchange Spanish Association" in Madrid, Spain, in the near future.

T-41 Conversion

FINAL ACCOUNTING
(Rounded to Nearest Dollar)

Average Per Total (38 Aircraft Aircraft)

Basic inspection and conversion contract $ 521 $19,792
Labor and contractor furnished parts to correct inspection discrepancies 1,417 54,990
Total paid to contractor $19,908 $74,782
CAP Supply furnished parts 1,929 72,973
Total cash outlay $3,888 $147,755
Engine credit (Avg in the host country's language) 1,250 47,831
Conversion cost (adjusted to zero time engine) $5,147 $195,368

(1) Engine credit was an accounting technique used to vary the wing reimbursement charges according to the engine hours consumed on a specific aircraft. A wing which received an aircraft with a zero time engine reimbursed the National Treasury $5,147, while a wing which received an aircraft with 1,000 hours on the engine reimbursed the National Treasury only $3,597.

Direct Appointment System
Returns For CAP Chaplains

The December, 1973 meeting of the National Executive Committee announced a return to the "Direct Appointment System" for new CAP chaplain applicants.

Clergy applying for appointment will:

a. Complete CAP Form 35 (Chaplain Appointment Application) in four copies and submit it to the unit commander with dues payment.

b. Write to the National headquarters office of his church denomination (Chaplaincy Division) requesting ecclesiastical endorsement. (Letter of permission to serve).

The unit commander must sign the form and then:

a. Forward CAPF 35 in two copies to CAP National Headquarters/HC, along with a check for national dues, and an ecclesiastical endorsement. If ecclesiastical endorsement is not finalized, forward a copy of the letter of request.

b. Send one copy of CAPF 35 directly to the Wing commander.

The National Commander is the approving authority for chaplains. When the applicant has been appointed a chaplain, he will receive a membership card showing title and rank, and a certificate of appointment. These then serve as the chaplain's authorization to immediately begin wearing the CAP uniform, grade insignia, and either the chaplain cross or tablets of office.

Following official appointment, the National Chaplain will mail a copy of each Chaplain Appointment to the Wing Commander concerned.

NEW ARRIVAL--Major Louis W. Shehi recently arrived for duty at National Headquarters from Osan Air Base, Korea. The 15 year Air Force veteran will serve as Director of Inspections in the Inspector General Office.
Handicapped Lady Monitors Radios

CHARLESTON, S.C. — Sara Ellison and a Charleston Civil Air Patrol unit have compatible needs. Miss Ellison, handicapped by Multiple-Sclerosis, has been seeking an at-home occupation. She wanted something more than a hobby. The Coastal Patrol Composite Squadron has been seeking someone to monitor radios during the day when most of their members are at work or school. So, Miss Ellison is receiving elementary training, taking an electronic communication study course and preparing for the Federal Communications Commission third class radio operator examination. She is enthusiastic about the training because it helps others. Once she is equipped and trained, Miss Ellison will receive radio transmissions from CAP pilots and observers who are out on patrol or engaged in search and rescue missions. Using the private telephone in her room, she will relay messages to the proper authorities — Coast Guard, police or Federal Aviation authorities, ambulance services and such. The squadron is currently conducting a drive to raise money to buy the two-channel radio equipment to be installed in Miss Ellison’s room. An old Navy receiver is already in place so that she can begin to acquaint herself with the buttons and knobs, and a tall aerial sits in the backyard waiting to be installed on the roof. Miss Ellison and the air unit got together through the Red Cross. The 26-year-old had called them with the idea that she could make telephone calls to elderly persons to reassure them as part of a special program.

Col. Gates

FORT ATKINSON, Wis. — CAP Col. James C. Gates, former Wisconsin wing commander, died after suffering a heart attack while on a hunting trip. A native of Fort Atkinson, Wis., he joined the Fort Atkinson Composite Squadron in 1959 and served in several key positions including that of squadron commander. He was elected Wisconsin wing commander in 1965 and held that position for five years.

IN MEMORIAM

Lt. Col. Talley

MANGUM, Okla. — Lt. Col. Manila D. Talley, a charter member of Civil Air Patrol, died here on December 17 after a brief illness. A member of the Oklahoma Wing Staff, Colonel Talley was a graduate of the New England Conservatory of Music, a concert Pianist, a pilot and a free lance writer, photographer, wife of Army Brig. Gen. B.B. Talley and a globe trotter. A pilot since 1929 and a personal friend of Amelia Earhart, she was named the Outstanding Woman Pilot of the Year in 1957. She completed the Air Force Squadron Officer School, Air Command and Staff College and was a honor graduate of the Air War College.

Capt. DeVantier

NIAGARA FALLS, N.Y. — Cadet Capt. Bert W. DeVantier, a member of the Niagara Falls Cadet Squadron, recently made his first power solo flight. Cadet DeVantier is a junior at Niagara-Wheatfield Senior High School and plans a career in aviation.

Capt. DeVantier Makes Solo Flight

Cadet Devantier, a member of the Niagara Falls Cadet Squadron, recently made his first power solo flight.

OCT 25, 1973

HUGHES TOOK THE MONSTER OFF THE WATER AND FLEW IT FOR ONE MILE.

NEXT ------ WHY DID LITTLE CIVIL AIR PATROL PLANES CARRY BOMBS AND DEPTH CHARGES IN WWII?

NOTE: The Chairman of the National Board has his “PLUS 1.”

BOX SCORE

Seniors 34,903
Cadets 25,147
GAM 549
Total (As of Dec. 30, 1973) 60,599

ON TARGET — During a recent simulated SAR test, CAP’s Group 5 pilots airdropped survival gear to downed pilots in conjunction with Air Force personnel from Reese AFB, Tex.

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CAP Has Its Laws

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

When we refer to the "law," what does this mean? To a moonshiner, "the law" means revenue agents; to a burglar, "the law" means policemen; to the Civil Air Patrol, "the law" refers to three basic federal laws—The Act of Incorporation, the CAP Supply Bill and the CAP Compensation Bill.

The incorporating statute, Public Law 476 (70th Congress), allows Civil Air Patrol to accept gifts, grants and bequests, and devices which will further the corporate purposes. Each year Civil Air Patrol receives the support of thousands of dedicated Americans, both in and out of Civil Air Patrol. Among the membership, this support varies from attending unit meetings to almost full-time volunteer service. Many of the members that I have been privileged to meet give not only their time, but other personal resources.

The Internal Revenue Service has ruled that contributions made to Civil Air Patrol are deductible for income tax. Benefits as a result of gifts to Civil Air Patrol are not limited solely to income taxes. Cash or property donated by individuals to Civil Air Patrol may also reduce state and federal estate taxes.

Have you been asked the questions, "If I give to Civil Air Patrol, what's it for? How can I prove my contribution?" I'm sure you'll agree that '73 was an extraordinary year with enough disappointments, frustrations and shocks to last our world a decade. Not surprising, a general air of pessimism had crept into our every daily routine. None of us were completely immune to this national malady. But from the cradle to the gavel, the gavel to open this meeting, the door was closed to all defeatist thinking. It was built around a medium which has so dramatically proved itself in our universities, military training and throughout industry. You've probably surmised that I'm talking about the use of audio-visuals. It's streamlined. It's fast. It puts two senses to work instead of just one. (Eyes and ears.) In other words, seeing/hearing one Super Bowl Game instilled more in our students than did the entire first half of football season. And, thus, enhance retention. This development takes aim on Reception, Retention and, ultimately, Reward. It is built around a medium which has so dramatically proved itself in our universities, military training and throughout industry.

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We've made our test system guarantees several achievement programs. One of the things we've been working at is measuring the effectiveness of audio-visuals. We've been working at measuring the effectiveness of audio-visuals.

Looking over some misty horizon. This is today. Right now we're rushing to get a copy of each wing for testing prior to the end of the present academic year, time rolls around. I expect a tough, straightened flight from the only people who can tell us whether we should put these prototypes on a full production assembly line. That's you! In this rare instance, you'll be not only acting as the consumer, but also as the marketing expert; the quality control inspector and, most important, the comptroller. And you'd better believe it...this package is going to take a big bite out of the budget. Look it over. Test it. Evaluate it. Be skeptical, inquiring but keep the gray matter open and working. I'm making clear that I want you to get more involved. You've told me that you want more direct involvement. That means responsibility and here's your chance. If it seems to get a little hot in the kitchen, you have two choices. Go back outside where the cool breezes of non-involvement blow. Or...welcome to the club! 

Three Rs—Old and New

The percentage of cadets who fail to pass their academic requirements is a grave concern. It's a perplexing problem that has baffled our most capable, dedicated people. But you know that so let's not talk about the past. Here's a look at the present...and our future.

We are living in a bold new learning process. Can you imagine a five year old reading "the" name of Grandpa's 3-Rs system of study. Unlike the old days of Rounding Rinit' and "Rithmetic our version takes aim on Reception, Retention and, ultimately, Reward. It is built around a medium which has so dramatically proved itself in our universities, military training and throughout industry. The percentage of cadets who fail to pass their academic requirements is a grave concern. It's a perplexing problem that has baffled our most capable, dedicated people. But you know that so let's not talk about the past. Here's a look at the present...and our future.

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Cadets Under 18 Yrs.  
Can’t Fly On SAR

MAXWELL AFB, Ala. — The matter of cadets flying on Search and Rescue missions was presented to the National Board by Col. Richard A. Damerow, CAP, New Mexico Wing commander.

Colonel Damerow wanted to have cadets fly missions as observers. It was his understanding that the reason cadets were not allowed to fly missions was the exclusion of insurance coverage for cadets by the Federal Employees Compensation Act (FECA). Colonel Damerow made a motion that the corporation make a feasibility study of insurance costs to give cadets the equivalent of FECA coverage from private insurance while flying on SAR missions. This motion was carried.

Brig. Gen. Lyle W. Castle, CAP, national legal officer, stated we could change status of cadets by changing the Constitution and Bylaws. General Castle, Brig. Gen. S. Hallock and duPont, CAP, past national board chairman and Brig. Gen. Leslie J. Westberg, USAF, national commander, wanted the issue of changing the Constitution and Bylaws reviewed in a staff study and presented to the National Executive Committee on December 12.

The insurance committee after the National Board determined that it was not feasible to try to purchase insurance on cadets in the 52 wings. The Air Force position has been stated in very clear terms that cadets would not be authorized to participate on Search and Rescue missions requested by the Air Force.

Cadets reaching age 18 are eligible to become senior members. Once they increase senior membership status they are covered under FECA and can be authorized to fly on Air Force directed Search and Rescue missions provided they are otherwise mission qualified as pilot or observer.

The National Executive Committee received the Insurance Committee report that the purchase of private insurance for cadets on Search and Rescue mission was not feasible. The National Executive Committee voted by resolution that private insurance coverage was not feasible for cadets on Search and Rescue. The National Executive Committee then voted on a resolution that permits cadets at age 18 to fly on Search and Rescue missions. This resolution reads as follows:

RESOLVED that any cadet upon reaching age 18, may elect to become a senior member and yet continue to be eligible for certain aspects of the cadet program until age 21.

Thus, no cadet under age 18 will be permitted to fly Search and Rescue missions. Any cadet attaining age 18 may become a cadet member and fly Search and Rescue missions. He is not cut off from association with the cadet program or the benefits thereof by taking the action of becoming a senior member and flying Search and Rescue missions.

Improve Your System; Report Trouble Spots

MAXWELL AFB, Ala. — Has your Emergency Locator Transmitter (ELT) misbehaved? Transmitted when it wasn’t supposed to? Maybe its antenna broke off in flight? Is the antenna mounted bracket functioning properly? What can be done about it? Unfortunately, not much at this time.

But you can help to improve the performance of all ELTs. If you have a problem, sit down during your next coffee break and fill out a Malfunction or Defect Report or a Service Difficulty Report. Get them free from your nearest Federal Aviation Administration office.

After you drop this postage paid card in the mail box, it goes to the FAA Center in Oklahoma City where the information is cataloged in a computer. Your inputs, along with additional reports supplied by FAA and the National Transportation Safety Board accident investigators will aid in compiling a record of ELT trouble spots. This information is made available to the ELT industry and should help in overall product improvement.

This may not seem like much to the average citizen, but suppose everyone did his part to improve the product, wouldn’t it get a better product that much quicker. Besides, it beats sitting around and grumbling.

AT THE CONTROLS — Capt. William A. Simmons (left), and Cadet WO Gregory V. Bowman keep track of search activities from the nerve center of the Winston-Salem (North Carolina Wing) Squadron during a recent search and rescue mission. Simmons, who is a pharmacist in Winston-Salem, can be in touch with any CAP radio station along the eastern seaboard. Bowman is a student at the Kennedy High School in Winston-Salem.

Arizona Pilot Locates Craft In Remote Area

TUCSON, Ariz. — Three Northern Arizona University students escaped serious injury recently when their light plane crashed about six miles west of here.

A Civil Air Patrol pilot from the Arizona Wing spotted the plane. It had landed on rough ground after the engine started. It had crashed on Scorpion Mesa, a remote area about six miles west of here.

Yavapai County Sheriff’s deputies said the plane was virtually destroyed in the landing.

CAP flew eight sorties during the one day search.

MISSION COMPLETE — Civil Air Patrol’s Lt. John Pickwell (left) and Maj. Dale Jepson of the Alaskan Wing assist a lady from their CAP aircraft after the completion of a recent mercy mission. The young lady was hemorrhaging and required immediate medical attention. The patient was picked up at Tyonek Village without incident and returned to Merrill Field where she was transported by ambulance to the Alaska Native Hospital for treatment.
**CAP-Red Cross Perform Joint Test**

**GROVER CITY, Calif.** - The American Red Cross and CAP Air Patrol's Mobile Communications Unit joined forces recently in a test simulating an earthquake and tidal wave off the coast of Morro Bay.

When the test was initiated, a CAP aircraft was launched to survey the disaster area. A CAP mobile communications unit was also dispatched to the area.

Air-to-ground communications was established between the CAP units while enroute to their assigned destinations.

The communications unit was set up near the Red Cross headquarters. Simulated damage reports were transmitted from the aircraft to the headquarters in order for surface personnel to take action.

**Cadets Finish CD Training**

**BISMARCK, N.D.** — Ten Civil Air Patrol cadets of the Bismarck Composite Squadron recently completed a 16 hour Radiological Monitoring course conducted by the Burleigh County Defense Civil Preparedness Agency.

The course provided the basic fundamentals on nuclear weapons effects, radiological instrumentation, decontamination techniques, protective measures, area monitoring operations, decontamination and standard operating procedures.

A ruling that persons under 18 years of age could not be enrolled in Radiological Monitoring courses because of health dangers was recently rescinded thus authorizing cadets to have this training.

**Unit Has Recruiting Push**

**LONGVIEW, Tex.** — Cadets and squadron members from Civil Air Patrol’s Gregg County Squadron recently pitched their tents near the Lake O’ Pines to participate in a search and rescue training bivouac.

During the weekend exercise, the cadets trained in setting up camp, familiarization with the search and rescue pack and attended a map and compass reading class.

After the class, a hike was taken to put into practice what they had learned.

Other cadets are for the squadron in the future and will include training in shelter making, survival, first aid at a crash scene, and communications along with other SAR related subjects.

**The Race**

**GRANBURY, Tex.** — The Mid-Cities Composite Squadron recently hosted a free 12 week ground school netting 25 cadets.

Of these graduates, five were Civil Air Patrol members. All students received a certificate enabling them to take the Federal Aviation Administration private pilots written examination.

The unit has plans to host another free ground school in the near future according to Capt. L. Moore, squadron commander.

**Gregg County Squadron Holds 2 Day SAR Training Bivouac**

**GROVE CITY, Calif.** — After a general coastal survey, specific items were requested for close aerial observation and damage assessment to be relayed to the Red Cross.

According to personnel participating in the test, the overall operation was successful and valuable information was obtained.

**Members Visit Radio Company**

**DALLAS, Tex.** — Cadets and senior members from the Gartex Composite Squadron recently paid a visit to the Collins Radio Avionics Modification Center located at Addison Airport.

The purpose of the visit was to familiarize the CAP members with the various aircraft and facilities at Addison. They also had the opportunity to ask questions concerning the functions of the Collins Radio Company.

Host for the visit was Robert H. Leichter, manager of the Avionics Modification Center.

He escorted the group through the various departments of the facility. The tour included a close review of several aircraft present for servicing, including both military and civilian helicopters.

**Texas Unit Hosts Free Pilots School**

**BEDFORD, Tex.** — The Mid-Cities Composite Squadron recently hosted a free 12 week ground school netting 25 cadets.

Of these graduates, five were Civil Air Patrol members. All students received a certificate enabling them to take the Federal Aviation Administration private pilots written examination.

The unit has plans to host another free ground school in the near future according to Capt. L. Moore, squadron commander.

**50 Years Ago in CAP**

**BANGOR, Me.** — The Air Force Reserve recently held a testing session for the January 15th deadline.

**Recruiting**

**PORTSMOUTH, N.H.** — Cadet Mr. M. Smith recently visited with the AFJROTC at Spalding High School. The two cadets talked to the AFJROTC cadets on the CAP program and the relationship that CAP has with the Air Force.

A five-minute segment on Civil Air Patrol was shown twice daily on the noon and 5:30 p.m. news on Cable TV from the 1st through the 7th.

**On Station**

**BEDFORD, Tex.** — The Mid-Cities Composite Squadron recently pitched their tents near the Lake O’ Pines to participate in a search and rescue training bivouac.

During the weekend exercise, the cadets trained in setting up camp, familiarization with the search and rescue pack and attended a map and compass reading class.

After the class, a hike was taken to put into practice what they had learned.

Other cadets are for the squadron in the future and will include training in shelter making, survival, first aid at the crash scene, and communications along with other SAR related subjects.

**Colorado Cadets Have New Building**

**GRANDJUNCTION, Colo.** — The commander of the Alpine Squadron, CAP Lt. Robert Adolf recently had a vacant plot of land and a idea which turned into a construction project for the cadets of his unit.

After building permits were approved and donations of building materials received, the cadets of Alpine Squadron went to work and constructed a new building.

The building is located in mountains where there is plenty of room for Colorado cadets to hold bivouacs.

**In New York, Utica Airport**

**U. S. AIR FORCE**

**1549 TROPICALS**

**1550 HALF SLEEVE SHIRTS**

**LOWEST PRICES**

**FASTEST SERVICE**

**H. Q. FOR UNIFORMS**

**IN STOCK**

**1549 TROPICALS**

**1550 HALF SLEEVE SHIRTS**

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**1550 HALF SLEEVE SHIRTS**

**LOWEST PRICES**

**FASTEST SERVICE**
APPRECIATION — CAP Lt. Col. Noel A. Bullock, (right), receives a Certificate of Appreciation from Max Ogle, Rocky Mountain Region director of Aerospace Education, for his assistance to CAP Aerospace Education Workshops. Colonel Bullock is a professor of Aerospace Education at Hinkley High School, Aurora, Colo. 

CITATION — Cadet Lt. Col. Joseph C. Chin (left), presents a Public Service Citation to Mr. Kay of the Caldors Department Store in Framingham, Mass. Caldors has allowed the Thunderbolt Cadet Squadron (Massachusetts Wing) to set up several static displays to promote CAP.

HIGHEST CADET AWARD — CAP Lt. Dennis Fichtel of the New York Wing recently earned the Gen. Carl A. Spaatz award. The presentation was made by Air Force Brig. Gen. Leslie J. Westberg (left), national commander, during a recent visit to the N.Y. Wing.

OUTSTANDING ACHIEVEMENT — Cadet Ssgt. John M. Hawkins holds the plaque presented to him recently when he was named the outstanding cadet of the year from the Winston-Salem Composite Squadron. He was elected for this honor by his fellow cadets. Hawkins is presently involved in the squadron's flight training program.

ON DISPLAY — This display was part of an Aerospace Education exhibition at the New York State Armory recently. The entire display depicted the story of aviation including such items as an OX-5 aircraft engine of World War I vintage to a sophisticated replica of the Air Force C-9. The exhibition was organized and executed by 1st Lt. Harold Fleishman.

COMMUNICATORS — Captains James Ashton (left) and Robert Campion handle traffic in the communications section of the Emergency Operations Center at Albany during the New York Civil Air Patrol/Civil Defense test. Maj. Robert Van Keuren acted as Mission Coordinator for the successful test.
Unit Locates Hunter

SAN JUAN, P.R.—The Cabo Rojo High School Cadet Squadron recently searched for and located a hunter reported missing for more than 24 hours.

The team, headed by CAP Maj. Nolan R. Martine, unit commander, received the request or assistance from the Cabo Rojo police department.

After wading through waist-deep water of the marsh land at the Federal Reserve Park near Cabo Rojo, the team located the body.

The mission, from the time of initial alert, took just five hours to complete.

A Cougar In Camp

HARTFORD, Conn.—Would you believe a cougar demonstrating karate?

That is what happened during the recent type B Encampment held by the Hartford Composite Squadron. One of the highlights of the encampment was a karate demonstration by Michael Forand, a local karate teacher and member of the unit, his female pet cougar, and six of his pupils.

In addition, the activities included a lecture on leadership and a fire fighting demonstration.

Thirty cadets and 10 seniors attended the encampment.

Rubino Named Commander

PITTSBURGH, Pa.—The commander of the Latrobe Composite Squadron 606 was recently designated new National Commander of the 80th Division Veterans Association.

Lt. Thomas A. Rubino, served with Co. G, 317th Infantry, European Theatre of Operations, and was awarded the Bronze Star, Purple Heart and Combat Rifle Badge.

He became affiliated with the 80th Division Veterans Association in 1947 and is a life member. He first served as a flag sergeant, then progressed through several grades to vice commander before assuming his present position.

AF Lends Support

NEWARK, Del.—Air Force Recruiter, Tsgt. Don Howerton, recently extended his support and assistance to the Delaware Wing.

Air Force Recruiting Service representatives and Civil Air Patrol advisors and members exchanged views and identified many ways the two organizations could offer support to each other.

Guest speakers for the occasion included the Delaware Wing commander, Col. Louise S. Morse and Air Force Capt. George T. Doey, operations officer for USAF Recruiting Detachment 209 in Philadelphia.

Unit Has Busy Month

DENVER, Colo.—The Timberlake Squadron (Colorado Wing) recently had a busy month. They held a pistol safety and familiarization program and a model rocket construction and design contest.

The unit received the pistol training at the Marine Corps Training Facility as part of the Marine Corps community awareness program.

The program was arranged by USMC Lt. John P. McDermott and conducted by Marine Sergeants Jordon Martin and Gary Welch.

There were 14 rockets entered in the rocket contest with Cadet Steve Gallaway taking first place. Cadets Ann Miller and Ron Horton placed second and third respectively.

Detail of construction, paint and color design were the factors used in judging the winner.

Order Your Paper Now!

MAXWELL AFB, Ala.—Do you know someone who is interested in receiving the Civil Air Patrol NEWS?

It is now possible to subscribe to the newspaper for one year (12 issues) for $2. Membership dues cover the cost for CAP members.

Anyone wishing to subscribe should send the form shown below to HQ CAP-USAF/AC, Maxwell AFB, Ala., 36112. The check or money order should be made payable to National Headquarters, Civil Air Patrol.

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BURBANK, Calif.—The California Wing along with representatives from the Federal Aviation Administration (FAA) and Air Force recently conducted an educational seminar for news media from a four county area centered around Los Angeles.

The purpose was to provide up-to-date information on the roles and missions each organization performs in conducting air search and rescue operations.

With an upward trend evident in the use of general aviation aircraft, the statistical probability of aircraft being downed due to adverse weather conditions, crew error or mechanical malfunction also increases.

The concept for this program was initiated by the California Wing and soon gained the endorsement of the Air Force and FAA.

Full cooperation was extended through the FAA's Western Region. This included the printing and mailing of written material to the media as well as that for dissemination at the seminar and active participation of their representatives.

The Air Force has the responsibility as executive manager for the National search and rescue plan for Mainland U. S. and Alaska.

CAP performs more than 90 percent of all search and rescue hours nationwide each year for the U. S. Air Force's Aerospace Rescue and Recovery Service.

The FAA charged with the overall national responsibility for flying safety. They also operate the nationwide network of aviation radio communications and electronic navigation facilities and through the medium of communications checks is the first agency involved when an aircraft is reported missing.

During the seminar, briefings were conducted on FAA's, CAP's and the Air Force's search and rescue responsibilities and operations.

John Kemper, FAA Regional Chief of Frequency Management, explained the role the ELT will play in searching for downed aircraft along with some of the problems that have been encountered with the system.

The experts pointed out that ‘while the ELT is an important step in the right direction it is not a cure-all and it also brings into play its own set of new problems.'

First, it is not infallible although it has been designed for maximum reliability and to withstand high impact forces. Also, they can be destroyed or damaged in a crash or their owners can fail to insure that they have fresh batteries and have been properly maintained.

In rugged mountainous terrain common to much of California it would be necessary for a search aircraft to be virtually over the downed aircraft to use the ELT signal.

“The most serious problems with the ELT,” Mr. Kemper concluded, “are not those directly involved with its use as a crash locator device.

These come about with the handling of the ELT by owners, pilots, maintenance personnel and non-aviation-involved users such as hunters, boaters and campers.

Many times these users are unfamiliar with the operation of electronic devices and trip them needlessly or unknowingly. In addition, they could get into the hands of individuals who might deliberately cause them to emit false signals.

During last year, FAA reports that there were more than 900 false ELT signals heard.

“It becomes obvious that rescue officials can not launch into a full-scale search every time a signal is heard,” the FAA official explained.

“It will be necessary to carefully correlate each signal with other information available indicating it is in fact coming from an aircraft in trouble. This in itself will be time consuming in many instances.”

In other words, the mere fact that the ELT becomes mandatory aboard aircraft on June 30, 1974 does not necessarily present any magic solution to the problems of missing aircraft search.”

Mr. Kemper concluded.
DUAL WINNER — Air Force Academy Cadet Robert R. Sarnoski (left), recently received both the Frank G. Brewer Memorial Award and the Gen. Carl A. Spaatz Award from Air Force Brig. Gen. Hoyt S. Vandenberg Jr., commandant of cadets at the Academy.

AFA Cadet Named Winner Of Two Outstanding Honors

AIR FORCE ACADEMY, Colo. — Air Force Academy Cadet Robert R. Sarnoski was recently named recipient of the Frank G. Brewer Aerospace Award and the Gen. Carl A. Spaatz Award from Air Force Academy.

NEW DUTY — A new Chief of Flight Operations, Maj. Jacob M. Bennett, has arrived for duty at National Headquarters. Prior to his assignment with National Headquarters, Major Bennett served with the 3800 Air Base Wing at Maxwell. The Air Force pilot has 12 years of active service.

Spaatz Award for outstanding achievement in Civil Air Patrol. Cadet Sarnoski, who entered the Academy in July as a freshman, was a member of the New Britain Cadet Squadron (Connecticut Wing) for more than two years. The Spaatz Award marked his rapid advancement in the Cadet Program. It is the highest award given to a cadet.

The Brewer Award, named in memory of aviation leader Frank G. Brewer, is given in recognition for outstanding youth leadership in the field of aerospace education. Sarnoski was designated winner of the award for 1973 in competition with other CAP cadets around the nation.

During the year prior to entering the Academy, Cadet Sarnoski was the assistant director of cadet activities in the Connecticut Wing staff. He was selected for the

Unit Holds Pilot Clinic

WHITE PLAINS, N.Y. — More than 100 Civil Air Patrol and area pilots recently attended a General Aviation Pilot Educational Clinic sponsored by the Westchester Group, Civil Air Patrol.

The clinic was conducted by the Federal Aviation Administration General Aviation District Office and was highlighted by a bank of eight ATC-510 simulators which were set up in the auditorium so that the pilots could get in some IFR practice.

The group, commanded by Lt. Col. Louis Wolff, plans to hold these clinics on a regular basis.

Donation Given Texas Unit

BELLAIRE, Tex. — Mrs. Herbert J. Konze representing the Burkett Miller American Legion Auxiliary Unit, Post 77, recently made a surprise presentation to the Bayou City Composite Squadron.

A check for $140 was given to the unit in appreciation for work CAP does in promoting patriotism through its cadet program.

CAP Lt. Col. Pete Whitney, squadron commander accepted the donation on behalf of the unit and expressed the appreciation of all the unit's members.

The money will be used to assist cadets with their uniform and materials expenses.

We Goofed!!!

WE GOOFED! In the December issue of the Civil Air Patrol NEWS we printed a photo of some members who were in violation of CAP's grooming standards.

Since that time we have received several letters about that photo from throughout Civil Air Patrol.

The following letter written by Maj. Bartolo Ortiz, CAP, from Puerto Rico is an example of our mail:

"As a former CAP cadet (1959-62) and as a unit commander since August 1968 I have heard a lot of complaints from boys and girls.

The boys complain about hair cut, mustaches and sideburns while the girls complain about skirt length and HAIR LENGTH.

"I keep telling them that I do not write the regulations and that the regulations must be followed by everybody at all levels; from the squadron up to National Headquarters.

"It is very shameful that the CAP NEWS published a picture of three CAP cadets with their hair as long as that. If the Wing does not care about the regulations concerning the grooming standards and hair styling for the female cadets the least the National Headquarters can do is refuse to publish pictures.

"I am strongly in favor of more easy hair styling and grooming standards, but as long as we don't have a change, a regulation must be followed by everybody. I am having a lot of complaints from both boys and girls why they can not have their hair like the girls in the picture. They say that if National can accept it for publication, it is the same as giving their blessings to those variations.

We agree with the Major's comments and apologize to any other members who may have gotten the impression that National had lowered the standards.

The staff of the Civil Air Patrol NEWS regrets the error and assures our readers that we will attempt to catch like violations in the future.

We are happy about one thing. Such a response shows we have readership. Keep those cards and letters coming. They keep us on our toes.

30 Visit AF Base

EL PASO, Tex. — Thirty cadets from the El Paso Composite Squadron (Texas Wing) were recently flown by a group of El Paso pilots to Alamogordo, N.M., for a visit to Holloman AFB.

The pilots, 15 in all, representing El Paso AVA Chapter 152 of the Experimental Aircraft Association and individual aircraft owners, flew the cadets at no charge as an orientation flight and as a token of appreciation for the work done by CAP members.

Pilots, cadets and guests were hosted by the Alamogordo CAP unit and were given a tour, which featured a close up inspection of an F-4 Phantom aircraft.

GOOD CITIZENSHIP MEDALS — Lt. James R. Brown (left), and Cadet Capt. Patrick Shay proudly display their awards recently received from the Sons of the American Revolution. Brown's citation accompanying his award read in part:... "He has set high moral standards for the cadets and has worked tirelessly to insure that the cadets are ready to assist in any search and rescue effort." Shay's read in part:... "He has risen rapidly through the cadet ranks, scored well on all achievements and named cadet squadron commander." Both are members of Texas' Tyler Composite Squadron.
IDEA MART

Sq. Advertises Capabilities

WESTMINSTER, Md. — The Carroll Composite Squadron (Maryland Wing) is advertising its capability to assist during an emergency mission.

The unit has compiled an 18-page booklet outlining what CAP aid is available should any disaster strike in their area.

The booklet has been distributed to county government officials, county Civil Defense, county police and fire departments, the Salvation Army and the Carroll American Red Cross chapter.

Included in the booklet is a listing of eight local missions the unit is capable of performing, squadron emergency phone numbers, Maryland Wing resources which could be used as backup of the Carroll Squadron and a section which covers "CAP Assistance during Natural Disasters."

Commenting on the success of the booklet, CAP 1st Lt. Donald R. Jordan, information officer for the unit said, "The chief dispatcher for the county fire headquarters has already contacted us in reference to this booklet requesting a set of color slides for inclusion in his public relations program."

The slides will be shown to demonstrate how the Carroll Squadron and CAP stands ready to assist during local and state-wide disasters.

Lieutenant Jordan said that the squadron is planning to enlarge the booklet next year to include the cadet and senior programs, communications, flying and other emergency services.

Aid Training Benefits

CAP Officer

GASTONIA, N.C. — First Aid training for the Civil Air Patrol came into play recently when a member of the Gastonia Composite Squadron came upon an accident near Raleigh, N.C.

First Lt. Jerry Oxendine noticed a wrecked auto and upon examination found a young man lying on the ground in obvious pain.

After talking with the victim, he examined him and discovered what appeared to be a broken leg. The lieutenant obtained a blanket from one of the spectators and looked for signs of shock.

A doctor happened on the scene and took charge of the victim while Lieutenant Oxendine helped control the crowd and direct traffic.

Both the police and doctor praised Lt. Oxendine's actions.

Family Aided During Flood

WESTMINSTER, Md. — A multi-state flood warning from the U.S. Weather Bureau climaxned for personnel of the Carroll Composite Squadron recently when they were called upon to furnish transportation for a family of five.

The squadron utilized their four-wheel drive vehicle to transport the family into their home.

Snow drifts, mud and heavy ground water necessitated the use of a four-wheel drive vehicle to negotiate the two miles of road they traveled.

The Carroll Squadron had been placed on stand-by status by both the Carroll County Civil Defense Headquarters and the Carroll County Central Alarm. The melting snow, heavy rainfall and frozen ground caused flood or near-flood conditions in a 30 county area of West Virginia, Virginia and Maryland.

First Student Completes Solo

STREAMER — Maj. William E. Batts III (left), leadership officer to the Winston-Salem Composite Squadron (North Carolina Wing) and Cadet Maj Sherry Davis and Cadet 2d Lt. Bobby Scoggins add the unit's second consecutive Unit Citation Streamer to the squadron's flag.
**Female Cadet Now Mechanic**

EGLIN AFB, Fla.—"I believe I can accomplish most of the jobs on the flightline but I am not going to try and do something that is over my head just to prove a point."

This statement was recently made by a former Civil Air Patrol member who rose to the position of Cadet Commander of Manhattan’s Squadron 4 (New York Wing). Air Force Airman First Class Diane Scobee was the lady speaking. She now serves as a helicopter mechanic with the Air Force’s 55th Aerospace Rescue and Recovery Squadron, Eglin AFB, Fla.

Upon arrival at Lackland AFB, Tex., for basic military training, Airman Scobee stressed to military personnel evaluators that she was determined to work on an Air Force flightline.

Although encountering some difficulty convincing them she was in fact serious about becoming a mechanic, the Air Force bought the idea and off she went to Technical Training School.

While attending training, she met and married another “blue suiter” who was training to be a jet aircraft mechanic. Upon graduation, both were assigned to Eglin.

Accepted at first with some reservations by co-workers, Diane proved she could hold her own in the predominate male career field.

Her supervisor thinks she is working out fine. He said, “Thus far she has performed as good a job as the other airmen.” Diane stated that her husband doesn’t mind her working as a helicopter mechanic as long as she doesn’t neglect her household duties.

**SW Region Initiates Program Of Interest**

GRAND PRAIRIE, Tex.—Two squadrons in the Southwest Region have initiated a new program to spur the interest of new Civil Air Patrol cadets.

The activity, designed along the lines of the International Air Cadet Exchange, is aimed primarily at the new cadet who is not yet eligible for many of the national programs.

Initiated by the Crusader Composite Squadron of Dallas, Tex., the first exchange was between Cadet Butler Faulk of the Crusader unit and Cadet Anthony Hall of the Lawton Composite Squadron, Lawton, Okla.

While the cadets were in their host homes, their new “parents” took total charge of them and saw to it that they were exposed to the attractions available in the area.

Both cadets stated that they enjoyed the program and hoped that it could be expanded.

**Maine Charters 3d Squadron In Remote Northern County**

AUGUSTA, Maine.—In one of Maine’s most heavily forested and underpopulated counties, Aroostook, Civil Air Patrol has increased its activities by chartering a third squadron.

CAP Col. Richard T. Davis, wing commander recently chartered the Border Senior Composite Squadron and this unit along with Caribou Composite Squadron and Northern Maine Squadron ring Aroostook County with CAP personnel.

The new unit is literally located on the Canadian border and is commanded by SM Lyman M. Prior. He also is a captain in the Maine Army National Guard. The addition of CAP pilots and aircraft to the region will increase safety for the many who come into this remote section to enjoy the excellent hunting and fishing. CAP Scores Unique Find

OGDEN, Utah.—As the electronic locator transmitter (ELT) business picks up with Civil Air Patrol units across the country, many squadrons have purchased ELT business packs from the Ogden Senior Squadron.

The Ogden Municipal Airport picked up a strong ELT signal and immediately launched several light aircraft in search of a possible downed aircraft near the airport. None of these aircraft were equipped with a directional finder (DF) to pick up the ELT signal.

Lange, who is a chief flight instructor, was present and suspected that the ELT had been activated accidently on a parked aircraft. He boarded the squadron’s T-41 aircraft, which is fully equipped for an ELT find and began a on-the-ground search which lead him between two hangers.

As he homed in on the strong signal, the ELT was located. Not on a parked or crashed aircraft, but laying on a mechanic’s work bench where it had been accidently activated.

**FEMALE MECHANIC—Airman First Class Diane Scobee, a former CAP cadet, and now a helicopter mechanic in the U.S. Air Force checks a hoist while working on her job at Eglin AFB, Fla. (U.S. Air Force Photo)**

**High Marks’ Given Wing During CD Test**

BURLINGTON, Calif.—More than 300 seniors members and cadets of the California Wing participated in the Civil Defense evaluation exercise which was given “high marks” by Air Force evaluators.

The scenario found California in the grip of paralyzing floods brought about by two huge storm fronts moving in from the Pacific Ocean. During the mission the situation was complicated by fire aircraft accidents involving USAF planes with nuclear devices aboard.

Three CD support bases were established at Burbank, Stockton and Chico, Calif. Lt. Col. James D. Bigelow, commander of Squadron 118, was named overall mission coordinator.

Forty aircraft put in 105 hours flying 750 sorties. A total of 61 surface vehicles were utilized along with 76 communications stations — 32 fixed and 44 mobile.

A portable VHF communications relay station was positioned on top of 8,300-foot Mt. Pinos, 85 miles north of Los Angeles, and manned by Warrant Office Fred Beaver of Squadron 9 and Cadet Sgt. Allen Slaughter of Squadron 95. They tied VHF nets in Southern California and in the San Joaquin Valley together for the CD mission. In addition, Lt. Col. Ed Lewis, wing director of Operations and Maj. Frank Burnham, wing director of Information, flying at 15,000 feet near Castle AFB, relayed conference traffic between the Burbank and Stockton mission coordinators.

Civil Defense officials who acted as observers and made inputs to the USAF evaluation officer’s reports were particularly pleased with the radiation monitoring capability demonstrated during the mission.

**Unit Gets Flag, Also Donation**

EVERETT, Wash.—The Paine Field Composite Squadron recently received a hand sewn Civil Air Patrol flag from Byron Lenius, owner of the Flag Manufacturing Co. of Lynnwood, Wash.

Mr. Lenius has a complete collection of U.S. flags—27 different flags—starting with the 13 stars up to the present 50 stars. The unit also received a $50 donation from the Black Clawson Inc. of Everett. The money was presented by Mrs. June Kappmeyer, a representative of the company.
Remember when we once leaped in our trusty aircraft and soared into the sky with only one purpose in mind: to reach our destination the least possible time? Rules were simpler, the skies were less crowded, and avgas was plentiful (and relatively cheap). Fuel conservation consisted of landing at our destination prior to running the tanks dry. Ah, those were the good old days.

I don’t need to tell you that those “good old days” are now gone. Now the name of the game is to use the least amount of fuel possible before reaching your destination. The good news is that there are a number of factors that can reduce fuel consumption are careful flight planning and proper cruise control. We will talk about cruise control and that mysterious little knob that controls the mixture later. Let’s first look at flight planning.

Flight planning can be relatively simple or complex depending on your aircraft and phase of flight. The first thing we should check is the weather. What the friendly weatherman tells us will help determine things about our flight—altitude, route, and necessary fuel reserve.

When we choose an altitude we take into consideration winds aloft usually increase significantly as altitude increases, we will plan to fly into a headwind at lower altitudes to take advantage of tailwinds by flying as high as possible.

When winds are not a significant factor, we place more emphasis on the time required to climb to our chosen altitude. For short flights (less than 200 miles), altitudes around 5,000 feet offer the best economy since additional altitude reduces climb time. If we climb to higher altitudes the higher altitudes begin to pay off when the trip distance exceeds 400 miles. As an example, a Cherokee 180 would burn about one gallon less fuel if we climb to 5,000 feet rather than 10,000 feet for a 150-mile trip. This figure is higher altitudes begin to pay off when the trip distance exceeds 400 miles. As an example, a Cherokee 180 would burn about one gallon less fuel if we climb to 5,000 feet rather than 10,000 feet for a 150-mile trip. This figure is.

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Are You Weather-Wise?

National Transportation Safety Board (NTSB) statistics indicate that about one in every four fatal accidents in General Aviation is the result of pilots continuing flight in adverse weather. How many times have you heard stories about pilots being caught by unexpected weather and putting themselves and others at risk on a highway or pasture to avoid Thor's wrath? Do you know what weather services are available and how to get the most benefit from them? Let's look at aviation weather forecasts and advisories that are available to the pilot.

1. Aviation Area Forecasts (FA) are prepared each 6 hours for selected airports in the United States. The Terminal Forecasts (FT-1's) contain:
   a. Forecast cloud cover, ceilings, visibility, clouds and tops, precipitation, and the outlook for 24 hours.
   b. Aviation hazards due to low ceilings, icing, turbulence, and visibility restrictions.

2. Aviation Area Forecasts (FT) valid for 12 hours and 24 hours are issued for selected airports in the United States. The Terminal Forecasts (FT-1's) contain:
   a. Forecasts cloud cover, ceilings, visibility, clouds and tops, precipitation, and the outlook for 24 hours.
   b. Aviation hazards due to low ceilings, icing, turbulence, and visibility restrictions.

Remember:
1. Stick back in direction of the swerve.
2. Rudder and brake against the swerve.
3. Throttle closed. "Early and provident fear is the mother of safety." --Burke.

Hobbs Goes To A.F. Academy

SACRAMENTO, Calif. Cadet WO Charles Hobbs, a 1973 graduate of the General Cadet Squadron (California Wing) has received an appointment to the Air Force Academy.

Cadet Hobbs has been a member of the cadre for three years during which time he has attended encampments at Travis and Vandenberg AFB.

FAA To Publish Regs In Individual Sections

Plans to publish the Federal Aviation Regulations in individual parts, as a convenience to users, rather than in volumes were announced recently. Chief of the Federal Aviation Administration's Certification and Standards Service, Alex Butterfield, said: "We have been responding to the requests of many pilots, who have asked to be able to send in for one regulation, instead of having to buy an entire volume of the regulations when they only want one or two parts."

For example, to get Part 61, which covers pilot certification at present, one must buy a 280-page volume which also contains the regulations covering other certification categories, such as flight crewmembers other than pilots, certification of airmen other than flight crewmembers, medical standards, pilot schools, ground instructors, and aviation maintenance technician schools.

Although neither the exact date of changeover nor the price of individual parts is known, the Federal Aviation Administration anticipates that a gradual phasing out of the present system will begin in September 1974, and will be completed in 12 to 18 months.

The Government Printing Office will notify all current subscribers of the changeover and the price of the new system of selling the regulations when prices and publication dates have been determined.

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Date ____________________________

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Floridians Create 'Disaster' 
DUNEDIN, Fla. — It is not a general policy or procedure for Civil Air Patrol to create a disaster, but five members of Florida's Group 17 did just that recently. When the Mease Hospital in Dunedin held a disaster drill involving a simulated bus accident in which 28 high school students were injured, CAP members applied moulage (cosmetic injuries) to the "victims." After completing the moulage, the CAP members served as observers as requested by the hospital and filed written reports with the administrator of training and education.

Taking part in the exercise were 2d Lt. William G. Warner and WO Edward J. Lorette of Headquarters Unit 17; WO Mary E. Warner of Pinellas Senior Squadron and MSGt. Jean R. Kiefer and Florence Teepell of Suncoast Senior Squadron.

Rats: All About Them
BALTIMORE, Md. — "A rat control lecture for Civil Air Patrol!"
Members of the Northwest Composite Squadron (Maryland Wing) were asking the same thing recently. The squadron received the briefing on the control of rats in metropolitan Baltimore from Clinton Nichols Jr., health educator and inspector with the Baltimore City Health Department.

Cadets and senior members heard all about the breeding, control and health hazards posed by the number one rodent as part of their unit's "Johnny Horizon Committee." The unit also plans a trip to a local sewage treatment plant as part of the program.

Mr. Nichols volunteered to chair the squadron's "Johnny Horizon Committee" which has been endorsed by the National Headquarters Chaplains Office.

Special Safety Award Made
WAPPINGS FALLS, N.Y. — A member of the Southern Dutchess Squadron, CAP Lt. Alfred Mackay, was recently presented a special safety award by the National Aero Club for his ability to cope with a potentially dangerous situation.

After numerous systems failed in his rented aircraft, Lieutenant Mackay made a safe landing at New York's Stormville Airport.

John Karp, an accident prevention specialist with FAA, presented the award during a recent squadron meeting.

Mackay, a student pilot completed his solo flight last year.

'15 Get Free 'Ride'
BOYERTOWN, Pa. — As a part of it's continuing responsibility to better prepare it's members for participation in aerospace education and search and rescue missions, the Gen. Carl A. Spaatz Squadron of Boyertown recently flew 15 new members on orientation flights.
CAP pilots Douglas W. Binder and Fred Hart, both members of the Boyertown Squadron, took turns piloting the club's Cessna Skyhawk on flights over the unit's search territory.

Prior to the flights the cadets and seniors were briefed on ground handling of aircraft, pre-flight inspections, use of controls while taxiing, safety precautions, normal take-off and landing and flight handling of aircraft, pre-flight inspections, use of controls while in close order drill.
THE WINNER — Mrs. Freda Solem (right), receives a mascot fur parks with wolverine trim which she won in a drawing held by the Cadet Squadron (Alaska Wing) to raise money for cadet special activities and related projects. The drawing was made by Bob Reeve (center), famous Alaskan bus pilot and honorary member of CAP. Cadet Shirley Fletcher, cadet commander of the unit made the presentation.

Cadet Exercise Held

Winston-Salem, N.C. — Fifteen cadets of the Winston-Salem Composite Squadron recently held an all cadet search and rescue exercise. The mission, planned and executed by cadets with senior members acting as advisors, was held at nearby Hayesville during the 1974 park.

The cadets broke into two teams with their objective being an old airplane crash. Despite the heavy underbrush and steep cliffs of the mountain terrain, one group was able to locate the crash site and guide the other group to the same location.

Portable radio backpacks and walkie-talkies were used extensively by the cadets for relaying position reports, giving instructions, and for directing the emergency aircraft to the senior member, to the location of the crash.

The Cadet SAR mission proved to be an interesting and educational activity. Plans are already being made for a similar mission in the near future.

CIVIL AIR PATROL NEWS PAGE FIFTEEN

CADET AWARDS

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Portable radio backpacks and walkie-talkies were used extensively by the cadets for relaying position reports, giving instructions, and for directing the emergency aircraft to the senior member, to the location of the crash.

The Cadet SAR mission proved to be an interesting and educational activity. Plans are already being made for a similar mission in the near future.

HEADQUARTERS FOR C.A.P.

YEAR ROUND REGULATION AIR FORCE UNIFORMS

Blouse & Trouser set: Excellent condition $19.95
Complete with Cap Button $26.00

RIBBONS $3.50

SASHES $5.00

Large O.D. $5.00

BROAD SHOULDER SASHES $1.00

C.A.P. BLOUSE BUTTONS $2.50

CAP CUTOUTS — C.A.P. $1.00

YEAR ROUND WAF UNIFORMS $26.00

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WAFFプロジェクト

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WAF SHIPTAIL $8.95

V. WAF BEHET $9.95

FLIGHT SUITS

Size medium. Excellent condition. $8.95

WRITE FOR FREE C.A.P. I.D.

HOLDER & 1973 CATALOG

WEISS & MAHONEY, INC.

421 FIFTH AVE. NEW YORK, N.Y. 10018

TOP CAFET — John Groenemeyer happily displays the award of the year for his unit. He recently received the award from his commanding officer, Maj. Cities Composite Squadron (Texas Wing). He was also selected as an outstanding cadet during a Type B encampment last year.
PART I.—Additional Exemptions (Complete only for other dependents claimed on line 10)

- NAME
- Relationship
- (c) Months lived in your home, if born or died during year, write A or D.
- (d) Did dependent have income $675 or more?
- (e) Amount furnished for dependent's support, 100% or write all.
- (f) Amount furnished by others including dependent.

PART II.—

- 34 Business income
- 35 Net gain or (loss)
- 36 Net gain or (loss)
- 37 Pensions
- 38 Farm income
- 39 Miscellaneous income

PART III.—

- 40 Total (add lines 34-39)
- 41 "Sick pay"
- 42 Moving expenses
- 43 Employee business
- 44 Payments as
- 45 Total adjustments

PART IV.—

- 46 Adjusted gross
- 47 (a) If you itemize
- (b) If you do not itemize
- (1) $?
- (2) $?

Note: deductions

- 48 Subtract line 47
- 49 Multiply total
- 50 Taxable (Figure your tax from Schedule B)

PART V.—Credits

- 51 Retirement
- 52 Investment
- 53 Foreign tax credit
- 54 Total credits

PART VI.—

- 55 Self-employment
- 56 Tax from recom
- 57 Minimum tax
- 58 Social security
- 59 Uncollected
- 60 Total (add lines 55, 56, and 59)

PART VII.—Other Payments

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

CAP: It's Deductible!

If you've been pouring over your financial records for 1973 getting ready to submit your Federal Income tax, it is time to consider your contributions to Civil Air Patrol.

Many members apparently are still not aware that this organization qualifies as a legitimate benevolent corporation. The Internal Revenue Service has granted CAP income tax exempt status since 1947 so that contributions to CAP can be made and deducted from personal and corporate income in computing taxable income.

These deductions include cash gifts, donations of properties, dues, unreimbursed expenses made incident to rendering service to Civil Air Patrol, and unreimbursed overnight travel expenses away from home, unreimbursed transportation costs, repair and maintenance of uniforms and insignia.

Other deductible expenses are rental of aircraft for CAP functions, both usage and fuel/oil, also for use in cadet orientation rides; and registration fees at CAP functions.

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

But what if you neglected to keep such records during 1973? Well that's water over the dam. But it is not too early to start planning ahead for next year when you submit your 1974 tax return.

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

It is always wise to keep a running account of these expenses, including the date, what it went for, and any other memory joggers that will remind you why you spent $10 for a hotel in Minneapolis or $30 for the repair of your unit motion picture projector. Don't overlook your official CAP orders. They are an invaluable reference as well as good supporting documents.

A gift to Civil Air Patrol falls into the same category as donations to churches, tax-exempt educational organizations, exempt hospitals, or a number of other charitable organizations. Donations in this category may be deducted up to 50 percent of the taxpayer's adjusted gross income whereas the normal allowance is only 20 percent.

These contributions are entered on Schedule A of your Form 1040 and are allowed only in the year of actual payment, whether the taxpayer is on the cash or accrual basis and regardless of when the amount is pledged. To be deductible, the contribution must be made by the taxpayer. In other words, you can't claim junior's cadet uniform and expenses though you can claim mama's if she is an active CAP member and you are filing jointly.

When a personal automobile is used on CAP activities, actual expenditures for the use can be deducted or you may claim six cents per mile driven in lieu of actual expenses. In either case, make sure you have the records to back your claim.

Some items you may not claim: value of services donated, depreciation, repair or private property damaged on CAP activity (although it may qualify as a casualty loss), proportionate cost of repair and maintenance of private property used jointly on CAP activities, personally, entertainment and hospital and medical expenses for injuries sustained in CAP activities. The latter may qualify as a medical expense deduction, however.

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

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

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

-Make sure they are valid deductions:
- Keep supporting records and documents;
- Consult your attorney, tax advisor or IRS representative.
EMERGENCY SERVICES: A term synonymous with CIVIL AIR PATROL. When you think of one, the other immediately comes to mind.

During the past few years, the worst in mother nature has brought our the best in this all volunteer force. In 1973 alone, this civilian auxiliary of the U. S. Air Force was responsible for saving the lives of 48 persons. They were also credited with locating another 274 persons who were either in downed aircraft or had become lost while hunting, fishing, hiking, etc.

The scope of the services provided by CAP vary from delivering urgently needed blood...to searching for an overdue aircraft...looking for a lost child...mercy airlift missions...assisting boats in distress...surveillance of flood conditions...providing vital communications links. The list goes on and on.

Civil Air Patrol is responsive to the USAF Aerospace Rescue and Recovery Service in conducting either a ground or air search. In 1973, CAP logged 80 percent of all the hours flown in support of ARRS search missions in the United States.

In the disaster relief area, CAP's resources are made available through the Air Force Reserve, who has the overall responsibility for authorizing and monitoring the use of Air Force resources while conducting these operations.

A prime example of CAP's participation in a disaster relief operations was their support during floods along the Mississippi River in April and May of 1973. CAP members from three states put in 2,500 man-days in assisting stricken families and businesses while conducting these operations.

All of these missions and many other are performed each and every day of the year by volunteers who unselfishly sacrifice their time and personal resources to help others. Sometimes the cost is even greater. For instance, in July 1973 a member of the Arizona's Gila Bend Senior Squadron was killed in an aircraft crash near Blanding, Utah, while assisting in the search for a missing aircraft. The observer, also with the Gila Bend Squadron, was seriously injured.

Emergency services is only one of CAP's missions. They are also deeply involved in aerospace education and motivating youth of America to the highest ideals of leadership and public service through the CAP Cadet Program.

If you have an interest in becoming involved in this going "outfit," discuss it with the individual who gave you this paper. Find out what his or her local unit is doing and where you can fit in.

Remember, the organization is CIVIL AIR PATROL. You really should be a part of it!
Minn. Wing Assists Tornado Stricken Area

MINNEAPOLIS, Minn. - Civil Air Patrol personnel from the Minnesota Wing were recently called upon to assist in the tornado-torn towns in Minnesota. The first report from the county sheriff's department was on an aircraft that had been destroyed by the tornado. The CAP personnel then proceeded to the affected area to assist in the search and rescue efforts.

Cadet Unit "On Ready" As Needed

PROSPECT, Conn. - When the Connecticut National Guard was called to active duty in the state, CAP members were called upon to assist in the relief effort. The CAP personnel were also called upon to assist in the search and rescue efforts.

CAP Assists Earthquake Victims

A CAP personnel from the Maryland Wing was called upon to assist in the search and rescue efforts in the wake of the earthquake. The CAP personnel were also called upon to assist in the search and rescue efforts of the victims in the affected area.

Minn. Wing Assists Earthquake Victims

CAP personnel from the Minnesota Wing were called upon to assist in the search and rescue efforts of the victims in the affected area. The CAP personnel were also called upon to assist in the search and rescue efforts of the victims in the affected area.

CAP Aids Snow-bound

CAP personnel from theCertain Wing were called upon to assist in the search and rescue efforts of the victims in the affected area. The CAP personnel were also called upon to assist in the search and rescue efforts of the victims in the affected area.

CAP P raised For Assistance To Red Cross During Crisis

CAP personnel from theCertain Wing were called upon to assist in the search and rescue efforts of the victims in the affected area. The CAP personnel were also called upon to assist in the search and rescue efforts of the victims in the affected area.

CAP Forest Service

CAP personnel from theCertain Wing were called upon to assist in the search and rescue efforts of the victims in the affected area. The CAP personnel were also called upon to assist in the search and rescue efforts of the victims in the affected area.

CAP Provides Surveillance

CAP personnel from theCertain Wing were called upon to assist in the search and rescue efforts of the victims in the affected area. The CAP personnel were also called upon to assist in the search and rescue efforts of the victims in the affected area.
Cadets Aid In Rescue

MIAMI, Fla.--Civil Air Patrol, U.S. air Force, American Red Cross and Florida Highway Patrol working together, made a major flood rescue effort during the recent Jacksonville, Fla., flood of March 31. The operation, which lasted only six minutes after the first call, was handled by the cadets, who were able to locate and rescue the flood victim.

MAXWELL AIR FORCE BASE, Ala.--Civil Air Patrol (CAP) members for Maine, Louisiana and Illinois have been working hand-in-hand with state and federal agencies on emergency operations in connection with the flooding along the Mississippi and Missouri Rivers. They have been assisting with operations such as search and rescue, traffic control, fire fighting and assisting in the evacuation of residents.

FLIGHT ROUTE--Civil Air Patrol pilot Lt. Col. Raymond Barlow (left) filed his flight plan at Lt. Col. Carrol J. Morgan, mission coordinator, with the Civil Air Patrol members who participated in the rescue mission.

Medic Senior Squadron cooked a 6,000-mile round trip for two men, a 63-year-old paralyzed veteran from Lafayette, La., and a 34-year-old man from the Chicago area. They were flown to Lafayette for treatment at the Lafayette General Hospital and then flown back to New Orleans.

CAP Works Hand-in-Hand During 4-State Flood Effort

Mossy Point, Ala.--Civil Air Patrol (CAP) members for Maine, Louisiana, and Illinois have been working hand-in-hand with state and federal agencies on emergency operations in connection with the flooding along the Mississippi and Missouri Rivers. They have been assisting with operations such as search and rescue, traffic control, fire fighting and assisting in the evacuation of residents.

The Mississippi Wing of the Civil Air Patrol recently provided assistance to the Missouri Wing during the flooding of the Mississippi River.

New Yorker Cited For Life Saving

ORLANDO, Fla.--Denny Brown, who was on vacation from New York City, was recently recognized for his quick thinking and decisive action in saving the life of a small child who had been found floating in the water near a beach in Orlando.

Unit Hunts For Tornado Victims

PHOENIX--The Arizona Wing of the Civil Air Patrol has been assisting with the search for missing persons and assisting local authorities with rescue efforts. They have been doing this work since the recent tornadoes struck the area.

2 Fly Mercy Flight

CHOWLEY, La.--Two Civil Air Patrol members recently responded to an emergency call from Civil Defense officials here. Lt. Col. Stephen Horgan, who was in command, and Maj. John A. Moch, both from the Miami Wing, were sent to assist in the search for two persons who had been reported missing.

Alaskan Wing Testing

CIRCUIT PESCHER, Alaska--The Alaska Wing of the Civil Air Patrol is testing a new communication system for use in remote areas. The system is designed to improve communication between the wing headquarters and field units.

CAP Aids In P.R. Search

SAN JUAN, P.R.--Civil Air Patrol members from here are assisting in the search for a missing 25-year-old woman who was last seen in the El Río River area.

Over 100 Hunt 3-Year-Old

MINNEAPOLIS--More than 100 Civil Air Patrol members recently responded to a call for help in finding a 3-year-old girl who had been reported missing.

Md. Members Hunt For Tot

BALTIMORE, Md.--Maryland Wing's Group One cadets and seniors recently responded to the "search for a lost three-year-old child who is believed to be somewhere in the area.

Wing Cited For Part In Rescue Of Marines

PUERTO RICO, P.R.--The Puerto Rico Wing of the Civil Air Patrol recently assisted in the search for two missing U.S. Marines. The operation was successfully completed, and the two Marines were found safe and sound.

Alaskan Wing Testing

CIRCUIT PESCHER, Alaska--The Alaska Wing of the Civil Air Patrol is testing a new communication system for use in remote areas. The system is designed to improve communication between the wing headquarters and field units.

The unit has installed XIE communication equipment in their aircraft to test this new system.

2 Fly Mercy Flight

The new method has proven to be effective, and the search has been greatly reduced.
LOCATOR BEACON—After a cold night, downed party activates crash locator beacon and scans sky for search planes.

A Civil Air Patrol search plane locates downed aircraft and arranges for helicopter pickup.

A Ground Search Locates Objective.

USAF-CAP TEAMWORK—A CAP wing commander, still in street clothes, makes a hurried visit to an Air Force Rescue Coordination Center as two search missions are in progress with CAP aircraft flying.

MERCY MISSION—Pennsylvania’s Aero-Medical Squadron 108 use Marine helicopter airlift to rush emergency medical aid to Tropical Storm Agnes flood victims in Wilkes Barre, Pennsylvania, area.

CAP Search and Rescue Statistics-1973

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Total 13,992 27,284 48