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.

SEE PAGE 12
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 local 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; messenger service; and ground and aerial support for search and rescue operations.

Scholarships Total $41,000

MAXWELL AFB, Ala.—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 Dinner-Out/Graduation Banquet on the evening of July 9.

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.

34 Saves Recorded During '74

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

Applications received after April 1 will not be considered. A scholarship is awarded for four years, and may be renewed each year by letter of request to National Headquarters.

A grant is a one-year award, and must be re-applied for.

CAP's academic scholarship and grant program began in 1966 with the award of two four-year scholarships. The total monetary value of these scholarships and grants to date exceeds $400,000. It would be impossible to put a finite value upon the educational worth to the recipients and to the nation.
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.

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 Branford 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 it’s 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. Philpott, 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 Townsend, 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.

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 Communication System. He joined the Roanoke unit as a cadet in 1969 and is presently serving as squadron information officer and commander 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 1892. 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 landscape of life. Exercise kindness in the office, and remember the world is full of trickery. Work hard, keep drudgery and broken dreams, it is as perennial as the grass. Take kindly the counsel of the older. It is the elder's time to act kindlier. The world is wide and full of wonder. Be careful. Strive to be happy.

ANVILLE, Pa. -- Members of CAP's Senior Squadron 306 of Annville 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.

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 the VFW's CAP program, 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, 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 always wanted to fly," he said. One of the first things he did when he entered the Air Force in 1972 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 it is now—an institution of great admiration and nobility," said Chaplain Meade, an ex-CAP cadet who really made good!

Spatz Award Earned By McKinney

MUSCLE SHOALS, Ala.--The 75th National Convention of the Muscle Shoals Composite Squadron was presented the Gen. Carl A. Spaatz Award by Alabama State Senator Stewart O'Bannon here recently.

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

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

BOX SCORE

<table>
<thead>
<tr>
<th>Cadets</th>
<th>Seniors</th>
<th>GAM</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>24,720</td>
<td>34,709</td>
<td>438</td>
<td>59,867</td>
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</table>

(As of Nov. 30, 1974)

(732 decrease since Jan. 1, 1974)
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 a shared 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 you? To squadron members it means using squadron resources (supplies, equipment, 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 levels is common practice 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 contribution to Civil Air Patrol 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 commanders. The bulk of the finance officers' time is almost exclusively consumed in consolidating those reports received from subordinate units. Units failing to submit their reports or failing to submit whatever the cost in time, effort or personal sacrifice, there would always be a Civil Air Patrol.

Chairman's Comments

Looking Ahead to '75

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

Janus, for whom the month of January is named, is associated with opening of our new year, I think it's ironic that I arrived in the Pentagon on 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 in general, as hard luck and the severe reductions facing the Air Force in the "Three-M" area--men, material, 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 number one, then ask one final and highly pertinent question.

"What will be the impact of the tax cuts, the inflation, the facts about aerospace power to defend the Free World depends on that public understanding. My job--and the job of every Civil Air Patrol person--is to know the facts about aerospace power and to pass them along to others who need to know them. Our Air 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 academic 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 imposed on us with the real difficulties 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.
General Reilly Visit Marks CAP 'First'

CULPEPER, Va. — The recent Virginia Search and Rescue exercise at Culpeper's Airport marked another "first" in the activities of the Civil Air Patrol when Maj. Gen. E. P. Reilly, Jr., 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 a fixed transponder. The crew 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 Commandant S2W 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. The search was also terminated with negative results.

Another member was a Cessna 182 over a flight from Plainview, Tex., to Greeley, Colo. Ground units had been dispatched to the southeastern 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

SUPERIOR, Wis. — 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 had been launched, the crew reported they were leaving the aircraft 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 landing strip. The person responsible for the placement of the practice ELT was contacted and he reported that it was correctly placed in the 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 heads off.

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

SAR Tips

...it is almost impossible to achieve 100% coverage of a search area in the first search.

...Early SAR 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 the Directorate of Operations at CAP National Headquarters.

(As of Dec. 15, 1974)

<table>
<thead>
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<th>Number of Missions</th>
<th>Number of Aircraft</th>
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<td>6,182</td>
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<td>SAR Objectives</td>
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<tr>
<td>34</td>
<td>Located 172</td>
</tr>
</tbody>
</table>

JANUARY, 1975

CIVIL AIR PATROL NEWS

PAGE FIVE

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. Inspite of his valiant efforts, the mother and daughter perished due to smoke inhalation.

Cites Unit

Lava Mayor Cites Units For Efforts

CROWLEY, La. — Efforts by the Acadia Communications Center Squadron during a recent tornado didn't go unnoticed by Joe Gielen, mayor of Crowley.

In a letter to the Louisiana Wing commander, Mayor Gielen said, "the unit performed magnificently in supporting our emergency ... the entire squadron plunged into our emergency operation, utilizing manpower and equipment to maximum efficiency.

"We were fortunate to have this squadron of capable and dedicated men close at hand. I fear to think how we might have fared without them.

The unit, commanded by CAP Lt. Col. Leonard Henegus, had only two weeks before assisted the local hospital to get their communications by having a simulated tornado test.

During the real thing, the unit maintained continuous contact with the hospital. Their first project was to get the CAP generator working and establish a complete radio communication unit with equipment.

The Lake Charles and Lafayette Composite Squadrons were also alerted and they sent in personnel and a generator.

After power and communications were established, the seventh area was surveyed which showed that several blocks of the residential area had been completely demolished, and another 14 blocks had received 30 to 50 percent destruction. Two people were killed and 70 had to be treated for injuries.

Once again CAP came through when properly trained people and equipment were needed.

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 Mathers, 13 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.
Montana—Wyoming Units Conduct Training

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, seniors 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; Maj. Brian Patterson, safety officer; A1C Ruby Soderstrom, flight line officer; 1st Lt. Terry Nilson, ground operations officer; Cpl. Steve Peeck, air operations officer and AIC Suzette Hass, administrative officer.

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

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

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

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

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

ADDRESS CHANGE?

MAIL THIS FORM TO: HQ CAP-USAF/DPD, MAXWELL AFB, ALA. 36112

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STREET ___________________________

CITY _____________________________

STATE _______ ZIP ________________

CAPSN ___________ (CIRCLE ONE) SENIOR/CADET ____________________________

CHARTER NO. ____________________ EFFECTIVE DATE ________________

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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 where 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.
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 motorhome, which is used by CAP’s Virginia Wing as a radio communications van, was driven to the crash scene Sunday afternoon. Since the vehicle was 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 was used for 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.

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. Shown receiving 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 BWI, but also at other major airports across the 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 BWI 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 triage 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.

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 642d 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 McChord 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-101 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 153d 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 Force Reserve Command mission.

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.

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How To Make The News

by CAP Lt. Col. Holli Nelson
Information

“Do” steps in writing news stories

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   (National Headquarters, CAP/OiIN, Maxwell AFB, AL 36112)


3. Write it up. Include pictures.

4. Photograph it. (A word to photographers: candidates usually don't do the job. Photos do)

5. Submit all technical good pictures.


7. Cut words and photos to fit his space.

8. Over-write and over-photograph. The editor can cut words and photos to fit his space. He cannot add them.

9. Paragraph one tells the whole story—five W's and one H in brief. Following paragraphs may go into more detail.

10. Second paragraph is the participants in the activity and mentions their residences.

11. Last paragraph gives some general CAP information.

12. CAP News always cuts these paragraphs, but the local papers will sometimes 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 pictures 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 in the right 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 advertising, so much to other items. In the news category, CAP News has to divide its space between CAP stories 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 a he has not received! And the CAP News' receiving a story is up to the IO at the unit level. Write it, photograph it, and ship it to HQ, CAP/OiIN directly.

CAP News has printed 22 of the 40 articles the squadron has submitted. Only two of these were submitted specifically for the CAP News, this item and the No. 2 Squadron of Distinction (Aug. 7). All others were written for, and after appearing in, the Winston-Salem local papers. The stories appear as written with a couple of pictures, other are cut from a page, and some are cut and others come out as a pie and caption, but about 50% of our stuff makes the CAP News and that's pretty close to the national average.

Would you believe that one squadron 10 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 an explanation of the radar and air traffic control equipment. They were also flown to several points of interest around the Nashville airport. In addition, arrangements were made for the students and parents to visit the control tower. They were also flown to an airport in Hendersonville, Tennessee, which was followed by a visit to the Air National Guard Base in Maryville, Tennessee. The students flew to a C-130 transport airplane. 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 give ground instruction and evaluation flight to meet the Federal Aviation Administration requirement for a biennial flight review for all pilots before November 1.
SM John L. Lowder of Group III (Ohio Wing) recently attended the National Security Seminar offered by the Industrial College of The Armed Forces in Charlotte, N.C. Lowder 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. The party was held at the El Monte Composite Squadron 21 (California Wing) with the support of the U.S. Air Force. The cadet members making the flight and tour were Cadets Joe McKinnon, Mark Stockwell, Joey Oliver, Connie Carroll, Marty Tays and John Hessler. The unit made up a ground team which maintained radio communications with the base station.

For the past two years Mr. Colgan has provided the Color Guard for the Mariner High School Homecoming in Richland, Wash. For the past two years Mr. Coogan has provided tie downs for two of the Wing's aircraft and an assistance during a Group 11 encampment held at Manassas Airport which is used as a CB radio for several years. Although physically handicapped Showers has been active in CB radio for several years.

Lt. Col. Pauline Woods, commander of the greater Portland Squadron (Maine Wing) recently presented the CAP Certificates of Appreciation to Col. Richard M. 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 1st Strategic Aerospace Division were recently presented CAP Certificates of Appreciation by CAP Lt. Col. Arlene A. Hylor, former CAP 2nd Lt. Karla Taraboletti, Fred Villani and Frank DiGeuse are now qualified to be Aerial Radiological Monitors. More than 30 cadets from eight squadrons attended.

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 its communications officer. Although physically handicapped Showers has been active in CB radio for several years.

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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 (ATCF) 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 1549-1550 uniform, plus utility or flight suit uniforms, as originally published.

Requirements for IACE remain unchanged, with the IACE blazer outfit, plus utility or flight suits, as originally published.

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

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

“The true story, historically accurate and factual 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.
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, testing, 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 inter-state 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 CAP 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 D. Westberg
National Commander
Civil Air Patrol
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, suspension 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
- No Later Than 15 March
- No Later Than 31 March
- No Later Than 15 April

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.

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.

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

The Civil Air Patrol BULLETIN is published bimonthly (Jan., Mar., May, July, Sep., and Nov.). It contains official announcements, interim changes to CAP publications, and other items of interest for all CAP members.
**BULLETIN CONT'D**

**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 conference is the final criterion for Level III completion and award of the Grover Loening Aerospace Award.

National approved or nationally recognized courses of training include: the National Search and Rescue School, ARES CAP Mission Coordination Course, participation in annual SAR or CD evaluation, flight clinics approved by National Headquarters/DOD, National Security Seminars, Weapons Employment Course of Allied Officers, JANET 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.

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*Note: Change in Promotion Criteria*

Effective immediately, members eligible for promotion under mission-related skills method (Section D, CAPE 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 completing their special skill to the CAP mission. A change to CAPE 35-5 will be forthcoming.

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**THE U. S. AIR FORCE -- THE AEROSPACE TEAM**

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**THE NATIONAL COMMANDER**

**August 11th, 1974**

**Kitty Hawk**

**Willow**

**Let's start the year off right and eliminate all flying tragedies. We will never succeed in aviation unless we fly safely.**

---

**ORBELLE T. LYNNE, Lt Col, USAF**

**Vice Commander**

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**THE U. S. AIR FORCE -- THE AEROSPACE TEAM**

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**DO ENSIGN**

**LGS**
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 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 Test.

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 or 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.
   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 test 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).
COMMUNICATIONS: ELT NOTICE

Parts of the Leigh Systems SharC-7 ELT failing to operate or become dislodged, and other distractions inside the transmitter, the following maintenance directive which was effective:

Locator transmitters Leigh Systems SharC-7 Series. Applies SharC-7 Series Emergency Locator Transmitters equipped.

The ELT required as indicated:

- Visual inspection for evidence of corrosion in accordance with Section 5, 1914, or equivalent inspections approved by Chief, Fabricating Branch, FAA Eastern Region.
- Chemical corrosion resulting in either failure of the ELT to operate or inadvertent activation.

The frequencies of 121.5 MHz and 243.0 MHz accomplish the following airworthiness directive which was effective:

- The ELT does not transmit properly, or if the ELT does not transmit properly, or replace with another TSO approved unit, prior to a ferry flight may be conducted in accordance with Section 100-81.

Scholarships

Attention Cadets!

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:

The American Legion
Department S
P.O. Box 1055
Indianapolis, Indiana 46206

Do you have your own Accident Investigation Program listed?