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SIGNING—Civil Air Patrol and Defense Civil Preparedness Agency officials sign a Memorandum of Understanding in a ceremony at the Pentagon. Signing the Memorandum are: (from left to right), CAP Brig. Gen. William M. Patterson, chairman of the national board; John E. Davis, DCPA director and Air Force Brig. Gen. Leslie J. Westberg, national commander.

CAP And Defense Agency Sign Memo Of Understanding

MAXWELL AFB, Ala.—Civil Air Patrol and the Defense Civil Preparedness Agency (DCPA) recently signed a Memorandum of Understanding in a ceremony at the Pentagon in Washington. The Memorandum is aimed at increasing cooperation between CAP regions and wings, and state and local civil defense agencies.

Signing the Memorandum were John E. Davis, DCPA director; Air Force Brig. Gen. Leslie J. Westberg, national commander and CAP Brig. Gen. William M. Patterson, chairman of the national board.

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The Memorandum calls for the development of effective agreements between state and local civil preparedness agencies and CAP wings to provide for the conditions and types of CAP support available to the civil preparedness agencies during emergencies.

It also calls for closer cooperation between CAP and civil preparedness agencies in a number of other areas. CAP support to the states in civil

preparedness areas includes radio communications; light transport and flights for emergency personnel and medical supplies; aerial surveillance; courier and messenger service; aerial and ground radiological monitoring. Civil preparedness agencies

are not concerned solely with responses to military attack but are active during disaster situations such as floods, hurricanes, tornadoes and the like, directing rescue and recovery work. CAP has always worked with civil defense agencies on such matters.

Scholarships Total \$41,000

MAXWELL AFB, Ala.—Civil Air Patrol scholarships and grants totalling \$41,000 will be awarded to selected eligible applicants for the 1975-76 academic year.

The awards will be made in accordance with the provisions of CAP Pamphlet 20—Scholarships and Grants. Winners will be named by a selection committee appointed by the National Commander.

The December 1974 issue of CAPP 20, with appropriate

revisions for the 1975-76 school year, was mailed to all units in the November unit distribution. Squadron commanders are urged to bring this pamphlet to the attention of their cadets and members.

To be eligible, applicants must have completed requirements for either the cadet Billy Mitchell Award or the Senior Rating in Level II of the Senior Member Training Program. NO LATER THAN DECEMBER 31.

Applications for scholarships and grants should be submitted on CAP Form 95. (Please use the latest four-page CAPF 95 dated December 1974) All required information and supporting documents must be submitted or the application will not be considered. Application forms may be obtained from National Headquarters through regular forms-requisitioning procedures.

Each applicant must com-

Nat'l School Set For July

MAXWELL AFB, Ala.—The eighth annual Civil Air Patrol National Staff College (NSC) will be conducted here July 3—9, 1975. The week-long program will formally open on the morning of July 3 and conclude with the traditional CAP Dining-Out/Graduation Banquet on the evening of July 9.

The 200 senior member officer and warrant officer attendees will undergo an intensified program of lectures, seminars, field activities, and social affairs.

The purpose of the college is to prepare selected senior member officers to better execute the delegated and implied duties and responsibilities associated with CAP command and staff positions. To achieve this purpose, the NSC curriculum is divided into four major topical areas, namely: Communications Skills, Leadership, Management, and CAP Problem Solving at the unit level.

Included in the course plan is student participation in Project X, a field exercise in leadership and group behavior, which is an integral part of the USAF Squadron Officer School's resident program at Maxwell AFB.

Additionally, the Civil Air Patrol threefold mission will receive coverage in the form of selected briefings from members of the National Headquarters staff.

The NSC staff, composed of Air Force Reserve and selected senior member officers, will be headed by the NSC Course Director, Col. William E. Lewis, Reserve Region Commander. (See NAT'L SCHOOL, Page 2)

34 Saves Recorded During '74

MAXWELL AFB, Ala.—Thirty-four lives were saved throughout the United States (at press time), in 1974, as a result of Civil Air Patrol's Search and Rescue efforts.

Rounding out the year with saves in late November were CAP members from the Alaska, Idaho and Wisconsin Wings.

CAP pilot Dale Jepson of the Alaskan Wing flew two sorties and received credit for saving the lives of two men who had crashed their aircraft in the vicinity of Drift River, Alaska.

CAP was called upon for this mission when an Air Force C-130 aircraft reported a distress signal it had picked up from an emergency locator transmitter (ELT).

Due to the inaccessibility of the crash site, a volunteer civilian helicopter plucked the two survivors from the minus 20-degree temperature at the crash site.

The two, who were suffering from minor injuries, were then airlifted to Kenai, Alaska via CAP aircraft.

Members of the Wisconsin Wing were called upon to assist in a search for a 14-year-old youth who was reported missing while hunting in the Chequamegon National Forest in northwestern Wisconsin.

A CAP search aircraft was launched and located the young man. The pilot then guided a ground team composed of CAP members and a game warden to his rescue.

The temperature was below freezing and there was a four-inch snow on the ground during this search and rescue operation.

A ground team from CAP's Idaho Wing along with personnel from the Kootenai County Sheriff's office located a lost hunter near East Coeur d'Alene, Idaho.

The ground team searched 15 square miles during this mission before the hunter was located.

PacRegion Slates College

PORTLAND, Ore. — The Pacific Region is currently planning for its 1975 Pacific Region Staff College at the University of Portland, July 27 through August 2.

The college will be limited to 150 students, and is open to all senior members of Pacific Region with grade of warrant officer and above. Applications will also be accepted from members of the Southwest and Rocky Mountain Regions on a space available basis.

Applications should be on CAP Form 17, and are to go through your unit and wing commander. Wing commanders will forward directly to: Commandant, PacReg Staff College, 3501 NE Marine Drive, Portland, OR. 97211.

Those personnel who have either attended the 1974 PacReg Staff College, or a National Staff College since 1971, are invited to apply for staff positions.



TOP AWARD—Warrant Officer Thomas E. Giordan (left) of the New Jersey Wing is presented the Frank Borman Falcon Award—the highest award attainable by a former cadet—by New Jersey Governor Brendan Byrne (right), as CAP Col. Frederick S. Bell, wing commander, looks on. The ceremony took place in the Governor's office.

Nat'l School Set For July

(Continued From Page 1)

Pacific Region. Lt. Steve Hampton, USAF, is assigned as National Headquarters project officer for the third consecutive year.

Basic eligibility—senior member officer or warrant officer grade at the time of application—remains the same. However, unlike the two most recent programs, application for the 1975 NSC will be open to certain individuals who have previously attended. Application eligibility for return attendance is limited to those individuals who have attended only one previous NSC and who have not attended since 1972.

Region commanders again are the selection authority for their respective region applications. As in recent years, the number of NSC spaces allocated to each region is determined by National Headquarters based upon the region's proportional percentage of the total CAP senior membership. Region commanders, at their discretion, may allocate a maximum of ten percent of their regional spaces to eligible prior attendees as outlined above. This means that from 1-4 eligible prior attendees

may be selected against a given region's allocated spaces. Wing commanders recommending selection of a prior attendee applicant must provide appropriate written justification to the respective region commander.

Application-selection dates for the activity are detailed in CAPR 50-9, Senior Member Activities. Additionally, critical application submission dates are spelled out in a related article in this month's issue of the Bulletin Board. Of immediate importance to all eligible and interested seniors is the Feb. 28, 1975 deadline for their applications to be submitted to their respective wing headquarters. CAP Form 17, Application for Senior Member Activities, dated January 1974, must be used for NSC application. Instructions for completion and dissemination of required copies are included on back of the form.

Selectees and alternate selectees will receive appropriate notification by National Headquarters/ DOT approximately May 2. Transportation Authorizations for attendees are to be prepared by

their wing headquarters in accordance with CAPR 10-3.

National Headquarters will provide attendees with information regarding reporting instructions, curriculum content, climate, proper wear of the uniform, customs and courtesies peculiar to Maxwell AFB and other pertinent data pertaining to the National Staff College.

The fixed costs for each attendee will approximate \$5.50 per day.

CAP 'Thanked' For Survey

MAXWELL AFB, Ala. — Civil Air Patrol has received a "well done" for their services performed in the survey of airports conducted by the Federal Aviation Administration.

During a recent visit to National Headquarters, FAA officials expressed their appreciation for the work CAP members did to compile facts for their "best seller," General Aviation Activity Survey — 1972.

The party consisted of Dr. Mervin K. Strickler Jr., chief, Aviation Education Programs Division, Office of General Aviation; James C. Pope, acting Assistant Administrator, Office of General Aviation; Otho M. Mendenhall, deputy director of the Executive Secretariat of the FAA and Larry Williams, chief, Information and Statistics Division, FAA.

During their brief stay here they presented a copy of the survey to Brig. Gen. Leslie J. Westberg, USAF, national commander, and expressed their appreciation for CAP's time and effort in conducting the survey interviews.

In addition, the officials discussed other areas of cooperation between FAA and CAP.

USAF Liaison Offices Receive Phone-Mates

MAXWELL AFB, Ala.—When you telephone one of the Civil Air Patrol—Air Force Liaison Offices in the future you may get the following answer: "At the sound of the beep, leave your message."

Don't be alarmed, the offices are now equipped with an automatic answering service called Phone-Mate.

At present 49 of the 52 wings have these units installed with Maine, National Capital and Puerto Rico scheduled to be operational in the near future.

The Phone-Mates, which cost an average of \$122 each, partially replace the secretaries who were eliminated in a recent force reduction.

When leaving your message be sure you give the time of your call and when and where it can be returned.

Annual SAR Test Halted To Search For Downed Craft

HARTFORD, Conn. — The Connecticut Wing's annual Search And Rescue effectiveness test recently came to an abrupt halt when they were called upon to search for a possibly downed aircraft.

Seventy-five senior members and 65 cadets were conducting the test with mission control located at the Brainard Airport in Hartford, Conn., when they received the 'go ahead' to join the search.

Mission Coordinator, CAP Capt. Bruce Lloyd closed the test and dispatched a land rescue team from its area to the reported area where the Cherokee aircraft was last heard from. The aircraft was on a flight from Hartford to Waterford, Conn.

CAP aircraft were sent up immediately to search the flight path of the missing craft. Approximately two hours after CAP aircraft were airborne, CAP Senior Member F. Philippon, a pilot from the Col. Clinton G.

Litchfield Senior Squadron, and CAP Maj. Walter King Jr., his observer, from the Torrington Cadet Squadron located the wreckage.

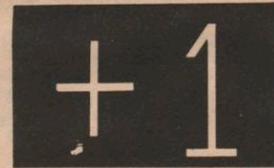
The 'find' aircraft circled the site as another CAP plane lead the land rescue team to the burned wreckage. The pilot, the only one aboard was killed. State police commended CAP for their assistance in locating the aircraft and helping to secure the area.

Units Assist During Fly-Ins

HAMPTON, Va. — Civil Air Patrol members were on hand at the Williamsburg-Jamestown Airport here and the Martin-Marietta Airport near Townson, Md., recently to assist in the Experimental Aircraft Association Fly-Ins in those areas.

The cadets and seniors assisted in traffic and crowd control and operated concession stands during the fly-ins which involved more than 40 antique, experimental and home built aircraft.

Virginia members were from the Peninsula Composite Squadron while Maryland was represented by the Towson Composite Squadron.



THANKS—Otho M. Mendenhall, deputy director of the Executive Secretariat of FAA (left), presents a copy of the General Aviation Activity Survey-1972 to Brig. Gen. Leslie J. Westberg, USAF, national commander, during a recent visit to National Headquarters.

Willard Gets Falcon Award

BALTIMORE, Md. — Capt. Paul A. Willard of Virginia's Roanoke Composite Squadron received the Falcon Award during the recent Middle East Region Conference here.

Captain Willard is presently majoring in business at Virginia Western Community College in Roanoke, while holding a full-time job as chief cost accountant at Universal Communications System.

He joined the Roanoke unit as a cadet in 1969 and is presently serving as squadron information officer and commandant of cadets.

Willard is also active in scouting and is presently Scoutmaster of Troop 472. He has received the Eagle Scout Award with Bronze Clasp and is also a member of the Brotherhood, Order of the Arrow, and Honor Society in scouting.

CAP Brig. Gen. William M. Patterson, national board chairman, made the presentation.

OUTLOOK

The Unsent Card

by Chaplain (Col.) Joseph T. O'Brien, USAF

Just before he left for Geneva for what was to be his final journey, Ambassador Adlai E. Stevenson spent a weekend with friends. With him he had a copy of a message entitled "Desiderata," with notation that the original was found in Old Saint Paul's Church, Baltimore, dated 1692. He read this aloud and indicated that he would use it on his Christmas card that year:

Go placidly amid the noise and the haste, and remember what peace there may be in silence. As far as possible without surrender be on good terms with all persons. Speak your truth quietly and clearly; and listen to others, even the dull and the ignorant; they too have their story. If you compare yourself with others, you may become vain and bitter; for always there will be greater and lesser persons than yourself. Enjoy your achievements as well as your plans. Keep interested in your own career, however humble; it is a real possession in the changing fortunes of time. Exercise caution in your business affairs; for the world is full of trickery. But let this not blind you to what virtue there is; many persons strive for high ideals; and everywhere life is full of heroism. Be yourself. Especially do not feign affection. Neither be cynical about love; for in the face of all aridity and disenchantment it is as perennial as the grass. Take kindly the counsel of the years, gracefully surrendering the things of youth. Nurture strength of spirit to shield you in misfortune. But do not distress yourself with imaginings. Many fears are born of fatigue and loneliness. Beyond a wholesome discipline, be gentle with yourself. You are a child of the universe no less than the trees and the stars; you have a right to be here. And whether or not it is clear to you, no doubt the universe is unfolding as it should. Therefore be at peace with God, whatever you conceive Him to be, and whatever your labors and aspirations, in the noisy confusion of life keep peace with your soul. With all its sham, drudgery and broken dreams, it is still a beautiful world. Be careful. Strive to be happy.

Unit Participates In Exercise

ANNVILLE, Pa. — Members of CAP's Senior Squadron 306 of Anville recently participated in a Boy Scout and Civil Defense exercise held in Lebanon County.

This was a combined effort with personnel participating from the state police, auxiliary police, fire and rescue units, radio operators and local hospitals.

CAP was given the task of locating a simulated downed aircraft by air search. Upon locating the crash site, pilots relayed the proper location through CD controls and gave ground directions for the rescue.

Using this information, the actual ground search and rescue procedures were conducted throughout the day long training by various personnel taking part.

All CAP pilots participating were given the opportunity to locate the target.

VFW Supports CAP

MAXWELL AFB, Ala.—The 75th National Convention of the Veterans of Foreign Wars has adopted a resolution which calls for close support with Civil Air Patrol.

In a letter to National Headquarters, Edward L. Burnham, director of Youth Activities for VFW said, "the resolution is in recognition of the cooperation of Civil Air Patrol along with other organizations and associations in the development of our youth, safety and patriotic programs and in sincere appreciation of same."

He added that "pursuant to this resolution, we are urging our Posts, County Councils, Districts and Departments to maintain and strengthen their ties with Civil Air Patrol."



Air Force Chaplain Recalls 'Early Days' As CAP Cadet

MAXWELL AFB, Ala. — "I don't believe I obtained any (cadet) rank at all," recalled Maj. Gen. (Chaplain) Henry J. Meade, Chief of Chaplains, USAF. That's interesting because General Meade is now the highest ranking known ex-Civil Air Patrol cadet in the Air Force.

Chaplain Meade joined the CAP cadet program in 1942 while he was a student at St. Anselm's College in Manchester, N.H. Several of his friends were CAP cadets and his membership was, in part, "an act of curiosity." "Plus," he said, "I've always had an inner love of flying."

The 1942 program was "motivational" for Cadet Meade. One thing that impressed him was the quality of the members he associated with. "They were very dedicated, attractive people," he recalled.

The uniforms then were khakis and the cadets met once a week for classes ("get togethers"). In addition to his participation in drill and ceremonies and other training, General Meade also flew as a cadet, an influence that would make itself felt later.

In 1943, General Meade relinquished his cadet membership to enter the seminary. Fourteen

years would pass before he again joined an 'air' force.

"Because of my cadet experience, I'd always wanted to fly," he said. One of the first things he did when he entered the Air Force in 1957 was to take flying lessons and solo. Flying is today one of Chaplain Meade's hobbies.

The HQ CAP-USAF Chaplain's Office keeps him current on the happenings in CAP. There have been several changes over the past 32 years but Chaplain Meade has noticed one big similarity between then and now. "People whose interests start there (in the cadet program), grow there." "My advice to those who are in Civil Air Patrol is to enjoy the years of your association with CAP," he concluded. "Contribute to it with your skills and with your desires."

"Continue to make it be what

THEN AND NOW—Cadet Warrent Officer Reda Beck, Maxwell (Alabama Wing) Cadet Squadron, discusses current cadet activities outlined in the 1974 Report to Congress with Air Force Maj. Gen. (Chaplain) Henry J. Meade, Chief of Chaplains, USAF. General Meade is the highest ranking known ex-CAP cadet in the Air Force. (Photo by MSgt. Russ Brown)

it is now—an institution of great admiration and nobility," said Chaplain Meade, an ex-CAP cadet who really made good!

Spatz Earned By McKinney

MUSCLE SHOALS, Ala. — Cadet Col. Joe McKinney of the Muscle Shoals Composite Squadron was presented the Gen. Carl A. Spatz Award by Alabama State Senator Stewart O'Bannon here recently.

Cadet McKinney, son of CAP Capt. Carlos and 1st Lt. Martha McKinney has been in Civil Air Patrol since 1969.

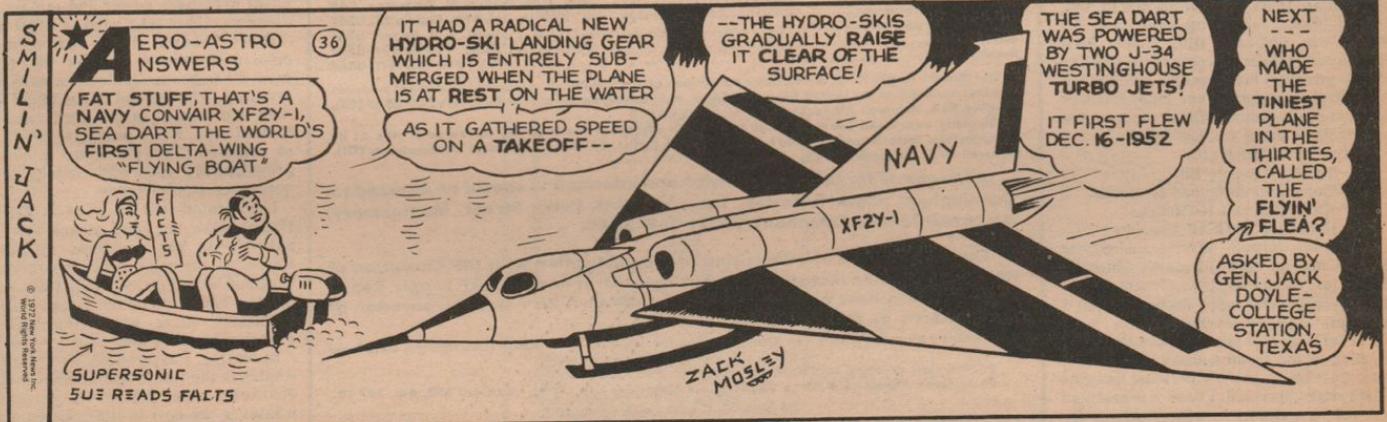
The Spatz Award is the highest attainable award in CAP's cadet program.

BOX SCORE

Cadets	24,720
Seniors	34,709
GAM	438
Total	59,867

(As of Nov. 30, 1974)

(732 decrease since Jan. 1, 1974)



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

From The Commander

Financial Management: Vital To All

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

Financial Management is everyone's responsibility, particularly when the money you save is your own. In this period of spiraling inflation it is vitally important that every Civil Air Patrol member recognize that financial management is an individual responsibility. With the limited funds available to us, the best of "financial management" will be required if we are to continue our present programs.



What does "financial management" mean to Civil Air Patrol? To squadron members it means using squadron resources (supplies, equip-

ment, and funds) efficiently. It means turning off electrical power when not in use, maintaining recommended heating and cooling temperatures, making minimum copies of letters and using the telephone for local communication rather than letters. These simple measures can mean significant savings.

To the squadron commander, financial management means insuring that all squadron members actively support resource conservation. It means inventorying squadron equipment, repairing that which can be fixed and disposing of the unserviceable. It means recognizing the value of the squadron's airplanes by charging an hourly rate sufficient to cover depreciation, overhaul and inspection. We cannot afford the luxury of wasting assets through failure to

recognize true operating costs. Every staff officer and member has a duty to assist the commander in conserving the unit's resources.

Financial management at wing and region level differs from squadron level only in degree. Wing and region commanders are concerned with utilization of many airplanes and hundreds of vehicles. They must insure the financial soundness not only of their headquarters, but also of their many subordinate units.

In speaking of conserving resources, we really mean conserving the resources of the individual Civil Air Patrol member. You are the primary source of funds for Civil Air Patrol. State appropriations, donations and sales of salvage are all important to CAP; however, the bulk of the financial support, the money that keeps Civil Air

Patrol going, comes from your dues and your contributions. It is your investment that will be conserved through good financial management.

One major problem still exists. That is the timely submission of financial reports by individual CAP units to their respective wings. The wing finance officers' limited time is almost exhausted in consolidating those reports received from subordinate units. Units failing to submit their reports or failing to submit on time place an unnecessary burden on the finance officer. Improvement must be forthcoming.

Sound financial management is a never ending responsibility. I solicit your wholehearted support in the conservation of resources and in the accurate and timely reporting of CAP financial operations.

Chairman's Comments

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

Janus, for whom the month of January is named, was associated with opening gates and beginnings. This being the opening month of our new year, I think it's appropriate to talk about some shadows that loom over the threshold of 1975.

PENTAGON VISIT

On December 18 I had the privilege of joining with other Civil Air Patrol people at a meeting with the Honorable David P. Taylor in his office at the Pentagon. Mister Taylor is Assistant Secretary of the Air Force for Man-Power and Reserve

Affairs. This high-level get-together was arranged by our good friend and strong ally, Dr. James T. Gilligan, deputy to Mr. Taylor.



The Air Force delegation included Maj. Gen. M. R. Reilly, who commands the Global-Spanning Headquarters Command and three CAP-USAF members.

General Reilly and General Westberg headed the Air Force delegation which also included Mr. John V. Sorenson and Lt. Col. Donald Moats. Joining me from Civil Air Patrol was Col. Jon Hill, Middle East Region commander. Purpose of the meeting was to present a brief general look at Civil Air Patrol of yesterday and today followed by an in-depth examination of the four major problems areas we now face.

As you know, these are:

- The CAP Supply Bill
• Cadet Recruiting and Retention
• Airlift/Aircraft Reductions
• Reduction of USAF Personnel

When the formal briefing ended, we entered into an open discussion which involved just about everybody present. It was during this round-table exchange that I was able to make several points.

I'm sure you'll be hearing more about this meeting in the months ahead. However, I want to relate to you my personal thoughts which were expressed. I think it is essential that you have this information right now for two important reasons:

ONE: These observations directly affect our ability to carry out the objectives we have planned for 1975.

TWO: In laying it on the line, I was speaking for each member—all 59,000 of us—who are trying to keep our corporation floating in some very rough seas.

USAF SUPPORT

It was ironic that I arrived in the Pentagon carrying my copy of the Air Force Times dated December 18. As usual, it was full of depressing news announcing cutbacks in this; reductions in that; less money for this activity; less men for that project and in general, an honest look at the severe reductions facing the Air Force in the "Three-M" area... men, money, material.

So I was conversant, and always have been, with the myriad problems the Air Force is facing in getting more done with much less.

Nevertheless, I was compelled to tell the Secretary that we believe it imperative that the Air Force maintain—at the very least—the current level of support to Civil Air Patrol.

In fact the corporate body feels that the USAF support, both in terms of money and personnel, has now reached the irreducible minimum. To put it another way, the governing body of Civil Air Patrol has asked the question, "What happens if Air Force support dries up completely"? Will they expect Civil Air

Patrol to go it alone? In this same context and based on an affirmative answer to the last question my associates then ask one final and highly pertinent question. "What will it cost D.O.D. and the taxpayers in real dollars to supplant the existing CAP search and rescue capability with a professional and highly viable search force, strategically dispersed throughout the CONUS with fast around-the-clock response capability?"

This is a touchy question but one that may ultimately have to be answered. None of us have any feel for the magnitude of the burden imposed but there is strong evidence that the figures could well be astronomical when compared with the \$6.2 million in appropriated funds currently being furnished by the Air Force in support of Civil Air Patrol.

And what of our other two missions—Aerospace Education and the Cadet Program? Certainly, there is no way to affix a price tag on our efforts, all over this country, to help foster the understanding and support that the Air Force needs. We believe that adequate aerospace power to defend the Free World depends on that public understanding. My job—and the job of every Civil Air Patrol member—is to know the facts about aerospace power and to pass them along to others who need to know them.

Our Cadet Program—in my opinion—continues to offer the government a handsome dividend for each dollar invested. We're proud of our 26,000 young men and women in the Civil Air Patrol Cadet Corps. We're producing the leaders of tomorrow by providing a balanced program of leadership, discipline and aerospace studies today.

I reiterated that all of us in Civil Air Patrol were not only aware—but sympathetic—to the problems of the Air Force. At the same time, it must be understood that their cutbacks were imposing new hardships on the already difficult conditions under which the Civil Air Patrol volunteers now exist.

In closing, I assured the Secretary that whatever the future holds; whatever new obstacles are placed in our path; whatever the cost in time, effort or personal sacrifice, there would always be a Civil Air Patrol.

Looking Ahead To '75

CIVIL AIR PATROL NEWS

☆☆☆☆ USAF AUXILIARY ☆☆☆☆

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General Reilly Visit Marks CAP 'First'

CULPEPER, Va. — The recent Virginia Search and Rescue exercise at Culpeper's Airport marked another "first" in the annals of Civil Air Patrol when Maj. Gen. M.R. Reilly, USAF, commander of Headquarters Command visited the exercise area.

It was the first time a Headquarters Command commander had visited a Civil Air Patrol SAR exercise. Headquarters Command is the parent unit of Headquarters CAP-USAF.

Two-hundred and 40 seniors and cadets were active at the Culpeper location with another 25 participating at the mission sub-base in Martinsville. They utilized 36 aircraft and 25 vehicles at the two locations.

The pilots and observers flew 25 sorties in search of the "target" — a parachute and electronic locator transmitter (ELT) — at the northeast end of North Anna Lake, with all making a score.

During the practice search, Col. Garold R. Beck, USAF, Middle East Region liaison officer and testing officer for the mission, witnessed ground interrogation teams looking for clues, practicing their skills in rock climbing, compass and map reading and giving first aid and evacuating those "injured."

The second day's activities consisted of cadets receiving

orientation flights in corporate and member owned aircraft and cadets replacing the headquarters staff and running a mission similar to the one the day before.

Colo. Units Kept Busy

DENVER, Colo. — The Colorado Wing recently found themselves going in three different directions when units of the wing were involved in three separate search and rescue missions at the same time.

The first mission involved a missing Beech Baron aircraft which disappeared on a flight from Gallup, N. Mex. to Sturgis, S.D. The wing was joined by New Mexico, Nebraska and South Dakota in search for the missing aircraft. However, a large winter storm, with snow, fog and low ceilings prevailed along the route of the flight and no transmissions were received from an emergency locator transmitter (ELT).

Poor weather and flying conditions prevailed for the duration of the search with negative results.

The second mission became necessary when an Air Commander 516 was reported missing on a flight from Milford, Utah to Grand Junction, Colo. Utah and Colorado joined forces for the search which was also hampered by bad weather. This search was also terminated with negative results.

The other mission was for a Cessna 182 overdue on a flight from Plainview, Tex., to Greeley, Colo. Ground units had been dispatched to the southeast quadrant of Colorado when word was received that the aircraft had been located. A farmer had found the wreckage in a field and both occupants of the aircraft were deceased.



Tornado Damage

Practice SAR Mission Uncovers Actual Signal

SUPERIOR, Wisc. — Members of the R.I. Bong Senior Squadron were surprised recently when the crew of the first aircraft off on a practice emergency locator transmitter (ELT) mission reporting picking up an actual ELT signal.

Shortly after the first flight was launched, the crew reported they were leaving the airport area on a search route for the hypothetical missing aircraft. Several minutes later the aircraft returned and passed over the airport, and reported that they had a signal, but only in the area of the airport. The person responsible for the placement of the practice ELT was contacted and he reported that it was definitely not in the airport area.

The crew, consisting of CAP Maj. Robert W. Mertz, pilot and CAP 1st Lt. Glen O. Lavin, observer, were then requested to tune to 121.5 mhz. When this was done they reported that the signal "practically blew their headsets off."

They landed their aircraft and began taxiing around in an attempt to pinpoint the location of the signal. It was finally located in a parked aircraft in a hangar and shut down.

The original mission was continued with four more sorties being flown. All crews successfully located the target.



Heroic Deed Earns Medal For Ohio's Lt. Col. R.E. Cost

MAXWELL AFB, Ala. — A member of the Ohio Wing, CAP Lt. Col. Ronald E. Cost, commander, Headquarters Group 19 was recently awarded the CAP Bronze Medal of Valor for his heroic actions in risking his life to save that of others.

Early last year, while serving as a police officer for the city of Springfield, Ohio, Colonel Cost was dispatched to a house fire. Upon finding the entire rear portion of the house engulfed in flames he forced the front door open and found a mother and daughter overcome by smoke. He then successfully removed both victims from the burning house.

The fire department arrived shortly thereafter and Colonel Cost was taken to the hospital for smoke inhalation. In spite of his valiant efforts, the mother and daughter perished due to smoke inhalation.

Minn. Pilot Locates Hunter

GRAND RAPIDS, Minn. — A pilot from the Grand Rapids Composite Squadron was instrumental in locating a lost hunter during a search near Inky Lake, Minn.

The Civil Air Patrol unit received the call for assistance from the local sheriff's office after Danny Anthony, 15 years old, of Apple Valley, Minn., had been separated from his hunting party.

Elmo Crowe, pilot of the unit's aircraft, located the boy and directed him to a nearby road where a sheriff's vehicle picked him up and returned him to safety.

Flight Clinic Attracts Many

WEST DOVER, Vt. — CAP's Vermont Wing recently held its first flight clinic at the Morrisville-Stowe Airport and according to CAP officials there attendance was good and interest was high.

Seminars for observers, ground school and level one examinations were administered. Pilots from various squadrons were flight checked in aircraft which included the "Tail Dragger."

A special course in basic and advanced weather was given by E. Brewster Buxton, a meteorologist.



SIMULATED VICTIM—Cadet TSgt. Carol Bower acts as a "victim" during the recent exercise held by the Sandpoint Cadet Squadron (Washington Wing). Observing the proper placement of a "patient" on the stretcher is 2d Lt. Richard E. Cote, first aid instructor. Eleven members of the unit participated in the two-day exercise which also included survival training, radio communications and "search and evade" games.

SAR Tips

.....It is almost impossible to achieve 100% coverage of a search area on the first search.

.....Early IO releases will normally bring useful responses and clues from the public.



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

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

(As of Dec. 15, 1974)

Number of Missions	431
Number of Aircraft	6,124
Number of Sorties	11,260
Flying Hours	21,250.4
Personnel	30,935
Mobile Radios	6,262
Fixed Radios	6,454
Saves	34
SAR Objectives Located	172

Montana—Wyoming Units Conduct Training



PAPER WORK—Cadet Suzette Hass finds the myriad of paperwork a real task as she prepares forms necessary to conduct a search exercise.

SET UP—Cadets prepare to set up their field operations in Decker, Montana during a recent two state combined search exercise.



SEARCH INFORMATION—Cadet 1st. Lt. Cathy Hart plots search leads and progress on status boards outside the headquarters vehicle.

Photos by:
Capt. Jerry Wellman,
CAP

CASPER, Wyo. — The small town of Decker, Montana was the recent site where cadets from the Billings Composite Squadron (Montana Wing) and the Natrona County Cadet Squadron (Wyoming Wing) held their first joint Search and Rescue Exercise.

Although the search objective was not located in this territory which was unfamiliar to all those participating, senior members watched as cadets took over the entire successful exercise.

From the beginning it was planned that cadets would act in the staff positions necessary to conduct this simulated search. The 10 positions were split between the units with Billings having the mission coordinator's task.

Both units, although having prior knowledge of the date and time, simulated mission readiness in alerting personnel, gathering and preparing in the early hours of the morning to set up their mission control facilities.

None of the cadets knew where the objective was located and could not guess if the lead they were receiving from 'interrogators' and the 11 simulated aircraft were false or real. A time limit was established for the search and as time expired, ground teams were approximately five miles from the objective.

Leads received were for the most part false, planned to show that all searches cannot be successful and that all leads must be followed up.

Fifty cadets and senior members participated in the exercise. Ten cadets comprised the mission staff and the remainder were on ground teams. Following the training an evaluation was given by the cadet coordinator and by other staff officers.

Cadets serving in staff positions were; 1st. Lt. Cathy Hart, mission coordinator; Sgt. Stan Gardner, briefing officer; MSgt. Brian Patterson, safety officer; A1C Ruby Soderstrom, flight line officer; 1st Lt. Terry Nilson, round operations officer; CB Steve Peek, air operations officer and A1C Suzette Haas, administrative officer.

Cadet Commanders Lt. Cols. Mike Street and Sue Chlapowski both served as advisors and observers for the mission.



CHOW TIME—Cadet A1C Randy Haglund prepares himself a 'quick meal' before resuming his duties during the training exercise.

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INJURED—Cadet Renee Lewis receives simulated First Aid treatment from Cadets Hampton and Hamilton.



Wing Scores 'Max' During Annual Test

CHICAGO, Ill.—CAP personnel from the Illinois Wing recently earned the maximum number of points (350) given by an Air Force evaluation team after they completed their annual test exercise with Civil Defense agencies.

State wide problems for the mission focused on simulated nuclear and natural disasters. Pilots searched and located their targets which consisted of Emergency Locator Transmitters (ELTs) and simulated land marked sites.

The North Central Region provided the use of an electronic instrument for testing the CDV-781 Airborne Radiological Monitoring Kits and Civil Defense provided radioactive sources.

Fifty-three aircraft flew 155 sorties for 120 hours on tasks that included transportation of medical supplies and personnel, damage assessment, radiological monitoring, surface traffic surveillance and aerial photography.

Communications between the bases included the use of 14 base, 25 mobile and 1 air mobile station. More than 280 senior members, cadets and Civil Defense personnel worked together on this successful statewide mission.



REMOVAL—Civil Defense personnel William Darner and son Mike remove an 'accident victim.'



PROTECTION—Cadet Sgt. Scott LaBott wearing the protective clothing as part of the Illinois CAP Wing's radiological decontamination team.

Vandenberg AFB Hosts 240 For Encampment

VANDENBERG AFB, Calif.—A missile launch, orientation flights and tours were among the many activities scheduled for 240 California Wing members when they were recently hosted by Vandenberg AFB to conduct a Type A Encampment.

This was the second consecutive year for California members to visit the huge Air Force installation for such an event.

More than 200 cadets received an orientation flight in the base's C-118 aircraft with another 60 receiving helicopter orientation flights. Cadets who had never flown before this encampment received flights in CAP aircraft at the nearby Santa Maria Airport.

Static displays of aircraft from other military installations were held including the Air Force's T-37 and T-38 jet trainers and U.S. Coast Guard rescue helicopters.

Other flightline activities included tours of the control tower, life support facilities and fire fighting demonstrations.

While at the base, cadets witnessed a launch of the National Aeronautics and Space Administration's (NASA) Scout Vehicle which placed the first cooperative U.S. and Netherland Astronomical Satellite into orbit.

Cadets also toured Minuteman and Titan II Missile launch control centers and assembly facilities.

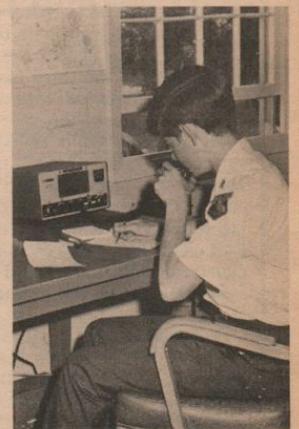
As part of their drill and ceremony training, a segment of the cadets participated in a base retreat ceremony. On their final day of the intensive eight-day encampment, all flights participated in a drill competition and parade ceremony.



Direct Communications From 'The Top'



Briefing On T-38 by Williams AFB Pilot



The Communications Center was a very busy place during this encampment.

Van Provides 'Link' At Aircraft Crash

MAXWELL AFB, Ala. — Civil Air Patrol was on hand recently to assist in rescue efforts following the crash of a commercial airliner in northern Virginia.

The plane, a Trans World Airline (TWA) 727 jet with 92 persons on board, crashed, Dec. 1, on Weather Mountain near Upperville, Va. None of the 92 persons survived.

According to information received here at Civil Air Patrol National Headquarters, the Virginia State Police requested Civil Air Patrol assistance in furnishing four-wheel drive vehicles and radio communications.

A motor home which is used by CAP's Virginia Wing as a radio communications van was driven to the crash scene Sunday afternoon. Since the vehicle is heated, it was used as an on-scene headquarters by the FBI, the FAA (Federal Aviation Administration), TWA personnel, and the Virginia Office of Emergency Services (civil defense). The vehicle was manned by some half dozen Civil Air Patrol members. It later had a telephone installed in it and the van supplied communications from the site for all the agencies involved.

The van was expected to remain on the scene until all official activity there ended.

At Leesburg, Va., site of the operations center used in the rescue effort, approximately 25 Civil Air Patrol members were put on standby alert Sunday afternoon, along with four-wheel drive vehicles and another communications van. They were not needed, however.



Communications Van At Crash Site

Cadets Support Two Air Shows

NORTH LAS VEGAS, Nev. — Cadets from the Clark County Composite Squadron were kept busy recently supporting an airshow and a radio-controlled model airplane show and exhibition.

The cadets participated in various assignments including parking lot and crowd control.

In addition the cadets helped locate two of the models which met in a mid-air collision.

Air Force Realignments

Several changes have been announced concerning realignment of Air Force forces. They include:

All Air Force strategic and tactical airlift resources will be consolidated under a single manager—Military Airlift Command (MAC).

The consolidation will include the transfer of host responsibility for Pope AFB, N.C., and Little Rock AFB, Ark., from Tactical Air Command (TAC) to MAC. Associated with the consolidation, three C-130 squadrons will be transferred from Langley AFB, Va. One unit will be reassigned to McChord AFB, Wash., the second to Scott AFB, Ill., and the third inactivated and its assets redistributed with the Air Reserve forces.

All actions should be completed by the spring of 1976. Plans are underway to absorb the functions previously performed by the Air Force Communications Service (AFCS) into MAC. It is part of the Air Force effort to cut down and eliminate headquarters or other overhead functions and to reallocate manpower to more critical missions.

Richards-Gebaur AFB, Mo., AFCS headquarters, will become a MAC base and will continue to host the 442d Tactical Airlift Wing (Air Force Reserve). All Air Force Reserve activities at Hamilton AFB, Calif.,

will be terminated by the spring of 1976 and relocated to McClellan AFB, Calif. Four Air National Guard units in the United States will be equipped with RF-4C reconnaissance aircraft from the active force.

Units to be modernized include: The 124th Fighter Interceptor Group, Boise Air Terminal, Idaho from the F-102 aircraft and will be redesignated the 124th Tactical Reconnaissance Group; the 148th Fighter Interceptor Group, Duluth International Airport, Minn., with F-101 aircraft and will be redesignated the 148th Tactical Reconnaissance Group; the 152d Tactical Reconnaissance Group, Reno Municipal Airport, Nev., with RF-101 aircraft; and the 147th Fighter Interceptor Group, Ellington AFB, Tex., with F-101 and T-33 aircraft and will be redesignated the 147th Tactical Reconnaissance Group. The Air Force will transfer some KC-135 aircraft from the active force to the Air National Guard beginning in the summer of 1975.

This move represents the first time reserve forces will be assigned a strategic offensive role in support of the Strategic Air Command mission.

Units affected include Little Rock AFB, Ark., Bangor International Airport, Maine, Pease AFB, N.H., Rickenbacker AFB, Ohio and Spokane International Airport, Wash.



FIRST RECIPIENT—Cadet Sgt. Ballard F. Fore Jr., (center), from the Eglin Composite Squadron (Florida Wing) was the first recipient of a \$250 Flying Scholarship from the Eglin Chapter, Air Force Association, Scholarship Foundation. Making the presentation is Maj. Gen. Walter B. Putnam, USAF (Retired), president of the chapter and former CAP national commander (right), and Air Force Lt. Col. Roger K. Parrish, leader of the Thunderbirds. The scholarship money was raised through an annual Military/Industrial/Community Golf Tournament sponsored by the AFA.

'Disaster' Tests Effectiveness Of Emergency Equipment

BALTIMORE, Md. — Disaster services organizations, including Civil Air Patrol, in a tri-county area of Maryland were put into service recently during a simulated disaster at the Baltimore-Washington International Airport here.

More than 500 people, including nearly 50 Maryland Wing personnel, participated in the simulated aircraft disaster instructional exercise, nicknamed SADIE.

The simulated disaster was formulated over a six month

period, and was designed to test not only the effectiveness of the ambulance and fire crews, but also the capabilities of six area hospitals and their staffs.

A primary purpose of SADIE was to develop new techniques and procedures to be used following a major airliner crash at not only BWIA, but also at other major airports across the

Rain Doesn't Dampen Show

SO. CHARLESTON, W. Va — Cadets from the Charleston Cadet Squadron have revived the old saying, "The show must go on", when the second day of the annual West Virginia Air Show was in threat of cancellation due to rain.

On that day, rain starting around 10:30 a.m. forced many spectators either to shelter or to home. The cadets, who up to this time were managing traffic now had to contend with a two-way exodus throughout the deluged day. Communications between cadets was maintained by a network of walkie-talkies and a mobile unit with a single side-band radio.

The airshow, sponsored by the local Lion's Club featured such famous names as the Navy Blue Angels precision flying team, the Army Golden Knights Parachutists, and included various interesting static displays of Army, Navy, Air Force and National Guard aircraft.

The cadets also found time in the dry hours of the show to maintain a recruiting stand for senior and cadets members under the wing of a local Air National Guard C-119 aircraft.

United States. Approximately 100 people from other airports, the state of Maryland and federal agencies traveled to Baltimore to view first-hand some of the innovations used during SADIE.

Upon initial alerting for the disaster, the Airport Fire Rescue Service at BWIA was dispatched to the "crash" site. They quickly evaluated the situation and requested fire suppression equipment and ambulances. The first four ambulances to arrive were used to perform triage, and began tagging the victims with red, yellow or green tags. Red being the most serious.

The airport is the only one in the county that uses the tag system according to Capt. R.E. Sagan, Airport Fire Rescue Service. The tags quickly identify those victims requiring immediate attention and transportation to hospitals which helps eliminate confusion and loss of time.

Nearly 30 ambulances were utilized to transport the more than 200 "victims" of the simulated 747 crash.

CAP personnel acted as casualties and helped with airport security.

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IDEA MART

How To Make The 'News'

by CAP Lt. Col. Holli Nelson
Information Officer, Winston-Salem Composite Squadron

"So you're from Winston-Salem...How come you get so much coverage in the CAP NEWS?" We got a certain amount of kidding at the National Convention—one CAP member even accused us of owning a share in the paper! We own as much of the NEWS as every other unit in CAP, and we use our little hunk.

Winston-Salem's formula is simplicity itself: We send stories and pictures to the NEWS. That's all!

This formula for getting into the NEWS can be expanded to five "Do" steps:

1. SEND THE STORIES DIRECTLY TO THE CAP NEWS (National Headquarters, CAP/OIIN, Maxwell AFB, AL 36112)
2. Cover anything newsworthy, that is ANYTHING that happens.
3. Write it up. Include the Where, When, What, Who, Why and How.
4. Photograph it. (A word to photographers: candid usually don't do the job. Pose your pix—but have the subjects DOING something and get faces! Shoot

more than one pic and more than one pose, then submit all technically good pictures.)

5. SEND THE STORIES IN! Winston-Salem's IO team writes up and photographs all happenings involving the squadron. We then submit the stories to the local weekly paper. Just about all our releases go thru the photocopying machine—a copy goes to the CAP NEWS, to the region and to the wing papers.

QUANTITY—that's our aim. The more Winston-Salem stuff on the editor's desk at deadline, the better chance of publication in any paper—hometown or CAP NEWS. We also over-write and over-photograph. The editor can cut words and photos to fit his space, he cannot add them.

Paragraph one tells the whole story—five W's and one H—in brief. Following paragraphs may go into more detail. The second-to-last paragraph names the participants in the activity and mentions their residences. The last paragraph gives some general CAP information. CAP NEWS always cuts these paragraphs, but the local papers will often run them. Remember, we write our stories for the local

weekly newspaper; CAP NEWS just gets a copy.

QUALITY lies in the editor's hands. He chooses the stories and pix, cuts them to fit his space, and lays them out. "Good writing" from his point of view meets two requirements: (1) It is on his desk at deadline, and (2) it contains all the factual information—five W's and one H.

Let's look a moment at the workings of a newspaper. Its total space is budgeted—so much to news, so much to editorial, so much to advertising, and so much to features. In the news category, CAP NEWS has to divide its space between headquarters items and news stories from the field. When the deadline comes, the editor looks at all the items submitted. He picks what will appear from the stories on his desk with reader interest in mind. But there's no way he can run a story he has not received! And the CAP NEWS's receiving a story is up to the IO at the unit level. Write it, photograph it, and ship it to NHQ, CAP/OIIN directly.

CAP NEWS has printed 22 of the 40 articles the squadron has submitted. Only two of these were written specifically for the CAP NEWS, this item and the No. 2 Squadron of Distinction Story (Aug. 74.) All others were written for, and most appeared in, the Winston-Salem local papers. Some of our stories appear about as written with a couple of pictures, other are cut from a page to a line or two, and others come out as a pic and caption, but about 55% of our stuff makes the CAP NEWS and that's pretty close to the national average.

Would you believe that one squadron IO who maligned our coverage has yet to send the CAP NEWS one item?

Students Taught By Pilots

NASHVILLE, Tenn.—Members of the Marshall County Composite Squadron recently provided some "non-classroom" aerospace education for a group of young men here.

CAP Capt. Charles M. Brown and Warrant Officer Lee Barron, the squadron helicopter pilot, flew to the Nashville Metropolitan Airport and met a sixth grade class of aerospace education students from Caldwell Elementary School. The special interest class is taught by Mrs. Janet Ashmore, who is also a member of the Marshall unit.

The students and their parents were given a basic explanation of how a small aircraft operates by Captain Brown, while WO Barron described the general makeup and flight theory of a helicopter.

Captain Brown took the students for a short flight around Nashville, while they observed the radio operations of a controlled airport. In addition, arrangements were made for the students and parents to visit the control tower. They were also given an explanation of the radar and air traffic control operations by Federal Aviation Administration officials.



EASY DOES IT—A crane is used to load a T-34 aircraft onto a barge for transfer from the U.S. Coast Guard Reserve Base in St. Petersburg, Fla., to the Albert Whitted Airport, across the Tampa Bay. The aircraft was transferred from the Coast Guard to Florida's Group 17. (Photo by CAP 2d Lt. Wm. Warner).

Units Join For A/C Search

MINNEAPOLIS, Minn.—Three Civil Air Patrol wings recently joined forces to search for a missing PA-24 aircraft which was enroute from Galesburg, Ill., to LaCrosse, Wis.

The Minnesota Wing was involved with their annual SAR-CD test during the actual search mission. Also participating in the extended search were Wisconsin and Iowa CAP units.

The three wings flew a total of 217 sorties for more than 430 hours during the search.

Md. Wing Holds Encampment

CASCADE, Md. — Cadets from the Maryland Wing had a variety of activities during their recent summer encampment at nearby Fort Ritchie, ranging from a visit to a planetarium, rides in the Air National Guard C-130 and an Army helicopter.

Cadets from all wing units flew in helicopters from Fort Meade, which was followed by a visit to the Air National Guard Base in Martinsburg, W. Va., where they flew in a C-130 transport. They also visited the Hagerstown, Md., Planetarium.

Flight Clinic Upgrades Pilots

RAND RAPIDS, Minn. — Several members of the Grand Rapids Composite Squadron, along with other squadrons in Minnesota's Group I and II recently participated in a flight clinic.

The purpose of the clinic, conducted by Minnesota Wing personnel, was to provide ground instruction and an evaluation flight to meet the Federal Aviation Administration requirement for a biennial flight review for all pilots before November 1.

Members Assist Local Authorities

MORGANTOWN, W. Va. — The local Office of Emergency Service here recently called upon members of the Morgantown Cadet Squadron for assistance following a late night automobile accident.

The accident knocked out a section of a bridge near Morgantown leaving an exposed 85-foot drop to the ground. CAP members roped-off the dangerous section and patrolled the bridge throughout the night advising those present of the danger.

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SPEAKING OF INFORMATION, WE HAVEN'T PUT THERE WASN'T ONE OUT INFORMATION ARTICLE PUT OUT ABOUT ON OUR ACTIVITIES, MONTH, OR OUR PARTICIPATION IN THE REDCAP THE MONTH BEFORE...

THE CADET PROGRAM, EMERGENCY SERVICES, AEROSPACE EDUCATION, COMMUNITY INVOLVEMENT...

HOLD IT RIGHT THERE - WE DON'T HAVE TIME FOR ALL THAT. WE'VE GOT MUCH MORE IMPORTANT THINGS TO WORRY ABOUT!

LIKE... LIKE LACK OF COMMUNITY SUPPORT FOR THIS UNIT! DO YOU REALIZE MOST OF THE PEOPLE AROUND HERE NEVER EVEN HEARD OF C.A.P.!!

YEAH-THAT'S A PROBLEM ALL RIGHT...SARAY, WAIT A MINUTE...

...I THOUGHT THAT'S WHAT WE WERE TALKING ABOUT.

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

People In The News

SM John L. Loveridge of Group III (Ohio Wing) recently attended the National Security Seminar offered by the Industrial College of The Armed Forces in Charlotte, N.C. Loveridge is now the first senior member in the Ohio Wing to receive a diploma from a National Security Seminar. . . A pool party honoring two CAP members was recently held by the Mendocino Composite Squadron 6 (California Wing). The party was in honor of CAP Capt. Harold Curtis and Cadet TSgt. Tim Moore who had completed their solo flights. . . Six cadets from the Muscle Shoals Composite Squadron (Alabama Wing) were recently flown to Wright-Patterson AFB, Ohio to tour the Air Force Museum. Members making the flight and tour were Cadets Joe McKinney, Mark Sockwell, Joey Oliver, Ronnie Carroll, Marty Tays and Bob Johnson.

Cadets from the St. Matthews Composite Squadron (Kentucky Wing) recently participated in a two day search and rescue training exercise. The unit made up a ground team which maintained radio communications with the base station. . . Four members of the New Rochelle Squadron (N.Y. Wing) Cadets James Forbes, Mark Taraboletti, Fred Villani and Frank DiGesue are now qualified to be Aerial Radiological Monitors. The cadets completed their training last year by taking a simulated aerial test using Civil Defense monitoring equipment. . . Michigan Wing's Thunder Bay Composite Squadron recently announced the appointment of CAP 2nd Lt. Eljay Showers as their communications officer. Although physically handicapped Showers has been active in CB radio for several years.

The National Capital Wing's Cadet Advisory Council recently held a cadet leadership Symposium with the purpose of discussing leadership problems. More than 30 cadets from eight squadrons attended. . . Three U.S. Air Force members of the 1st Strategic Aerospace Division were recently presented CAP Certificates of Appreciation by CAP Lt. Col. Arlene A. Hyer, Group 11 commander (California Wing). The certificates were presented to Col. Richard M. Snowden, MSgt. Donald W. Waddell and TSgt. Ardith E. Hall in recognition of their outstanding assistance during a Group 11 encampment held at Vandenberg AFB, Calif. . . CAP 2nd Lt. Karla Hessler recently served as commander of the Tri-Cities Composite Squadron (Washington Wing) Drill Team during a city parade in Richland, Wash.

CAP 1st Lt. Nicholas T. Brignola, Jr., commander of the West Haven Cadet Squadron (Connecticut Wing) recently received certification by the National Rifle Association as a rifle and pistol instructor. Brignola heads the squadron's Junior Rifle Club. . . SM Paul C. Davis of the El Monte Composite Squadron 21 (California Wing) is presently attending the Emery School of Aviation in Greeley, Colo., to complete training for his commercial pilot's license.

Although confined to a wheel chair, CAP 1st Lt. John W. Lynch of the Townsend Composite Squadron (Maryland Wing) flies for CAP. The former Air Force B-52 pilot was recently checked out to fly the Piper Cherokee with the use of a hand controlled rudder. . . CAP 1st Lt. Michael Mooney of the North Coast Group 23 (California Wing) recently served as project officer when his unit hosted a two-day cadet emergency services

bivouac. Mooney planned the program which more than 80 members attended.

Four members of the Paine Field Squadron (Washington Wing), Cadets Ken Hurley, Diana Hurley, Jolene Hurley and Paul Warns, recently provided the Color Guard for the Mariner High School Americanism Assembly held recently. . . CAP Col. Charles X. Suraci, commander, National Capital Wing, recently presented a CAP Certificate of Appreciation to Charles Colgan. For the past two years Mr. Colgan has provided tie downs for two of the Wing's aircraft and an area located at Manassas Airport which is used as mission headquarters in the event of an emergency.

A member of the Tahoe Truckee Composite Squadron Cadet MSgt. Jeanne Nicholas recently donned her solo wings. . . CAP Maj. Glenn Knight, former Indiana Wing information officer was recently awarded the coveted Gill Robb Wilson Award. Knight recently transferred from Indiana and now serves as information officer for Group 10 (Wisconsin Wing). . . Cadet Phillip H. Hall of the El Monte Composite Squadron 21 (California Wing) recently exchanged his CAP uniform for that of the U.S. Air Force. Hall is training to be an Avionics Specialist. . . Cadets of the Eston Composite Squadron (Maryland Wing) have embarked upon a 'Rocketry Program.' Ten rockets were launched during a recent bivouac and ground training exercise.

Cadet John D. Rockey, a senior at Raytown South High School was recently notified that he is to be featured in the Eight Annual Edition of Who's Who Among American High School Students. Rockey is a member of CAP's Kansas City Composite Squadron 1 (Missouri Wing) and holds the Mitchell and Earhart Awards. . . The Color Guard of Green Valley Cadet Squadron (West Virginia Wing) recently presented the colors at the Green Valley-Glenwood Horse Show. Members of the Color Guard were Cadets TSgt. Sid Langford, Amn. Becky Walters, Amn. Vickie Perdue and AIC Sam Hawley.

CAP Capt. Pauline Woods, commander of the Marshall Composite Squadron (Missouri Wing) was recently awarded the Gill Robb Wilson Award. She received the award for her conspicuously meritorious performance and exceptionally distinguished service in CAP. . . Cadet Erica Zimmerman recently became the first female to solo on her 16th birthday in CAP's Greater Portland Squadron (Maine Wing). Erica made her solo flight in a Cessna 150. . . A member of the Salina Composite Squadron (Kansas Wing) CAP Capt. Jeff Guernsey was recently filmed in a fight scene for a forth coming movie titled 'King Kung Fu.'

A former cadet member of the El Monte Composite Squadron 21, David C. Ward is currently a cadet candidate at the U.S. Air Force Academy Prep School in Colorado Springs, Colo. . . Maj. John W. Crouse Jr., USAF Reserve, was recently assigned as Reserve Coordinator for CAP's Rhode Island Wing. Crouse is an 18 year veteran of the Reserves and is assigned to the Air Force Reserve Personnel Center, Denver, Colo. . . Cadets 2nd Lt. Mike Lucky and 2nd Lt. Steve Rice of the Morgantown Cadet Squadron (West Virginia Wing) recently traveled to Andrews AFB, Maryland to participate in the Middle East Region Orientation Course.



HAPPY REUNION—Col. Charles X. Suraci (right), National Capital Wing commander, recently paid a visit on his former commander, Gen. George S. Brown, USAF, Chairman, Joint Chiefs of Staff, and presented him with a Civil Air Patrol plaque. General Brown was a wing commander at Williams AFB, Ariz., when Colonel Suraci was stationed there with the Air Force.

Wg. Conducts Annual Seminar

KAILUA, Hawaii — The Hawaii Wing held its 26th annual Flying Seminar at Dillingham Air Force Base recently with 27 cadets participating.

Among the 27 participants which included seven females, 21 went for glider training while the remainder went for power training. Eighteen of the 21 glider cadets soloed and four out of the power group soloed.

Also, nine glider cadets took the FAA written examination — seven for their private pilot ticket and two for their commercial ticket.

Three of the cadets received their private pilot ticket for glider. They were Ken Mumford, Leslie Yamashita and Walter Mensing. Capt. Richard Lee received his certified Flight Instructors Certificate for glider.

The encampment was conducted by the cadets of the Hawaii Wing.

Cadet Harting Earns Spaatz

CLEVELAND HEIGHTS, Ohio — A former member of the Dover Bay Cadet Squadron 407, Cadet Col. Harry L. Harting recently earned the highest award in CAP's cadet program, the Gen. Carl A. Spaatz Award.

Harting is the ninth member of the Ohio Wing to receive this award. He is presently a member of CAP's National Capitol Wing and a junior at Georgetown University majoring in international economics.

11 Solo During Encampment

LAKEHURST, N.J. — Eleven cadets recently received their solo wings during New Jersey's first cadet flying encampment.

Held at Millville Airport, the eight-day encampment included both ground and flight schools. The ground school was conducted by Air Force Reservists while CAP certified flight instructors provided the flying instruction.



HONORARY MEMBER-SHIP—Ralph "Shug" Jordan, coach of one of the nation's top football teams—Auburn University—was made an honorary member of Auburn's War Eagle Squadron (Alabama Wing) in commemoration of CAP's 33d Anniversary. Presenting the certificate are Maj. Ray Plagge (left), squadron commander and Cadet Craig Calhoun, cadet commander. The squadron also claims Auburn's team mascot, War Eagle IV, as its own mascot.

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Choose Number of Units Desired

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

Annual Cost	Non-Pilot	Pilot
Non-Pilot	\$10.00	\$20.00
Pilot	20.00	40.00
		60.00
		80.00
		100.00

I Herby 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

CADET AWARDS

EARHART AWARDS November, 1974

John B. Nelson	02064
Michael R. Lehmann	05659
Michael M. Beachler	08943
Jeff R. Hancock	08103
Edward A. McLuckie	08103
Norman S. Schweizer	08160
Jeremy Pearson	08160
Kirk K. Steinhauer	08160
William I. Lang	11042
William K. Davis	11212
Robert W. Brown	12182
Judith A. Shotwell	12175
Paul J. Atlesck	13071
David R. Rodgers	20020
Cheryl A. Boren	20145
Charles J. Lauer	20182
Paula D. Sibert	20235
Susan J. Kelley	22057
John M. Owens	22057
Paul D. Romanik	25002
Albert J. Hoffman Jr.	25090
Victoria Maximieuc	31111
Steven R. Scorfienza	31167
Tony D. Bass	32051
Randall J. DuFault	33095
Richard L. Mook	34051
David M. Schuster	34166
Edward C. Lewis	34167
John W. Boyd	35008
John L. Cauffiel	35008
Roland W. Spencer	37246
Jeffrey W. Lemay	42010
Dania L. Davidson	42010
Pamela I. Kantor	42110
William A. Sacco	44009
Richard A. Witt	48018
W. R. Stephens Jr.	48055
Scott D. Schraufnagel	48149
Roberto Marquez	52065
Gerardo Torres	52066
Harry Ramirez	52066
Radames Mercado	52066
Gerardo Lago	52066
Juan V. Rodriguez	52094
Julio Santiago	52094

MITCHELL AWARDS

Mark D. Sockwell	01041
Thomas L. Funk	02045
Joseph E. Ehrhardt	02050
Ward E. Harbin	02092
Henry E. Decker	03079
Leo R. Bauer	04092
Thomas D. Leeper	04184
Linda J. Cordes	04184
Terence C. Marpert	04193
Susan J. Admich	04204
William J. Flannigan	04204
Andrew J. Monk	04287

Randy E. Sherman	06257
B. W. Caldwell Jr.	06223
Carol A. Schneider	04346
Barry D. Smith	04346
Michael W. Woodard	06025
Larry D. Bass	06072
James S. Tyson	06099
Lee R. Jamnik	06022
Lamont Moch	06094
Daniel W. Haaf	06041
Jo-Marie Koney	06042
Doris H. Krump	06042
Donna M. Toriella	06042
Gregory S. Owen	06054
Francis W. Gearl	06056
Mark W. Coleman	07004
Gregory P. Haeffle	07015
Stephen C. Seipp	07016
Nick L. Castrinos	08043
Mark J. Tong	08043
Bill R. Lucas	08066
Gary H. Davis	08142
Geoffrey C. Jarvis	08160
Lyle B. Stern	08204
Gary G. Schrade	08227
Peter M. Kurdziel	08227
Robert W. Obolsa Jr.	09045
Dean A. Eicher	09075
Don R. Blair	10078
Steven J. Holmstrom	11080
Carlos Contreras	11090
Mark R. Shutock	11173
Patrick S. Bevell	11187
Robert J. Tyszka	11187
Brian F. Lorge	11189
Andrew C. Marchiando	11196
Donna M. Marlow	11212
James M. Colombo	11219
Wayne L. Kosty	11226
R. T. Vanbreemen	11226
Glen W. Hobbs	12184
David J. Vachon	12186
Joseph J. Burroff	16005
Donald L. Pink	16007
Charles M. Darlington	18003
H. G. Schneider III	18003
John C. Kazyak	18038
Jay C. Voight	18039
David E. Borowy	18044
Paul M. Kirby	18052
Brien D. Ward	18052
R. M. Henderson Jr.	18077
Don M. Keyes	20020
Wade E. Connell	20020
Robert E. Neeliss	20020
Russell J. Sheibels	20065
Earl J. Dettmer	20068
Tom J. Cannan	20117
Michael S. Sadowski	20117
Michele L. Chiriac	20182
Margery P. MacMurray	22228
Douglas M. Rutherford	21017

Linda M. Saunders	23053
Michael L. Adamson	23028
David L. McCammon	23028
Randolph F. Nadeau Jr.	23043
David N. Burton	23002
Paul A. Winters	23057
F. M. Rutteneger	23090
Matthew B. Caffrey Jr.	25002
John J. Hoffman	25090
Peter W. Ladewig	31052
Sprous Kosmetatos	31135
Susan Macaluso	31141
Donna M. Difelice	31173
David A. Lane	31201
Thomas M. Towey	31317
Mark A. Haller	34037
Brad J. Harter	34038
Stephanie A. Raster	34070
Mark L. Stephens	34131
Mark D. Peters	34167
Kenneth C. Krisa	35074
Michael J. Dykstra	35082
Richard E. Merck	37021
Cynthia A. Borkowski	37025
John T. Cusatis	37146
James W. Gibson	39009
Joe K. Sardino	41054
Kim W. Ferguson	42026
Keith V. Goodson	42154
Jeff D. Arnold	42187
Michael C. Jordan	42187
David W. Free	43014
Karen A. Schultz	44005
Gary L. Parsons	45060
Charles G. Franke	45095
Brian J. Stratiner	45095
David S. Corbett	45117
Jeff D. Arnold	45117
Jeffrey S. Adler	45117
Hande L. Lindner	46003
Kathy A. Elder	46003
Terry E. Bowen	46003
William W. Bost	46003
Coral L. Manners	46003
Russell A. Witt	48018
Glen L. Brandt	49095
Alan A. Feingold	48110
John R. Keller	48110
Timothy M. Kirby	48126
Kendal L. Nagel	49009
Lamont T. Edell	51028
Bernarda Martir	52045
Luis A. Laboy	52045
Vladimir Ojeda	52045
Juan J. Palacio	52045
Jaime O. Ruiz	52045
Jose A. Ortiz	52045
Jose R. Monscun	52045
Carlos M. Rodriguez	52045
Edgar A. Torres	52045
Carmelo Torres	52045
Henry Aviles	52045

New Policy Announced In Clothing

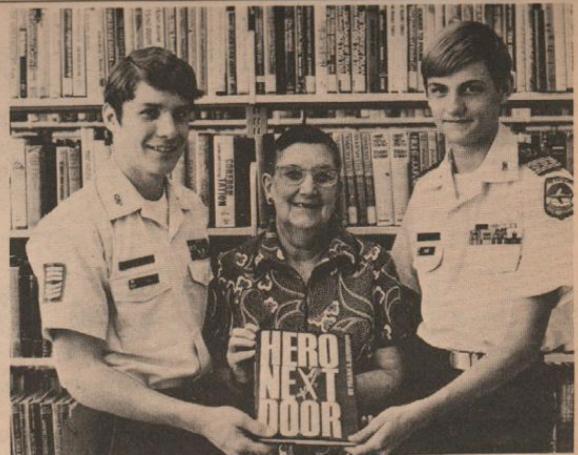
MAXWELL AFB, Ala. — The clothing list for cadet special activities that was contained in the "1975 Cadet Special Activities Application and Selection" brochure published in the October 1974 CAP NEWS has been revised to reflect more realistic requirements for shade 1549/1550 uniforms at some activities.

Uniform requirements for Cadet Officer School (COS) and the Communications Electronics Course (CEC) remain as originally published.

For the Air Force Academy Survival Course (AFASC) and the Air Training Command Familiarization Course (ATFCF) revised requirements are for only one (1) shade 1549/1550 uniform, plus utility or flight suit uniforms as originally published.

For all other special activities except IACE, revised requirements are for one (1) shade 1549 skirt/trousers, and two (2) or more shade 1550 blouses/shirts. Travel uniforms may be optional shade 1505 or 3304 pinstripe.

Requirements for IACE remain unchanged, with the IACE blazer outfit, plus utility uniforms or flight suits (when specified for particular countries) being the only mandatory clothing items.



PRESENTATION—Cadets Capt. Jonathan R. Bonds (right), and MSgt. Michael R. Ryan of the Martinsburg (West Virginia) Composite Squadron present "Hero Next Door"—a book on Civil Air Patrol—to Mrs. Anna Sherbridge, librarian at the Martinsburg-Berkley County Public Library. The book, authored by Frank Burnham, a member of the California Wing, is a factual, up-to-date account of CAP. The book is on sale through the Civil Air Patrol Bookstore at Maxwell (see ad below).

Cadet Roy Earns Top Award

NASHUA, N.H. — Cadet Col. Donald Roy of the Wright Brothers Composite Squadron (New Hampshire Wing) was recently presented Civil Air Patrol's highest cadet achievement — the Gen. Carl A. Spaatz Award — by New Hampshire Governor Meldrim Thomson.

Cadet Roy, who joined CAP in 1969, was the first recipient of the award in New Hampshire. In addition to attending the Air Force Academy Survival Course, Roy has attended flying encampments, has served as ranger team commander, secretary and chairman of the New Hampshire cadet advisory council and was commander of the unit's drill team in 1973 when it won the New Hampshire competition. He has also received his private pilot's license.

Roy is currently attending the Air Force Academy in Colorado Springs.

HERO NEXT DOOR tells The CAP Story Like It's Never Been Told Before...

Here's what the reviewers say—"... one of the finest flying stories published in a long time ... at long last! ... the whole fascinating story behind the Civil Air Patrol ... fact that surpasses fiction!" Jeppesen Aviation Book Club

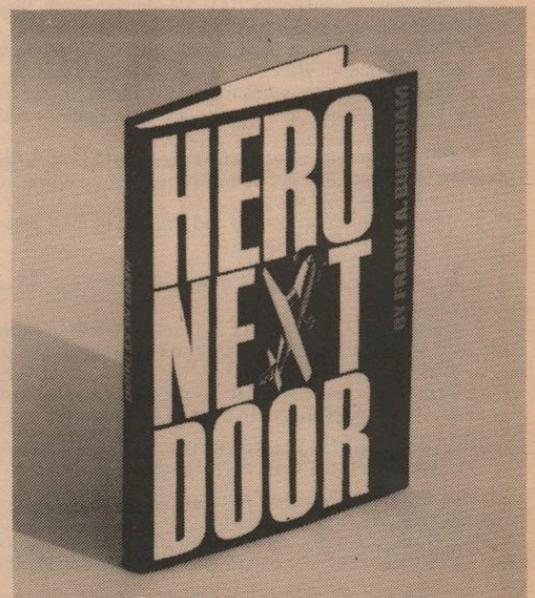
"The account is filled with dramatic rescues and heroism ..." Air Force Magazine

"A book with all the answers ... about the Civil Air Patrol ... excellent reading." CROSS COUNTRY NEWS

"The true story, historically accurate and factful of little known exploits ..." FAA INTERCOM

"The Civil Air Patrol over the years, heavy with anecdotes of heroism, service and the unexpected." FLYING MAGAZINE

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



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

Please send _____ copies of Hero Next Door to:

RANK

NAME

STREET AND NUMBER

CITY

STATE

ZIP

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

SIGNATURE

RANK

CAPSN



MEMORANDUM OF UNDERSTANDING BETWEEN DEFENSE CIVIL PREPAREDNESS AGENCY AND CIVIL AIR PATROL

A. PURPOSE

This Memorandum of Understanding provides for mutual cooperation and establishment of policy relative to the development and issuance of guidance on items of mutual concern to state and local civil defense preparedness agencies and CAP wings and subordinate units.

B. DEFENSE CIVIL PREPAREDNESS AGENCY (DCPA)

1. DCPA is under the direction, authority and control of the Secretary of Defense. Subordinate to the DCPA National Headquarters are eight regional offices and the National Staff College.

2. The Director of DCPA coordinates with other Federal agencies and with State and local governments to develop, execute, and administer civil preparedness programs.

C. CIVIL AIR PATROL (CAP)

1. CAP is a nonprofit, volunteer civil corporation chartered by Congress and established as an auxiliary of the U.S. Air Force (USAF). Organized into 8 regions and 52 wings, CAP is provided advice and assistance by a similar organization of CAP-USAF liaison offices. An Air Force General Officer is designated as National Commander.

2. CAP members serve on a voluntary basis without compensation. On missions authorized by the USAF, members are eligible for reimbursement for fuel and lubricants and are covered under the Federal Employees Compensation Act. Reimbursement on other missions is dependent upon existing agreements.

D. DIRECT COOPERATION BETWEEN DCPA AND CAP**1. DCPA Headquarters**

a. Maintain close liaison and coordination with CAP Headquarters in development of DCPA guidance for State and local governments which inform civil preparedness agencies of CAP's capability to support emergency operations.

b. Coordinate and exchange information with CAP Headquarters in matters of mutual interest, to include such matters as DoD excess and surplus aircraft.

2. CAP Headquarters

a. Maintain close liaison and coordination with DCPA Headquarters in the development of emergency services guidance and procedures for CAP wing and subordinate units to assure compatibility with civil preparedness guidance and concepts for emergency disaster operations.

b. Coordinate and exchange information with DCPA Headquarters in matters of mutual interest.

c. Coordinate with DCPA Headquarters in the development of CAP/civil preparedness training, and test and exercise requirements.

3. DCPA Staff College

a. Provide assistance to CAP Headquarters in those areas of civil preparedness training having mutual benefits.

b. Exchange training information with CAP Headquarters.

4. DCPA Regional Offices

a. Provide program guidance to the States in the areas of planning, testing and exercising, and emergency operations as related to CAP support.

b. Provide on request of the CAP Regional Liaison Officer assistance in planning, coordination, and administration of civil preparedness tests and exercises for the CAP wings.

c. Assist in the coordination and training of CAP personnel to perform civil preparedness functions.

5. CAP Regional Offices

a. Provide to DCPA Regional Offices, CAP Regional support capability information.

b. Designate a CAP member as Liaison Officer to work with the respective DCPA Region in test and exercise planning, and in civil preparedness training of CAP personnel.

c. Provide for the coordination of CAP personnel and resources in interstate civil preparedness emergency operations.

E. MUTUAL COOPERATION BETWEEN DCPA/CAP IN RELATION TO STATE AND LOCAL CIVIL PREPAREDNESS

1. The Director, Defense Civil Preparedness Agency, and the National Commander, Civil Air Patrol, working through their respective organizations, mutually agree to encourage State and local governments (in cooperation with State and Regional Disaster airlift (SARDA) officials) to:

a. Develop effective State civil preparedness/CAP wings, and local civil preparedness/CAP unit agreements, which provide for the conditions and

types of CAP support available to the civil preparedness agencies during emergencies.

b. Include in the agreements provisions for CAP support for search and rescue, radiological monitoring, transportation, communications, reconnaissance and damage assessment, and other support capabilities as appropriate.

c. Include in the SARDA Plans, in accordance with Federal Aviation Administration guidance, those support missions to be performed by CAP and detailed information concerning the coordination, control and execution of these missions.

d. Provide for CAP representation in State and local EOC's during tests, exercises, and emergencies.

e. Provide space in each EOC communications area for installation of CAP radio equipment.

f. Provide training to CAP personnel to enable accomplishment of civil preparedness assignments.

g. Formulate procedures for requesting support missions and alerting and controlling CAP units.

h. Formulate conditions and procedures under which the State and local civil preparedness agencies will provide reimbursement and other benefits to CAP while assisting in emergency operations.

i. Prescribe the availability of civil preparedness equipment for CAP units assigned emergency support missions.

j. Develop an annex to State and local emergency operations plan providing for CAP participation.

k. Provide assistance and participation by CAP in the On-Site Assistance process to increase the emergency operating capabilities of local governments, when requested.

l. Provide for joint planning of State and local tests and exercises by civil preparedness agencies, CAP units, and other appropriate State and local agencies.

m. Provide for active participation by CAP in the SARDA organizations.

n. Provide for other assignments within the interest and capability of CAP units.

JOHN E. DAVIS
Director

Defense Civil Preparedness Agency

WILLIAM M. PATTERSON
Chairman, National Board
Civil Air Patrol

LESLIE P. WESTBERG
National Commander
Civil Air Patrol



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

NUMBER 1

JANUARY 1975

CADET PROGRAM

1. CADET SPECIAL ACTIVITIES - ESCORT APPLICATIONS. In order to provide ample time for processing Cadet Special Activities escort applications at all levels of command, suspense dates for required actions at the various echelons are revised as follows (these dates will appear in the forthcoming revision of CAPM 50-16, to be published in January 1975):

December	National Commander invites certain selected senior members to apply for IACE escort duty.
No Later Than 31 January	Invited applicants forward IACE escort applications direct to National Headquarters.
No Later Than 1 January	All other applicants submit applications to commander of unit of assignment (Sq, Wg, Rgn).
No Later Than 15 January	Appropriate commander attaches CAPF 45 to application and forwards to next higher headquarters (Wg, Rgn, or National).
No Later Than 31 January	Wing or region commander forwards application to national Hqs.
No Later Than 15 February	National Headquarters submits list of IACE applicants and copy of all IACE applications to rgn/wg commander.
No Later Than 15 March	Wing and region commanders forward recommendations to National Hqs.
No Later Than 31 March	National Commanders Selection Board convenes.
No Later Than 15 April	National Headquarters notifies wing and region commanders & selectees.

Please note that all applications must reach National Headquarters postmarked not later than 31 January in order for the selection process to proceed in a timely manner. EDAS

OPERATIONS

2. APPLICATION SUBMISSION DATES FOR 1975 NATIONAL STAFF COLLEGE, 3-9 JULY 1975.

By 28 February 1975	Individual applications must be submitted to respective wing headquarters. CAP Form 17, Application for Senior Member Activities, dated January 1974, must be used for National Staff College application.
By 25 March 1975	Wing commanders' review and recommendation for selection completed. Respective wing applications forwarded as a "package" to region headquarters this date.
By 18 April 1975	Region commanders' evaluation of respective wing applications completed. Each application assigned a region selection number and all applications forwarded as a group to National Headquarters/DOT this date.
By 2 May 1975	Selectees and alternate selectees notified by National Headquarters/DOT.

3. THE LIVELY COMMANDER (TLC) AUDIOVISUAL AID. As stated in the Chairman's column of the December 1974 CAP NEWS, distribution of one copy of the TLC "kit" has been made to each region and wing. The kit consists of 54 color, 35mm slides, accompanying audio tape, and a written narrative. It is available for individual or unit purchase from the CAP Bookstore at a price of \$9.50 per kit. DOT

4. SQUADRON COMMANDER'S GUIDE - 1975 EDITION. The 1975 edition of the Squadron Commander's Guide, CAPP 51, is being distributed to CAP units and liaison offices. Further, the new edition, with or without the plastic outer cover, is available for unit or individual purchase from the CAP Bookstore. Prices are as follows:

Complete pamphlet	- \$1.00 each
Plastic outer cover only	- \$.50 each
Contents only	- \$.50 each

DOT

PULL OUT AND POST

TIN BOARD

Bulletin Cont'd

ECI APPLICATIONS. Paragraph 5, Item 2, CAPR 50-1, Extension Course Institute (ECI), dated October 1974, specifies the use of the individual's Social Security Account Number (SSAN) when applying for ECI courses in ECI Form 23. The rationale for this requirement is that the SSAN is unique and is not duplicative of any other number. Any Civil Air Patrol member applying for an ECI course should use his SSAN. Individuals who have not made application for a SSAN should apply in order to preclude delay in receipt of ECI courses, CAP members may submit ECI applications utilizing their CAP Identification Number. In cases where the CAP ID number contains less than the 9 digits required to complete the SSAN block (item 2, ECI Form 23) the CAP ID number should be preceded by sufficient zeros so as to complete the block, i. e., CAP ID number is 000345666, item 2, Form 23 would read: 000345666. DO

ECI TEST CONTROL OFFICES. Listed below are the Zip Code/Shreds of ECI Test Control Offices for each Civil Air Patrol Wing. Applicants for ECI courses must enter their respective Wing Code/Shred in Item 8, ECI Form 23, ECI Enrollment Application.

ZIP CODE/SHRED TEST CONTROL OFFICE	WING	ZIP CODE/SHRED TEST CONTROL OFFICE	WING	ZIP CODE/SHRED TEST CONTROL OFFICE	WING
35205-1	LA	70126-6	ND	53103-8	
99501-5	ME	04330-5	OH	43219-5	
72202-2	MD	21240-5	OK	73110-5	
85711-5	MA	01730-8	OR	97218-9	
94625-5	MI	48134-5	PA	19806-5	
80230-6	MN	55111-5	PR	00906-5	
06114-5	MS	39209-5	RI	02886-5	
19806-5	MO	64141-5	SC	29205-5	
32812-6	MT	59403-7	SD	57104-6	
30060-8	Nat Cap	20332-2	TN	37901-2	
96820-5	NE	68102-5	TX	75701-5	
83318-5	NV	89431-5	UT	84113-8	
60604-5	NH	03103-5	VT	05401-5	
46970-6	NJ	08733-6	VA	23150-7	
50309-1	NM	87117-7	WA	98438-8	
67221-7	NY	11530-5	WV	25303-5	
40220-5	NC	28219-5	WI	53538-5	
			WY	82001-6	

Change CAPR 50-1 to reflect as above.

PERSONNEL

CHANGE IN CHARTER FEES. Effective 1 January 1975, the charter fee for new CAP units is \$100. DPY

CHANGE IN PROMOTION CRITERIA. Effective immediately, members eligible for promotion under the mission-related skills method (Section D, CAPR 35-5, CAP Officer Appointments and Promotions) will no longer be required to satisfy time-in-grade requirements. Commanders are still expected to insure that members recommended for promotion under this method, however, are contributing their special skill to the CAP mission. A change to CAPR 35-5 will be forthcoming. DPY

IDENTIFICATION OF RETIRED MEMBERS. Future membership cards for retired members will be updated to reflect the letter "R" immediately following the CAP serial number. DPY

LOGISTICS

SPECIAL ORDER - UNIFORM APPAREL. All CAP members should be aware that requirements for sized or out-of-stock apparel from AF Clothing Sales Stores may be placed on special order. Requests will be honored by Clothing Store personnel. In addition, CAP members are permitted to exchange items previously purchased through the Clothing Store for like items, provided that items are returned new within 30 days from date of purchase. LGS

ACQUISITION OF VEHICLES. Wing Commanders must insure that acquisition of vehicles from the Government does not include fire fighting trucks, refueling tankers, and motor boats. Unauthorized acquisition of DOD vehicles will result in suspension from receiving DOD excess property. LGS

ADMINISTRATION

UNIT PUBLICATION. Pursuant to CAPM 190-1, each unit is required to forward a copy of a unit publication to HQ CAP-USAF/OII each time it is produced. A publication on file with the National Headquarters is worth points to the unit's wing in the National Commander's Evaluation. Some unit publications received do not clearly indicate the wing to which the unit belongs. To assure each wing of receiving maximum credit for unit publications in the NCE it should help if the unit would include the name of the parent wing prominently on the masthead of the publication. OI

THE NATIONAL COMMANDER

Bella Flynn
BELLA T. FLYNN, Lt Col, USAF
Director of Administration



GROVER LOENING AEROSPACE AWARD

The Grover Loening Aerospace Award is presented to individuals in recognition of their active participation in Level III of the Senior Member Training Program. Consideration of the four requisites for this award will reflect emphasis upon the word "active", since in addition to completion of selected readings in leadership and management attention is centered on attendance at various training activities. Attendance at the National Staff College is the one specified activity that must be completed. This week-long intensified program of lectures, seminars, guest speakers, and social activities is conducted annually at Maxwell AFB, Alabama. Topics covered include the art of communication, leadership, management and CAP related problem solving.

Another important means for career broadening is available to active members at wing, region, or national conferences. Participation in seminars, committee membership and the general order of business in general meetings is reflective of the concerned active senior member. Accordingly, attendance at four such conferences is a requirement for Level III completion. Attendance at one other nationally approved course is the final criterion for Level III completion and award of the Grover Loening Aerospace Award. Nationally approved or nationally recognized courses of training include: the National Search and Rescue School, ARRS CAP Mission Coordination Course, participation in annual SAR or CD evaluation, flight clinics approved by National Headquarters/DOO, National Security Seminars, Weapons Employment Course of Allied Officers, IACE Escort, and the recently implemented regionally conducted Instructor Training Seminar. Some other regionally conducted activities, such as the Northeast Region Communications School, also qualify as meeting this requirement. Qualified applicants should complete CAP Form 24, Application for Senior Program Awards, dated July 1974, and submit through their respective unit and wing commander to National Headquarters/DOT. When approved, the Grover Loening Aerospace Award Certificate and ribbon will be forwarded to the applicant's wing commander for presentation.

*Kitty Hawk
6 Jan 1964
Wilbur ~
Let's start the year
off right and eliminate
all flying hazards.
We will never succeed in
aviation unless we fly safely.
Orville*



CHANGES IN CADET TESTING

Effective 1 January 1975, all tests administered to Civil Air Patrol cadets in Phases I and II became open-book tests. The tests affected by this change are:

1. Leadership Laboratory Achievement Tests (CAP Form 16) for Achievements 1-7.
2. Aerospace Education Achievement Tests (CAP Form 80) for Achievements 2-7.
3. Aerospace Education Test (Code 15), the Aerospace Education test for the Mitchell Award.

The following tests, administered during Phases III and IV, are not affected by this change and will remain closed book.

1. Leadership Laboratory Achievement Tests (CAP Form 16) for Achievements 8-15.
2. Staff Duty Analysis Tests (CAP Form 18) for Achievements 8-15.
3. Leadership Test (Code 16), the Leadership Test for the Earhart Award.
4. Spaatz Exam.

Testing Control:

The testing changes outlined above do not affect the control of cadet tests. All cadet tests, except the Spaatz Examination, are locally controlled and the unit testing officer must exercise maximum security with all test items under his control.

Testing Procedures:

The following procedures will be followed for administering open-book tests.

1. Leadership Laboratory Achievement Tests (CAP Form 16) and Aerospace Education Achievement Tests (CAP Form 80).
 - a. The cadets are allowed to bring either the Leadership Laboratory Manual of Your Aerospace World test to the examination room for reference during the test.
 - b. The passing score for these tests is 100%.
 - (1) The cadets must score 100% on the test using their reference books to look up any necessary answers.
 - (2) If a cadet scores less than 100%, the testing officer should check off the appropriate block on the cadet's achievement contract.
 - c. There is no officially established time limit on these tests. However, the unit testing officer should establish a reasonable maximum time sufficient to allow all cadets to pass the test using their reference books.
2. Aerospace Education Test (Code 15).
 - a. The cadets are permitted to use their aerospace education text (Your Aerospace World) as a reference during the test.
 - b. The passing score on this test is 85% corrected to 100%.
 - (1) If a cadet scores less than 85%, the testing officer should discuss the questions missed and schedule a date for the cadet to be retested. There is no limit to the number of times a cadet may take the test.
 - (2) When a cadet passes the test (85% or higher), the testing officer should return the answer sheet with the incorrect answers marked and notify the cadet to return to his seat and correct the questions missed. The testing officer should NOT tell the cadet the correct answer, the cadet should refer to his text to determine which answer is correct.
 - (3) When a cadet has passed the exam and correctly answered those questions missed the testing officer should enter the original passing score in the appropriate block on the cadet's Achievement Contract #7.
 - c. The established time limit for this test is 90 minutes for taking the test plus the time required to correct the answers to any questions answered incorrectly. However, this must take place during the same meeting. No cadets should be allowed to take the test and/or answer sheets home for correcting.
3. Following completion of all tests, regardless of whether the cadet passed or failed, the answer sheets should be destroyed (preferably by burning).



Due to several operating inadv
FAA has issued
1 October 1974:

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with Lithium Bat

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1. ELT'
shown on ELT ide

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No. 003A, dated
Engineering and M

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transmits properl
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or Flight Service
Advisory Circular

4. If co
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with FAR 91.52(e)

CESSNA 3



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been repaired;
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N BOARD

COMMUNICATIONS: ELT NOTICE

parts of the Leigh Systems Sharc 7 ELT failing to operate or
 ntly because of corroded parts within the transmitter, the
 following airworthiness directive which was effective

Locator transmitters Leigh Systems Sharc 7 Series. Applies
 Sharc 7 Series Emergency Locator Transmitters equipped
 es.

required as indicated:

of chemical corrosion resulting in either failure of the
 ansmitter (ELT) to operate or inadvertent activation,
 y frequencies of 121.5 MHz and 243.0 MHz accomplish the

ipped with Lithium Batteries may be determined by weight
 location tag as 1.5 pounds.

visual inspection for evidence of corrosion in accord
 uction which is part of Leigh System's Service Bulletin
 5, 1974, or equivalent inspections approved by Chief,
 acturing Branch, FAA Eastern Region.

rosion is found, prior to reinstalling, determine ELT
 ELT transmissions are authorized in the first five min
 other times if coordinated with the nearest FAA Tower
 tion for a total of three audio sweeps. (Ref. FAA
 35A or 20-81).

on is found or if the ELT does not transmit properly,
 ved serviceable unit which has been inspected in accord
 or replace with another TSO approved unit, prior to
 that a ferry flight may be conducted in accordance

AIRCRAFT GROUNDING



05 (known as the L-19, Birdog, or other sweet names) contri
 hours to the CAP total. It has had more than its share of
 of these are ground loops or loss of control on take-off or
 fort to curb this trend and provide a safer aircraft, or
 ers grounded all C-305's in November pending a one-time in
 all wheel and brake assemblies. When the tail wheel or
 ating properly, a real potential for an accident exists.
 s in the field and time well spent, discrepancies have
 corrected. Aircraft with improper tension of tail wheel
 ve been adjusted; malfunctioning caster assemblies have
 brakes that needed repair/adjustment have been corrected.
 tion is only as good as the inspection performed. Then,
 proper repair, periodic checks must be accomplished.
 an maintain a fleet of good, well kept, safe aircraft
 ssion.
 DIRECTOR OF SAFETY

Do you have your
 new ACCIDENT
 tion Program
 started?



SCHOLARSHIPS ATTENTION CADETS!



Do you know about
 CIVIL AIR PATROL ACADEMIC SCHOLARSHIPS AND GRANTS?

Civil Air Patrol annually awards scholarships and grants
 worth approximately \$40,000 to qualified cadets and members.
 They are mostly four-year undergraduate cadet scholarships
 amounting to \$500, \$750, or \$1000 yearly. In addition, the
 following one-year grants are offered: Four advanced under-
 graduate-\$500; two graduate-\$1500; and five technical/voc-
 ational-\$500.

Your squadron has CAP Pamphlet 20 giving details about
 how to qualify and apply. FIND OUT IF YOU QUALIFY,
 HOW YOU CAN QUALIFY, AND WHAT YOU MAY BE
 ELIGIBLE FOR!

Do you know about
 U. S. AIR FORCE ROTC FOUR-YEAR COLLEGE SCHOLARSHIPS?

The U.S. Air Force Reserve Officers Training Corps
 (AFROTC) offers four-year college scholarships to pilot- and
 navigator-qualified cadets. The scholarships provide: FULL
 TUITION; TEXTBOOK ALLOWANCES; \$100 EACH MONTH,
 TAX FREE; and FREE FLYING LESSONS. AFROTC has other
 scholarships available for which other cadets (including
 women) are eligible if they are already in the ROTC program.

For more information, see Section E, CAP Pamphlet 20;
 consult your guidance counselor, or write to: Air Force
 ROTC Office of Information, Maxwell Air Force Base,
 Alabama 36112.



Do you know about
 THE AMERICAN LEGION EDUCATION AND SCHOLARSHIP PROGRAM?



The American Legion publishes a booklet entitled NEED A
 LIFT? It is crammed with information about educational
 opportunities, career loans, scholarships, and employment.
 To obtain a copy of this excellent guide, send .50¢ to:

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