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**WE'RE NUMBER ONE** — Cadets from the Middle East Region drill team display their awards including the Sweepstakes Trophy (top). These young men from North Carolina Wing were judged the best overall drill team.

# CIVIL AIR PATROL



# NEWS



VOLUME 6, NO. 12

MAXWELL AFB, ALA. 36112

DECEMBER, 1974

## Region Winners Vie For Nat'l Drill Title

MAXWELL AFB, Ala.—There was a "Gathering of Winners" last month in Dallas, Tex. as the first National Drill Competition in over a decade was conducted on Oct. 25-26. Eight drill teams, each already a winner because they had been judged the best in their region, gathered to compete for the 17 awards which would proclaim them the best in the nation.

In the past, the National Drill Competition had consisted of only the various drill events, but this year it was expanded to better evaluate the "whole" cadet. The added events included a physical fitness competition and the Cadet Bowl, which tested the cadet's knowledge in aerospace education, leadership laboratory, and in the history and philosophy of CAP.

The eight drill teams, each composed of 21 cadets, began arriving at the Statler Hilton Hotel during the afternoon of October 24; and it soon became apparent that these high-spirited young people were there specifically to carry home the honors to their region. From the moment they arrived until they departed three days later—exhausted but victorious—the cadets performed in a manner that brought the highest praise from everyone attending the competition.

The competition began at 8 a.m. on October 25 with all cadets taking a 100-question written exam covering aerospace education, leadership laboratory, aerospace current events, and the history and organization of CAP and the U.S. Air Force. This exam would count 75 percent toward the total score in the

Cadet Bowl area of competition, the other 25 percent would be scored on the Cadet Panel Quiz. The drill team from Washington, representing the Pacific Region, won this part of the competition with an average score of 71.3 percent on the exam.

Following the written exam,

the cadets, clad in their running gear, boarded the bus for the physical fitness competition conducted at Loos Stadium. The weather was cold and damp but spirits remained high as each drill team, running as a unit, competed for the lowest overall

(See Drill Meet, Page 2)

## CAP Marks 33 Years Of Volunteer Service

MAXWELL AFB, Ala.—Civil Air Patrol units throughout the United States and Puerto Rico observed the 33rd anniversary of their organization during "Civil Air Patrol Week"—December 1-7.

Formed on December 1, 1941 by light aviation enthusiasts and private pilots as a means of donating their time and aircraft for the nation's civil defense effort, CAP won recognition during World War II for its extensive operations which included submarine patrol and courier service.

Today the all-volunteer organization conducts 80 percent of all Air Force authorized air search and rescue missions in the United States. It is also active in many other areas including relief activities in periods of disaster, and conducting a comprehensive program on aerospace education.

CAP members also observed the week by attending church on December 1 while wearing their uniform.

Also including in this issue is a cartoon honoring CAP by Col. Zack Mosley, CAP, who created and carried on the "Smilin' Jack" comic strip for many years.



### Israeli Visitor

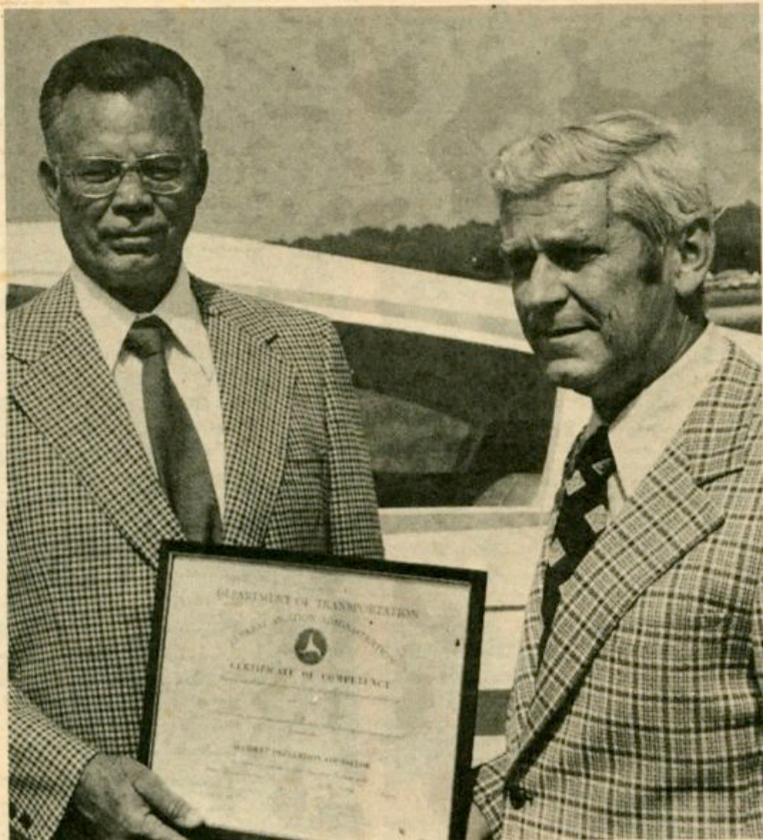
Maj. Amos Eshet, Israel Air Force, the International Air Cadet Exchange Project Officer for Israel since 1972, chats with Air Force Brig. Gen. Leslie J. Westberg (in photo above), during his visit to Civil Air Patrol National Headquarters at Maxwell AFB, Ala.

Major Eshet is chief of Gadna Avir, the cadet section of the Israel Air Force, and as IACE project officer, he arranged and supervised the 1974 IACE Planning Conference that was held in Tel Aviv in October.

In addition to meeting with General Westberg, the major received briefings on the history, missions and organizational structure of CAP. He also addressed the Government Club of nearby Montgomery Academy, toured historical and governmental sites in the city of Montgomery, and sampled American life as a house guest in the homes of National Headquarters staff personnel.

Commenting on his first visit to the United States, Major Eshet said, "I am very impressed with the relaxed and unhurried pace of life here."

Major Eshet is a native born Israeli, or sabra. He entered the Israel Air Force in 1953 and is a rated navigator, currently assigned to A-4 Skyhawk aircraft.



**NEW COUNSELOR** — CAP Col. Thomas C. Casaday, vice chairman National Board (left), is presented the Federal Administration's Certificate of Competency as an Accident Prevention Counselor by John R. Kitchens, chief of FAA's Birmingham (Alabama) GADO. Col. Casaday recently obtained his instrument rating and is presently in training for his multi-engine rating.

## North Dakota Cadet Wins Photo Contest

MAXWELL AFB, Ala. — Cadet Maj. Kelly Vorachek's entry was the only winner in the recently concluded Civil Air Patrol Photo Contest.

The Fargo-Moorehead Composite Squadron (North Dakota Wing) cadet will receive a \$50 Savings Bond for his entry in the color print category.

His entry, which will appear in the 1975 Civil Air Patrol Report to Congress, was taken during the North Central Region Chaplain/Youth Laboratory at Offutt AFB, Neb. The setting for the educational laboratory, which provided cadets and chaplains to explore issues relevant to modern youth in such areas as "Standards of Morality", "Parents and Authority", "Drug Abuse", and "Why Religion at All", was the famous Memorial Window in the Strategic Air Command Chapel.

Cadet Vorachek will also have

another of his photos used in the Report to Congress. This one was taken during a communications practice at North Dakota's Buffalo State Park.

All other entries in the photo contest were ruled out for various reasons by a panel of judges at National Headquarters.

Our congratulations are extended to Cadet Vorachek for his fine work.

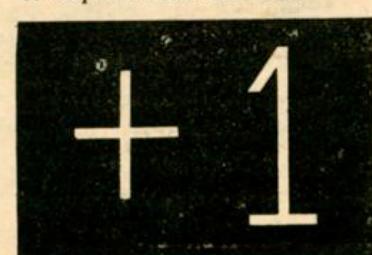
## Wing Holds Safety Clinic

OKLAHOMA CITY, Okla. — Forty Civil Air Patrol pilots and observers recently attended a pilot upgrading and safety clinic at the State Civil Defense headquarters here.

The clinic, under the direction of CAP Capt. Sam Pierce, director of operations for the Oklahoma Wing, dealt with the requirements of a biennial flight review every 24 months which became effective on Nov. 1, 1974.

Sam Prince, a flight inspector for the Federal Aviation Administration, lectured on flight safety with emphasis on thoroughly checking all details concerning the flight prior to take off.

Tommy Day, chief of Oklahoma Flight Service, Weather briefed the pilots on services available from his organization and the proper way to request these services.



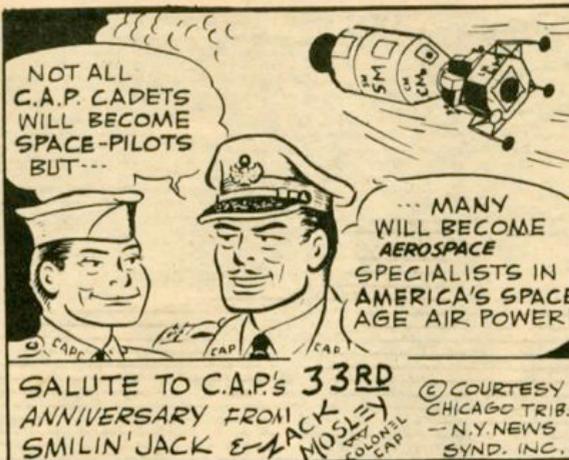
## Idaho Pilots Record Save

MAXWELL AFB, Ala. — CAP's 30th life saved this year came recently when the Idaho State police requested the service of members of the Idaho Wing.

A patient in the Bonners Ferry Hospital, who was suffering from a bleeding ulcer, was in need of blood.

CAP responded to the call for assistance delivering the life-saving blood in a 1.4 hour flight from Coeur D'Alene, Idaho to Bonners Ferry.

This was the second transport of life saving blood for the wing in recent weeks. The wing was credited with this save due to the critical condition of the patient.



## Nat'l Drill Meet Held

(continued from page 1)

time in running a measured mile. The team from Colorado, competing for the Rocky Mountain Region, proved that their high altitude conditioning was unbeatable as they edged the Southeast Region team from Puerto Rico by an average of four seconds per man. The Northeast Region team from Pennsylvania came in third and North Carolina, representing the Middle East Region, finished fourth.

During the lunch hour on Friday, each drill team commander selected the three cadets who would represent the drill team in the Panel Quiz competition, the event which proved to be the most popular of the entire competition. The Panel Quiz consisted of a single elimination event with the panels from each region meeting in a twenty-minute quiz. Two types of questions were asked—toss-up questions worth five points and bonus questions worth 10 points. The first team signaling, answered the toss-up question, and a correct answer earned them five points plus a chance at the 10 point bonus question.

The first round of quiz pitted Northeast Region against Pacific Region, Great Lakes against Middle East, Southeast against Rocky Mountain, and Southwest against North Central. Pacific, Middle East, Rocky Mountain, and Southwest Regions advanced to the second round with the Southwest Region team barely beating the girls from North Central Region 103-101 in the closest contest of the entire competition.

In the semi-finals of the Panel Quiz, Southwest Region defeated Pacific 105-95; and Middle East downed Rocky Mountain 130-115. Both contests were extremely close with the cadets from all drill teams cheering on their favorites. This event completed the competition on Friday with the drill competition and the finals on the Panel Quiz to be conducted on Saturday.

On Saturday morning, 167 highly polished cadets returned to Loos Stadium for the drill competition which was judged by a team from the AFROTC detachment at Southern Methodist University. As each team progressed through the phases of the competition (Inspection, Standard Drill and Innovative Drill), it became very evident, both to the judges and to the spectators, that these eight teams were present at this competition because they were indeed the best from each region.

The two female drill teams from North Central and Great Lakes Regions and the six male drill teams from the other regions, performed the standard drill in an almost flawless

manner. The innovative drill was just that—with each team doing a different routine—all of which were executed with great precision.

When the final tallies were in, Great Lakes Region had won the Inspection; Northeast Region, the Standard Drill; and Southeast Region, both the innovative drill and the award for the best Drill Team Commander. Southeast Region also won first place in the overall drill competition with Great Lakes placing second. As an indication of how close the scoring was, there were only 18 points of a possible 1,600 separating the first and second place teams and only 200 points between the first and last place teams in the competition.

The finals of the Panel Quiz were conducted on Saturday afternoon with Middle East Region meeting Southwest Region. The cadets from all the other drill teams made up the high-spirited, enthusiastic audience as Southwest Region edged Middle East 126-110.

The final event of the competition was the Awards Ceremony and Banquet on Saturday night. Both Brig. Gen. Leslie J. Westberg, USAF, CAP national commander, and Brig. Gen. William M. Patterson, CAP Chairman of the National Board, were on hand to present the awards and to add their congratulations on the sportsmanship displayed by all teams. The Sportsmanship Award was won by the drill team from North Central Region. The theme throughout the entire competition was "A Gathering of Winners", and this proved true as every drill team won at least

one award. General Patterson presented the trophies to the winners of each area of the competition—Physical Fitness, Rocky Mountain Region; Cadet Bowl, Middle East Region; and Drill Competition, Southeast Region. The climax of the evening was General Westberg's presentation of the Sweepstakes Trophy to the drill team that scored highest over all in the three areas of competition. Middle East Region, represented by a drill team from North Carolina, won the Sweepstakes Trophy with the drill team from Texas, representing the Southwest Region accepting the runner-up award.

As the drill teams left Dallas on Sunday morning to return to their homes, the singing was just as loud as at the beginning, the spirits were just as high, and the "Gathering of Winners" unanimously felt that the competition had been an unqualified success.

## Soustek Earns Spaatz Award

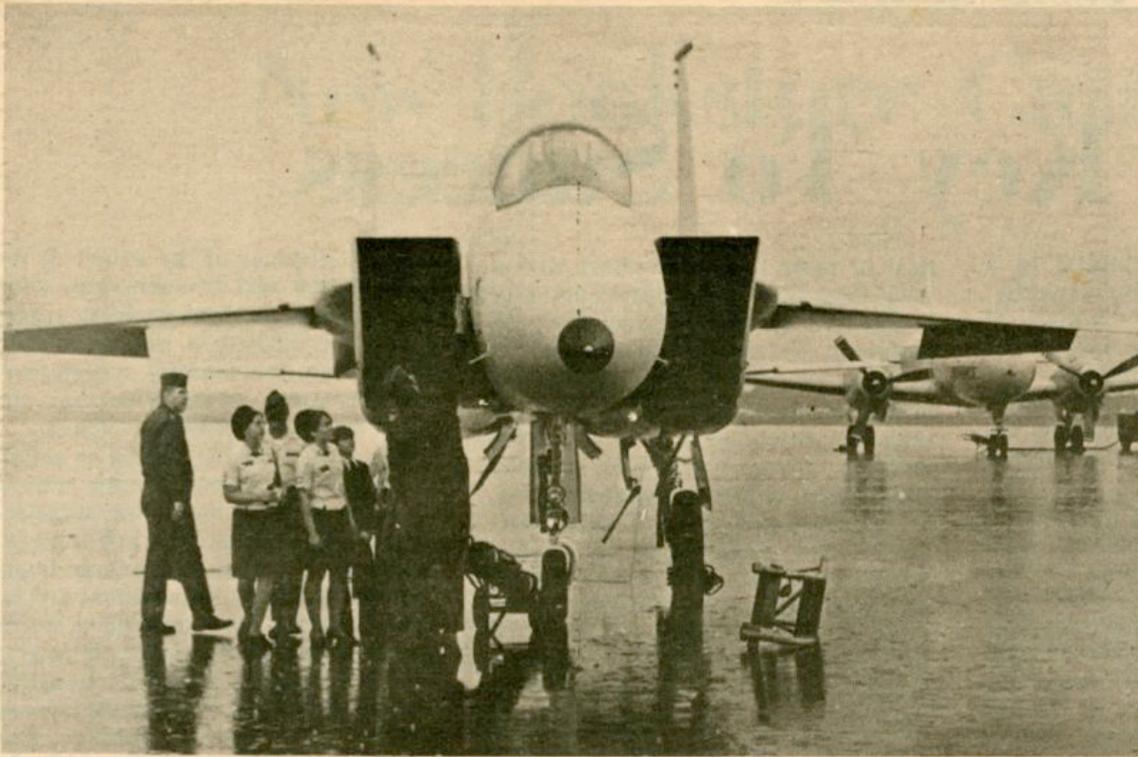
MUSCLE SHOALS, Ala. — Cadet Col. Sherrie Soustek of the Muscle Shoals Composite Squadron was recently presented the Gen. Carl A. Spaatz Award by Alabama State Congressman Bob Hill.

The Spaatz Award is the highest cadet achievement.

The presentation was made in ceremonies at the Muscle Shoals Airport followed by a reception in honor of Cadet Soustek. She has been active in CAP for three years.



**CLEAN-UP** — Cadets WO Mike Mateleska and 1st Lt. Steve Rice of the Morgantown Cadet Squadron unload a large haul of trash that was picked up during the recent Kiwanis Club airport beautification project at the Walter L. Hart Field, West Virginia. Several volunteer organizations picked up the trash and CAP members hauled it away in an airport vehicle.



CADETS VIEW EAGLE — Civil Air Patrol cadets from the Washington, D.C., area brave the rain to get a close-up view of the Air Force's newest air superiority fighter, the McDonnell Douglas F-15 Eagle, which recently visited Andrews AFB, Md. The visit was hosted by Maj. Jon S. Eckert, the F-15 systems program officer, who is a former CAP cadet. (Photo by CAP 1st Lt. Kenneth Cain)

Outlook

# The Art Of Appreciation

by Chaplain, (Col.), Ralph R. Pace, USAF

In this marketing age it is noted that when the Christmas decorations appear, Thanksgiving cannot be far off. This season extends a call to practice the grace of gratitude — to get into the habit of saying THANKS.

When George Washington issued the first Presidential Thanksgiving Proclamation, he said, "It is the duty of all nations to acknowledge the providence of Almighty God, to obey His will, to be grateful for His benefits, and humbly to implore His protection." This is America's imperative duty today. The Psalmist made it very personal when he said, "Bless the Lord, O my soul, and forget not all His benefits."

Our first problem is the tendency to express gratitude only for material things. We would have found little cause for Thanksgiving in the early Pilgrim scene — no wheels, television sets, gasoline, electricity, "store bought" clothes, processed foods, hospitals, factories, or aircraft.

The true spirit of gratitude is found in an appreciation of inward peace in a

world of turmoil. The Bible says, "Be anxious for nothing, but in everything by prayer and supplication, with thanksgiving, let your requests be made known unto God and the peace of God shall garrison your hearts and minds."

More than ever before, we should recognize the need to say "Thank you" in all things and under all circumstances. Consider the examples which have been set for us: Paul said, "In every thing give thanks...." "Giving thanks always in all things...." "Continue in prayer...with thanksgiving"; Nehemiah, "I appointed two great companies that gave thanks...." "Daniel gave thanks before his God..."; David, "Offer unto God thanks..."; Jonah said, "I will sacrifice to Thee with the voice of thanksgiving..."; the Book of Revelation states, "The angels... worshipped God, saying... thanksgiving... be unto our God for ever and ever..."; Paul said, too, "I thank God..."; and Jesus "gave thanks!"

How about practicing the art of appreciation?

## Notice!!!

The following copy was accidentally omitted from last month's (November 1974) Bulletin Board story on NEW CADET PROGRAM UNVEILED AT NATIONAL BOARD. This copy should be inserted in Column 3 between Paragraphs 3 and 4.

**Special Interest Program:** Beginning with the Mitchell Award, let's follow the top arrow through the Special Interest Program in Phases III and IV. Effective 1 January 1975, all cadets entering Phase III will have to select an area of special interest which they will pursue throughout Phases III and IV. These special interest areas are programs which will provide the cadets with a skill they can use, both within CAP and after they leave the program.

On the diagram we show three of these interest areas on the white horizontal lines leading through Phases III and IV. These are: Radio Communications, Medical Technician, and Pilot Airplane. Additional interest areas are being developed at National Headquarters, and you can see that the number of interest areas that could be developed are almost infinite.

On the bottom white line for the Pilot Airplane Interest Area, we have shown two bench marks, one for the Earhart Award and one for the Spaatz Award. These bench marks indicate performance levels required before the cadet can complete Achievements 11 and 15 and be given the Earhart and Spaatz Awards. You will notice that the bench mark indicated for Achievement 11 is the FAA Private Pilot Written Exam and the FAA Solo Certificate; and for Achievement 15, it is the FAA Private Pilot Certificate. These bench marks will become part of Achievement Contracts 11 and 15 and must be received before these contracts can be completed.

This means that if a cadet enters Phase III and selects the Pilot Airplane Interest Area, he must be working toward his private pilot certificate in addition to the other requirements in Phase III. Before the cadet can receive the Earhart Award, he must complete all his contract requirements for Achievements 8, 9, 10, and 11; including submission of a copy of his FAA Grade Sheet for Private Pilot Written Exam and his FAA Solo Certificate to National Headquarters. These two documents are proof that the cadet is performing in his area of special interest. In Phase IV, the same requirements must be met. The cadet must complete all the requirements for Achievements 12, 13, 14, and 15; including receiving his Private Pilot Certificate. A copy of this certificate must accompany Achievement Contract 15 to National Headquarters before the cadet can take the Spaatz Exam.

## Unit Overhauls T-41

BOONE, Iowa—The Ames-Boone Composite Squadron recently presented the Air Worthiness Certificate for a search and rescue aircraft to the Boone County Office of Civil Defense.

The T-41 aircraft was made available as an excess Army training plane to the Boone Civil Defense office and was overhauled and made ready for disaster relief activities by the Iowa CAP unit.

The Ames-Boone squadron will provide the pilots and maintenance for the aircraft in cooperation with the CD office and will use it for air search and rescue missions.

The certificate was presented to Gene Mondt, director of the Boone County Civil Defense by CAP Lt. Col. Burton J. Gleason, deputy commander of the CAP squadron.

CAP 1st Lt. John Greiner was in charge of the aircraft overhaul activities. He was assisted by 2d Lts. Don Bailey and Walter Moore and SM Carl Zeliadt and other seniors and cadets in the squadron.

### BOX SCORE

Cadets	23,653
Seniors	34,771
GAM	455
Total	58,879

(As of Oct. 31, 1974)  
(1,793 decrease since Jan. 1, 1974)

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N 747

ZACK MOSLEY

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ASKED BOODY ROGERS—CHILDRESS TEXAS!

MINI-JUMBO

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From The Commander

# Training: Key To Success

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

Civil Air Patrol, a nonprofit, benevolent corporation chartered by Congress and an official auxiliary of the United States Air Force, has certain obligations to the country in the form of missions. In order to fulfill these obligations and accomplish the assigned mission, an informed and active senior membership, trained in various mission tasks, is required.

The word trained, or more appropriately the word "training" means many things to different people. To most of us, the word "training" connotes a classroom, a teacher, textbooks, homework, examinations, and recurring grades being assigned. For others, these thoughts sometimes generate apprehensions, if not outright distaste, based upon



earlier childhood experiences in a formal, classroom-student capacity. More specifically, I find too many of us become upset at the thought of having to take an examination.

These factors have very direct implications regarding the training opportunities available to CAP senior members. For example, the CAP Senior Member Training Program is a formal, structured program. It involves reading assignments, a clinic, an open book review, a grade, and built-in rewards and penalties. The latter commonly being referred to as "the carrot and the stick" approach. I believe that for some of us this program initially generated feelings of apprehension, if not outright fear of failure. My travels and discussions have confirmed that these adverse reactions were centered among the more advanced senior members and were particularly evident during the early days of program implementation.

Paradoxically, I find many seniors—and I am sometimes guilty myself—failing to realize that a great

deal of their time and effort within their local CAP organization actually is devoted directly or indirectly to training; i.e., preparing themselves to more effectively take part in one or more aspects of the threefold CAP mission. Attendance at a squadron meeting, a wing conference, a region conference, or the National Board is, or at least should be, a training opportunity and experience for every attendee. Your careful reading of new regulations, the contents of the CAP Bulletin Board, or the CAP NEWS are direct forms of training intended to better prepare you to carry out your functions and responsibilities. If this is not the case, then you are not fulfilling your fundamental role.

In brief, there are many different senior training opportunities within CAP which commonly are not viewed as "training". They range from nationally sponsored formal courses, such as the annual CAP National Staff College, to reading articles concerning the B-1 bomber in a new-

spaper. Because of the nature of the organization and membership, your participation in these training opportunities is largely a matter of self-motivation. Incidentally, a high level of motivation is an important element to anyone willing to learn.

No single training course or activity should be viewed as the critical element to a trained and mission-capable senior membership. However, the vast and diverse training opportunities, both formal and informal, which are available to senior members rightfully can be claimed to be a key factor in assuring a dynamic and mission-ready CAP, both now and in the foreseeable future. Our organization's future then rests in the motivation and initiative of each senior in availing himself or herself of the opportunity to "serve" by being better prepared to serve others. In my opinion, this is what Civil Air Patrol is all about. I hope these comments will cause each of you—whether at region, wing, group, or squadron level—to seriously evaluate yourself and your unit.

Chairman's Comments

## TLC Challenges Commander Effectiveness

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

At our past September National Board Meeting in San Francisco I previewed The Lively Commander (TLC), a new audiovisual aid, during a General Assembly session. This 35mm color slide set and accompanying audio tape was well received by the members in attendance, both senior and cadets, as I'm sure most of you have heard.

The "stars" of this production are, in most cases, real-life CAP seniors and cadets. As indicated by the title the center of attention is the CAP squadron commander. In depicting the actions and thoughts of this Lively Commander in carrying out his duties and responsibilities a major underlying theme is stressed. I want to highlight this theme very clearly and distinctly inasmuch as I believe it accounts for our major successes as an organization and, unfortunately, for many of our shortcomings. Very simply, the basic theme projected in TLC is that you can be a CAP squadron commander without being a leader. And, you may be a leader without being a squadron commander. But—and this is critically important in Civil Air Patrol—you must be an effective leader to be an efficient CAP squadron commander.



preview, to be a good squadron commander is a most trying and demanding challenge. In my opinion being a squadron commander—and I have been one—in our organization is the most difficult and, at the same time, the most rewarding position in our entire organizational structure.

The total mission effectiveness of CAP necessarily is measured by the combined leadership effectiveness of our hundreds of squadron commanders. Their task is even more

complicated by the fact that, unlike their counterparts in the active military forces, a CAP squadron commander's authority is not vested in law. The guidance and control of his or her squadron, therefore, must depend almost exclusively upon leadership and not command. In brief, the CAP squadron commander must display skill in the art of influencing his squadron members to progress with cooperation and enthusiasm toward mission accomplishment. He or she must in-

spire unit members, both individually and collectively, to their best effort through ability, personality, resourcefulness, education, experience, example, and just plain hard work. As I have said many times and at many places, herein lies the secret of solving many of our problems at all levels.

The Lively Commander is not a panacea! I would prefer to view it as but another step in our efforts to recruit, upgrade, and pay proper tribute to our effective squadron commanders. Concurrently, TLC should serve to challenge and enhance the effectiveness of squadron commanders by portraying the demanding role expected of ALL of them, both current and future, who operate at "grass roots" unit level. It is at this unit level that we rise to greater glory or fall short in carrying out our mission.

A complimentary copy of the "TLC" package, consisting of the color slide set, audio tape, and a printed narrative, is being furnished each region and wing. Additionally, the CAP Bookstore has additional TLC "packages" for sale to individuals or units. I strongly urge CAP commanders at all levels to use this excellent aid in any manner wherein it can assist them in accomplishing their leadership roles, whether it be in recruiting, training, public exposure and image, or paying tribute to a special group of highly dedicated members—our effective and lively squadron commanders.

We have other things in mind for the improvement of our programs. I would hope to be able to reveal one or two of these in my January column.

CIVIL AIR PATROL NEWS

☆☆☆☆☆ USAF AUXILIARY ☆☆☆☆☆

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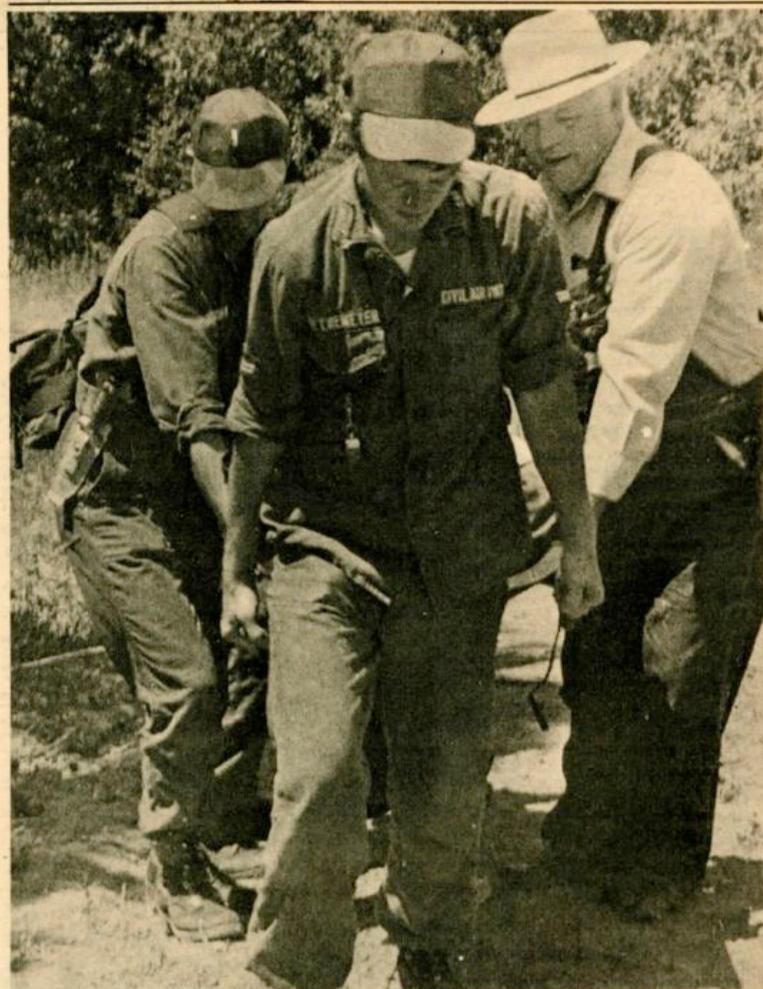
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**VOLUME 6, NO. 12** **DECEMBER, 1974**



**STRETCHER CASE**—Missouri Wing cadets and Buchanan County Emergency Preparedness Agency personnel remove the injured from a simulated aircraft crash during a recent training exercise held near St. Joseph, Mo.

## Exercise Tests Ability Of Missouri Squadrons

ST. JOSEPH, Mo. — Pigeon Hill Wildlife area near St. Joseph was busy with activity recently when CAP members from three Missouri Wing units along with other volunteer agencies conducted a two-day land rescue training exercise.

Members participating from CAP's all volunteer organization came from the St. Joseph Composite Squadron, Harry S.

Truman Composite Squadron and Kansas City Composite Squadron I.

Other personnel participating came from the County Emergency Preparedness Office, Red Cross, Missouri Highway Patrol and Buchanan County Sheriff's department.

At the height of the training, CAP members were notified to open a mission in search of an aircraft which had crashed in the area. Ground teams were formed and sent into the area to locate the simulated crash and to remove the injured.

When located the teams administered first aid to the victims and removed them by stretcher.

The exercise was planned by CAP Maj. Warren Bailey, emergency services coordinator for the western sector of Missouri, CAP 1st. Lt. Bruce E. Hollandsworth, St. Joseph Composite Squadron commander and Sgt. Richard Mathews, USAF, from Whiteman AFB, Mo.

### ELT's Make Difference

# Routine Search? Not At All!

MAXWELL AFB, Ala. — Heavy rain, overcast and fog obscured the night skies in central Pennsylvania. Most small planes would have stayed on the ground in such weather, but one—a single-engine Piper Comanche with four persons on board—was scheduled to land at Midstate Airport near Philipsburg at 8:30 p.m. on that night.

At 9:30 p.m., Civil Air Patrol's Pennsylvania Group 1300, based at Bellefont Skypark, was notified that the aircraft was an hour overdue. A search was the only answer but the weather made this impossible.

However, by 12:45 a.m. the next day, the weather had cleared enough for the search to begin and Civil Air Patrol Senior Member Ron Cotner, the pilot, took off in a CAP search plane with Maj. Raymond Whetstone and Capt. Ralph Kelley as observers.

The last radio transmission from the missing aircraft had come from an area approximately six miles north of the Midstate Airport and the search crew headed for the area.

They quickly picked up the signal from an ELT (electronic locator transmitter) and then narrowed the probable search area to a rugged, wooded mountain ridge 2½ miles from the end of the runway.

Ground search teams headed by 1st Lt. Glen Dunlap and Senior Member Oak Norton moved into the area on foot. The search aircraft, using lights and radio signals, guided the ground teams into the supposed crash area.

At 2:30 a.m. came a bonus. The moon emerged from behind the clouds and, 15 minutes later, the airborne search crew spotted the wreckage of the downed Piper Comanche. Ten more minutes and the ground teams reached the site.

The search was over.

Just another Civil Air Patrol search operation?

Not at all! This one was carried out and completed during the night — a first for the Civil Air Patrol unit carrying out the search and still somewhat unusual for CAP.

An ELT — the one in the crashed aircraft — made it possible.

Before the days of ELT's, Civil Air Patrol aerial searches were carried out in the daylight hours. When sundown and darkness came, the search aircraft were parked for the night.

No, there was no lack of CAP

pilots competent to make instrument flights at night. The trouble is that there just isn't much on the ground that you can see from the air at night.

ELT's have thus made Civil Air Patrol searches at night practical. The one in Pennsylvania was not the first, and officials at Civil Air Patrol national headquarters at Maxwell AFB, Ala., say that it isn't likely to be the last. The chances are that there will be more of them.

The four persons aboard the crashed Piper Comanche involved in the Pennsylvania search were dead when the ground teams reached the site. But what if they had survived the crash? Finding them promptly, even if this involved a night search, might have made the difference in whether or not they stayed alive.

The ELT made the night search possible.

## ELT Search—Air Evac Keeps Unit 'In The Air'

CLEAR, Alaska — The Clear Squadron had a busy day recently when they were called upon to provide air evacuation for an injured Air Force sergeant and search for an ELT signal.

The first mission came about when the squadron was alerted for an emergency air evacuation of Air Force SSgt. Gary D. Wisehart of Clear AFS who had been injured in an automobile accident.

SM Gene Augustine flew the sergeant to Bassett Hospital at Ft. Wainwright in Fairbanks.

Shortly thereafter, the squadron received notification of a reported Emergency Locator Transmitter signal heard by a commercial airliner in the Cantwell area.

Augustine also flew this mission. The search turned up negative results which were reported to the Fairbanks Federal Aviation Administration office.

The unit flew six hours during the two activities.

## Unit Responds To Crash; Gives Assistance, Security

CHARLOTTE, N. C.—Less than one hour after the crash of an Eastern Airlines DC-9, Civil Air Patrol's 111th Air Rescue and Recovery Squadron had been alerted and was enroute to the scene.

As the first CAP members were arriving at the site, the remaining members were being alerted at work and school and were assembling at the squadron headquarters. By mid-day 20 seniors and cadets were on hand, bringing with them the unit's operations trailer, lighting unit and generator. The trailer was immediately set up as the operations center for the rescue operation.

The cadets were heavily utilized at the wooded, remote crash site. Working closely with the medical examiners and area police, the cadets performed as the primary victim recovery teams.

When all victims had been removed, the 111th assisted in securing the area. They set up the lighting unit and patrolled the area for the next three days until the investigators had completed their inspection.



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 Nov. 10, 1974)

Number of missions	378
Number of aircraft	5,573
Number of sorties	10,222
Flying hours	19,197
Personnel	28,749
Mobile radios	5,733
Fixed radios	6,181
Saves	30
SAR objectives located	155



**PRESTIGIOUS AWARD** — CAP Maj. A.L. "Bill" Waldron, CAP's Polaris Group commander, Alaska Wing, holds a "Gold Pan" which was recently presented to the Group by the Greater Anchorage Chamber of Commerce. The Group was presented this award for their outstanding service to the Anchorage community in 1974.

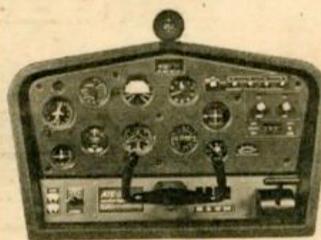
## ATC FLIGHT SIMULATORS

### MODEL 510A

Includes Hobbs Meter, Key Lock & Volume 1 - Flight Assignment Series.

### MODEL 510G

Includes ADF, Glide Slope, Cassette Tape Player/Recorder, Protective Case, Player & Headset, Hobbs Meter, Key Lock & Volume 1 & 8 Flight Assignment Series.



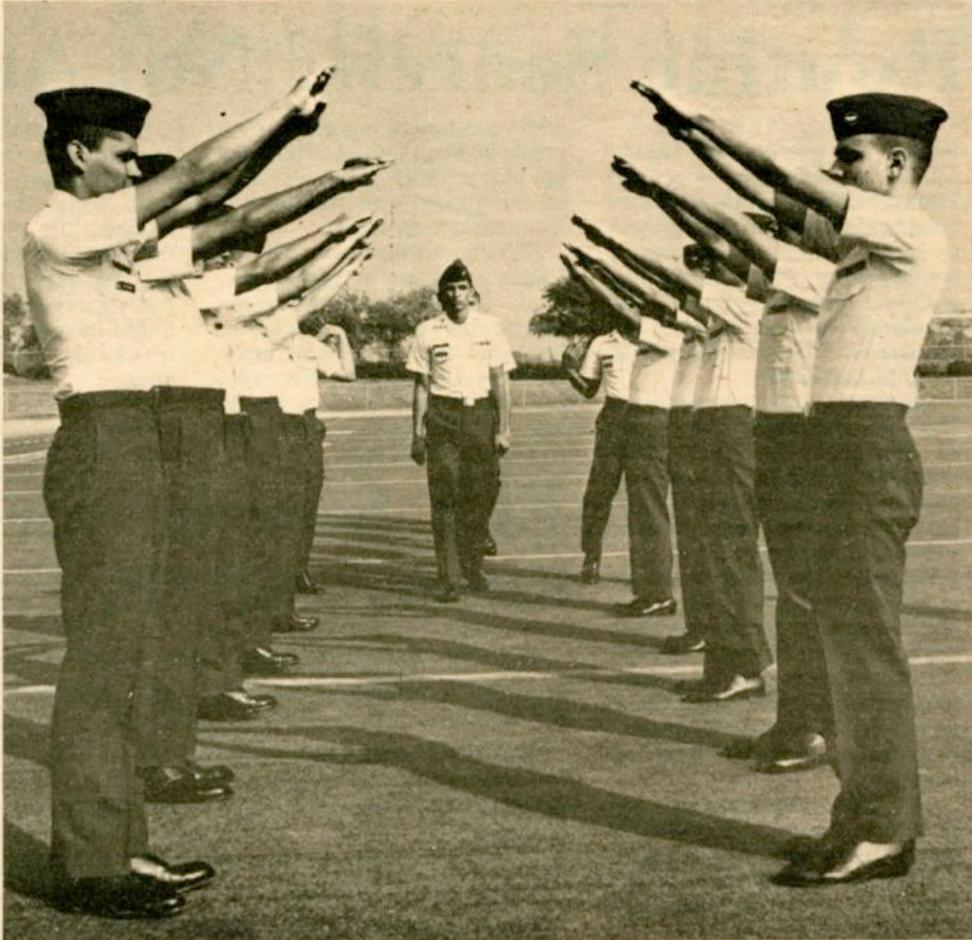
	LIST PRICE	CAP DISCOUNT PRICE
MODEL 510A	\$ 1,065.00	\$ 898.50
MODEL 510G	\$ 2,373.85	\$ 1,783.58

☆ FINANCING AVAILABLE THROUGH NATIONAL HQS. FOR WING PURCHASES.

For Further Information  
Refer to CAP  
Regulation 173-3.



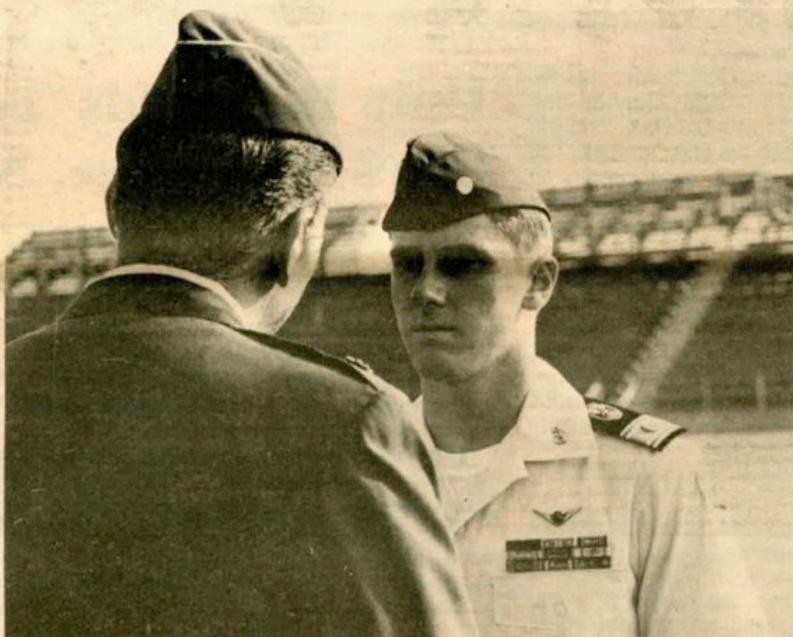
CAP'S BEST VIEW FOR HONORS



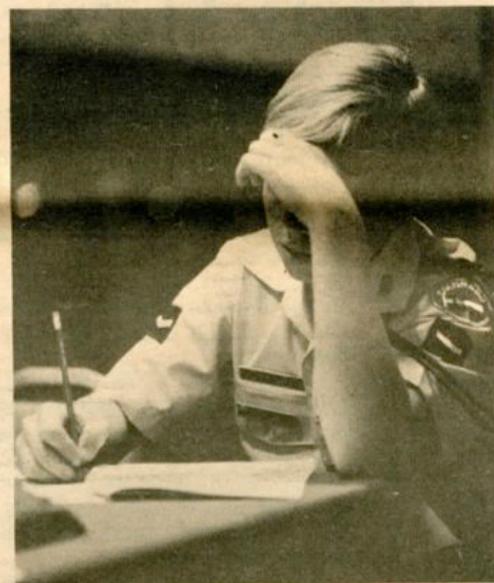
INNOVATIVE DRILL—Part of the performance that won the Innovative Drill Award for the Southeast Region Drill Team.



FINISH LINE—Another cadet "flies" across the finish line.



INSPECTION READY—Cadet WO Ralph Jones, commander of the Northeast Region Drill Team reports to Maj. Bobby G. Jolly, USAF, Chief Judge of the Drill Competition.



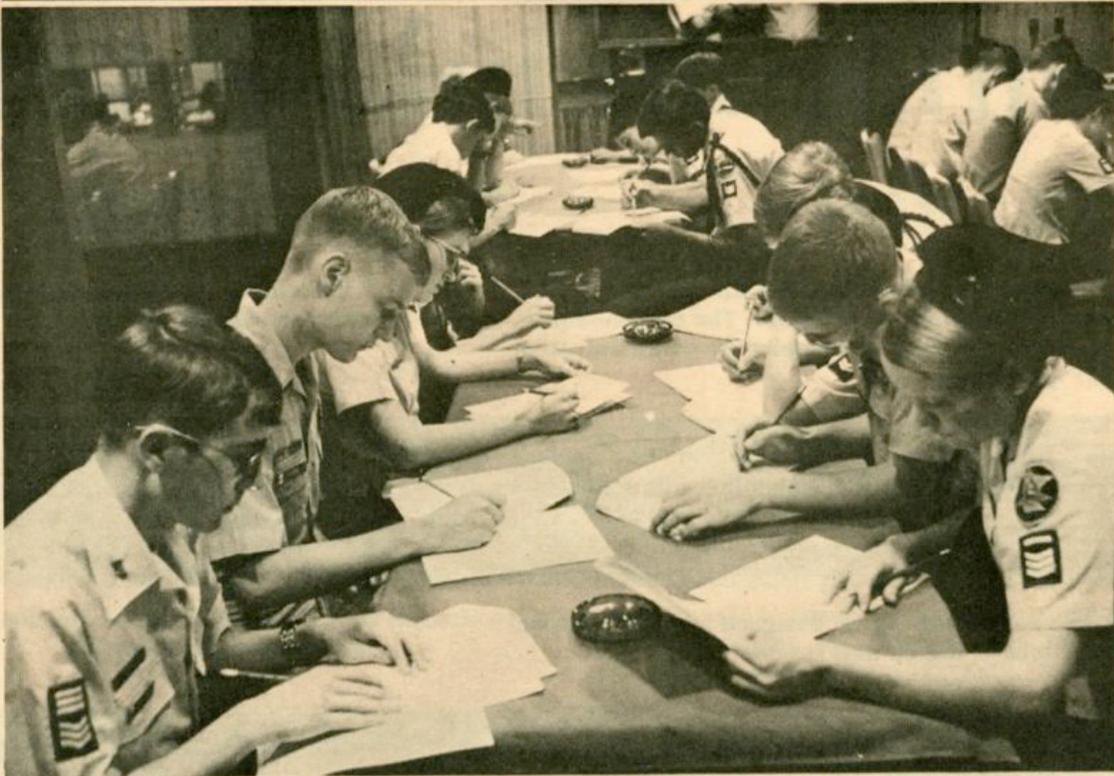
CONCENTRATION—Cadet Robert G. Ford of the Rocky Mountain Region completes his written exam.



ASSISTANCE—They finished their Physical Fitness Competition—but who's holding up who?



GO!—It looks like "Sadie Hawkins Day" as the North Central Region Drill Team begins the mile run.



**EXAM TIME**—The first event was the written exam for the Cadet Bowl. "You can almost hear the wheels turning."



**AIDS BUDDY**—Sometimes it helps to have a buddy as these two cadets from Puerto Rico discover after their mile run.



**LADIES ALL**—This drill team from Michigan, representing the Great Lakes Region, was runner-up in the drill portion of the National Drill Competition.

*Photos by Russ Brown*



**PANEL QUIZ**—The winning team in the Panel Quiz were (left to right), Cadets Lt. Col. Alfred H. Cooke, Jr., SSgt. David J. Parates and TSgt. Michael C. Jordan of the Southwest Region.



**WINNERS**—Commanders of the drill teams which won the major events, (left to right) Cadets MSgt. Monte L. Rothe, Rocky Mountain Region (Physical Fitness), 1st Lt. J. E. James, Middle East Region (cadet Bowl), and Lt. Col. Francisco Rodriquez, Southeast Region (Drill Competition.)

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# 1975 Senior Member Acti

## ACTIVITIES

## WHO

1. **CAP NATIONAL STAFF COLLEGE:** The objective is to develop more effective CAP commanders and staff members by offering a program based upon experiences in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers covering such topics as communicative skills, leadership and management, staff organization, and CAP problem solving.

1. Developed for 200 CAP officers and warrant officers.

2. **NATIONAL SEARCH AND RESCUE (SAR) SCHOOL:** A one week course designed to enhance the professionalism of CAP mission coordinators. The curriculum includes all aspects of organization, planning, communications, and operations involving inland search and rescue.

2. Selected CAP mission coordinators and potential mission coordinators actively involved in unit SAR activities.

3. **ARRS CAP MISSION COORDINATOR COURSE:** A 2 day ARRS conducted course designed for CAP mission coordinators and other CAP SAR personnel. Covers all facets of inland search and rescue.

3. The CAP Region Headquarters determines eligibility.

4. **FLIGHT CLINICS:** CAP regions and wings have considerable latitude in development of flight clinics. They may be CAP generated or externally generated. Nationally approved clinics that meet the goals of improving the flying safety posture of CAP may qualify for financial support by the Corporation.

4. The CAP Region Headquarters determines who is eligible for these activities. (CAP is also eligible for Federal Aviation Administration and Aircraft Owners and Pilots Association clinics.)

5. **PACIFIC REGION STAFF COLLEGE:** (see above description for National Staff College).

5. Eligible senior member officers.

6. **EXTENSION COURSE INSTITUTE (ECI):** ECI is the correspondence school of the USAF. Its services are available without cost to CAP members. Two broad areas of study are available: General Military Education and Specialized Courses. Military courses are provided to improve the knowledge of command and leadership. ECI specialized courses are designed to provide training for CAP members in the performance of specialized duty (e.g. communications, aircraft maintenance, etc.)

6. Eligible CAP senior members.

7. **INDUSTRIAL COLLEGE OF THE ARMED FORCES CORRESPONDENCE SCHOOL:** This school directs its educational effort toward support of the national interest through enhancing the knowledge of military and civilian executives who are, or will be, engaged in managing key national security programs.

7. Senior CAP members at the executive level, majors and above.

8. **NATIONAL SECURITY SEMINARS:** These seminars are sponsored by the Industrial College of the Armed Forces to foster, among Reserve Officers and interested citizens, a better understanding of the many interrelated and complex national and international problems associated with national security.

8. Attendance at these seminars is open to all CAP senior members.

9. **WEAPONS EMPLOYMENT COURSE FOR ALLIED OFFICERS:** This course covers comprehensive familiarization with basic space language and principles, fundamentals of astronautics, technology, and concepts which will affect future operational space capability.

9. CAP captains through colonels.

10. **INTERNATIONAL AIR CADET EXCHANGE ESCORT:** Annually, CAP sponsors a one-month program to foster international understanding, goodwill, and fellowship. CAP exchanges cadets with similar organizations representing some 26 foreign nations. Selected senior members act as escort officers for the cadets during the exchange program.

10. Criteria to be announced by Hq CAP-USAF/ED.

11. **DEFENSE CIVIL PREPAREDNESS AGENCY STAFF COLLEGE:** Three home study courses are available which pertain to civil defense-disaster preparedness. (1) CIVIL DEFENSE, U.S.A. (2) THE CIVIL DEFENSE DIRECTOR-COORDINATOR. (3) INTRODUCTION TO RADIOLOGICAL MONITORING.

11. All CAP members may apply for the "Civil Defense USA" and "Introduction to Radiological Monitoring" courses. Only qualified mission coordinators and prospective mission coordinators in training may apply for "The Civil Defense Director/Coordinator" course.

12. **INSTRUCTOR TRAINING SEMINAR:** The course objective is to teach prospective CAP instructors how to properly impart knowledge to others. Major topics presented include characteristics of a good instructor, motivational techniques, methods of instruction, and lesson plan development.

12. Open to all senior members.

13. **NORTHEAST REGION COMMUNICATIONS SCHOOL:** The purpose of the school program is to train CAP personnel to become competent communicators, efficient in emergency mission procedures and to become confident and able communications officers familiar with the rules, laws, and philosophy of communications administration.

13. Cadet or Senior Members.

# Activity Schedule

## WHEN/WHERE

## HOW

## Level I Training

1. Maxwell AFB, Al. (Tentative dates: 3-9 July 1975) BOQ Reserved.

1. Apply through channels on CAPF 17. (Reference CAPR 50-9).

2. Governors Island, New York. (Tentative dates: 27 July-1 Aug. 1975) Quarters provided.

2. Apply through channels on CAPF 17 to Hq CAP-USAF/DOS. (Reference CAPR 50-9).

3. Dates and places to be announced by Region Headquarters.

3. Apply through channels on CAP Form 17 to CAP Region Headquarters. (Reference CAPR 50-9.)

4. Various locations within the eight regions. Dates and places to be announced by Region Headquarters.

4. Apply through channels on CAPF 17 to CAP Region Headquarters or apply directly to FAA or AOPA for their clinics. (Reference CAPR 50-9.) DO NOT USE CAPF 17 when applying directly to other organizations.

5. (sites to be announced) 27 July-2 Aug. 1975)

5. Eligibility criteria and application procedures to be publicized by Hq. Pacific Region.

6. Each ECI course consists of one or more volumes. Applicants must enroll for a complete course.

6. As prescribed in CAPR 50-1 for ECI courses, using ECI Form 23. Submit application directly to ECI.

7. Two major courses: National Security Management, 12-15 months for completion, and Management in the Department of Defense, 4-6 months for completion.

7. Applications and inquiries should be addressed to: The Commandant, Industrial College of the Armed Forces Attn: Correspondence School, Fort Lesley J. McNair, Washington, DC 20315.

8. Lafayette, LA ..... 6-17 Jan. 1975  
Montgomery, AL...3-14 Feb. 1975  
Salt Lake City, UT 10-21 Mar. 1975  
Vallejo, CA .... 14-25 Apr. 1975  
Newburgh, NY ... 12-23 May 1975

8. Attendance may be arranged through the Chamber of Commerce of participating cities.

9. Maxwell AFB, Al. 6-10 Jan. 1975, and 31 Mar.—4 Apr. 1975. BOQ reserved.

9. Apply through channels on CAPF 17 to Hq CAP-USAF/DOT (Reference CAPR 50-9).

10. Locations and dates will be announced by HQ CAP-USAF.

10. Application procedures to be announced by Hq CAP-USAF/ED.

11. Home study, enrollment at any time.

11. For "Civil Defense USA" use DCPA Form 435 or send postcard request to Civil Defense USA, Box 2000, Battle Creek, MI 49016. For "Civil Defense Director/Coordinator" complete DCPA Form 435 and forward through normal local, state and regional Civil Defense Preparedness Office channels. For "Introduction to Radiological Monitoring" use DCPA Form L-79 or a postcard request to DCPA Staff College, Federal Center, Battle Creek, MI 49016.

12. Dates and places of seminars to be announced by USAF-CAP Region Liaison Office.

12. As publicized by the respective USAF-CAP Region Liaison Office.

13. Kutztown State College, Pa., 10-17 Aug. 1975.

13. Application procedures to be publicized by Hq. Northeast Region.

	TOTAL MBRS	RET	M-L	ACTIVE MEMBERS	COMPL LEVEL I	PERCENT
<b>NORTHEAST</b>						
Connecticut	407	2	88	317	219	69
Maine	300	2	67	231	124	54
Massachusetts	375	3	63	309	190	61
New Hampshire	396	3	107	286	194	68
New Jersey	638	3	80	555	373	67
New York	1987	10	301	1676	988	59
Pennsylvania	2271	9	131	2131	1117	52
Rhode Island	187	2	16	169	107	63
Vermont	198		8	190	111	58
Northeast	87		18	69	43	62
Region Total	6846	34	879	5933	3466	58
<b>MIDDLE EAST</b>						
Delaware	231	1	45	185	159	86
Maryland	811	2	180	629	459	73
National Capital	252		47	205	141	69
N. Carolina	889	5	211	673	518	77
S. Carolina	681		78	603	276	46
Virginia	903	7	142	754	520	69
West Virginia	426		55	371	228	61
Middle East	60	1	7	52	52	100
Region Total	4253	16	765	3472	2353	68
<b>GREAT LAKES</b>						
Illinois	930	5	76	849	604	71
Indiana	415	1	77	337	272	81
Kentucky	367	1	29	337	206	61
Michigan	871	8	91	772	508	66
Ohio	839	8	129	702	586	83
Wisconsin	722	10	84	628	430	68
Great Lakes	93	4	42	47	36	77
Region Total	4237	37	528	3672	2642	72
<b>SOUTHEAST</b>						
Alabama	816		74	742	338	46
Florida	1444	3	260	1181	868	73
Georgia	605		118	487	279	57
Mississippi	645	1	107	537	318	59
Tennessee	937	1	28	908	571	63
Puerto Rico	405	2	61	342	266	78
Southeast	71	2	19	50	47	94
Region Total	4923	9	667	4247	2687	63
<b>NORTH CENTRAL</b>						
Iowa	361	4	67	290	180	62
Kansas	362	1	91	270	156	58
Minnesota	664		53	611	326	53
Missouri	368		54	314	200	64
Nebraska	329	1	46	282	127	45
N. Dakota	368		45	323	183	57
S. Dakota	306		74	232	120	52
North Central	59		22	37	29	78
Region Total	2817	6	452	2359	1321	56
<b>SOUTHWEST</b>						
Arizona	782		41	741	456	62
Arkansas	321		15	306	222	73
Louisiana	657	1	100	556	291	52
New Mexico	379		40	339	97	29
Oklahoma	472	6	67	399	311	78
Texas	1350	4	133	1213	690	57
Southwest	79		31	48	38	79
Region Total	4040	11	427	3602	2105	58
<b>ROCKY MOUNTAIN</b>						
Colorado	1024	8	122	894	559	63
Idaho	350		42	308	123	40
Montana	341		30	311	89	29
Utah	380	3	37	340	171	50
Wyoming	187	1	24	162	93	57
Rocky Mountain	68		29	39	32	82
Region Total	2350	12	284	2054	1067	52
<b>PACIFIC</b>						
California	2273	49	236	1988	1220	61
Nevada	428		63	365	291	80
Oregon	435	4	117	314	265	84
Washington	539	3	29	507	320	63
Alaska	784		144	640	272	43
Hawaii	435	3	100	332	200	60
Pacific	74	7	15	52	47	90
Region Total	4968	66	704	4198	2615	62
<b>NATIONAL TOTAL</b>						
	34434	191	4706	29537	18256	62

## Squadrons Get Loan Of Utilities Facility

BRISTOL, Conn.—The Bristol Composite Squadron was given use of Northeast Utilities facilities at Gill and Northfield, Mass., for their recent Class B Encampment.

In addition to loaning use of their facilities, the company also provided their rangers as instructors in forest fire training and prevention. The cadets also received field training in the basics of emergency services, radiological monitoring, physical fitness and natural disaster.

Cadets were also taken to Fort Devins as guest of the U.S. Army where they received a tour of the Army post. Their visit was climaxed by a 30-minute orientation ride in a Huey helicopter.

While in training at Gill, cadets and seniors were visited by Congressmen and their wives, top officials such as the president and chairman of the board for Northeast Utilities and state and local Government officials.

Northeast Officials were so impressed with the conduct of the CAP members that they have assured the squadron of a permanent CAP encampment area.

The company also provided the encampment members with a tour of their generating facility which in one-half mile underground. At the completion of the tour, they were given a boat tour of the Connecticut River on the company boat.

Other units participating with Bristol were the 399th of Danbury, Meridan Markham Composite Squadron and the Flying Knights Composite Squadron.



**PIONEER AIRMAN & CADET**—1st Lt. Judith Seckel of Washington's Wing took a few minutes from her duties to capture two pioneer airmen, Maj. Gen. Leight Wade, USAF, (Ret.) and Lt. Col. Henry Ogden USAF (Ret.) for autographs during the recent 50th Anniversary of the First-Round-the-World-Flight.

## Airlift Nets \$\$\$ For Drive

DES MOINES, Iowa—The Polk County March of Dimes "Operation Airlift" in cooperation with the Des Moines Composite Squadron, Des Moines Jaycees and the Des Moines Technical High School Vocational Industrial Clubs of America was held at the local airport recently.

The airlift consisted of 15 minute rides over the area with a charge of four cents per pound for the gross weight of the family.

More than \$2,200 was collected for the March of Dimes during the two-day airlift.

The CAP cadets acted as guides, hosts and provided security control on the flight line.

Planes were provided by business firms and individual pilots from the Des Moines area.

## Survival Program Underway

BLUEFIELD, W. Va.—The Green Valley Cadet Squadron has a three-month training program on survival now in progress.

The program, started by CAP Maj. Phillip C. Saleet, squadron commander, has already covered the basic bandaging techniques in first aid and the proper use of stretchers, and classes on knot tying.

Future classes will consist of locating survival foods, shelter building, map reading and compass reading.

## Kentuckians Prepare For Test

LOUISVILLE, Ky.—In order to prepare themselves for an upcoming Civil Defense test, members of the St. Matthews Composite Squadron recently completed a refresher course in first aid.

The course was taught by CAP 1st Lt. Francis Phillips, deputy commander of the squadron who is also an American Red Cross Instructor.

With the completion of this training, the members have up dated their qualifications to perform in any emergency service situation.



**SIMULATOR TIME** — Two members of the Homestead AFB (Florida) Cadet Squadron get a first-hand look at an EC-121 Simulator operated by the Air Force Reserve's 79th AEW&C Squadron based at Homestead. At the controls are Cadet Sgt. Andrew Wiggins (left) and Cadet SSgt. Brenda McDonald. The two cadets, along with other members of their unit, were given a tour of the facility by MSgt. Harley Pickett, Air Force Reserve. (Photo by CAP 2d Lt. Michael Handrahan)

## CAP Joins Foundation

# For Anniversary Celebration

McCHORD AFB, Wash. — CAP members of the Washington Wing recently joined with the Pacific Northwest Aviation Historical Foundation to celebrate the 50th Anniversary of the First Round-the-World-Flight.

Two of the honored guests attending the celebration, which was held at the Sandpoint Naval Air Station, Seattle, Wash., was the only surviving pilot, Maj. Gen. Leigh Wade, USAF (Ret.) and his mechanic Lt. Col. Henry A. Ogden, USAF (Ret.).

Civil Air Patrol information booths were open to the public for the two day event along with displays including antique aircraft and autos, military aircraft and memorabilia of the world

flight. Photos, letters and souvenirs were sent from many of the stopover points during the flight to become part of the displays.

On that first flight, some 27,533 miles were flown in open cockpit biplanes with a 90-mile-per-hour cruising speed at 11,000 foot altitude.

After months of planning these brave airman flying four "World Cruisers" battled snow and rain

storms, landed in rivers, flew through sand storms, fog and faced the uncertain weather over the Atlantic. The flight took 175 days using 371 hours of flying time.

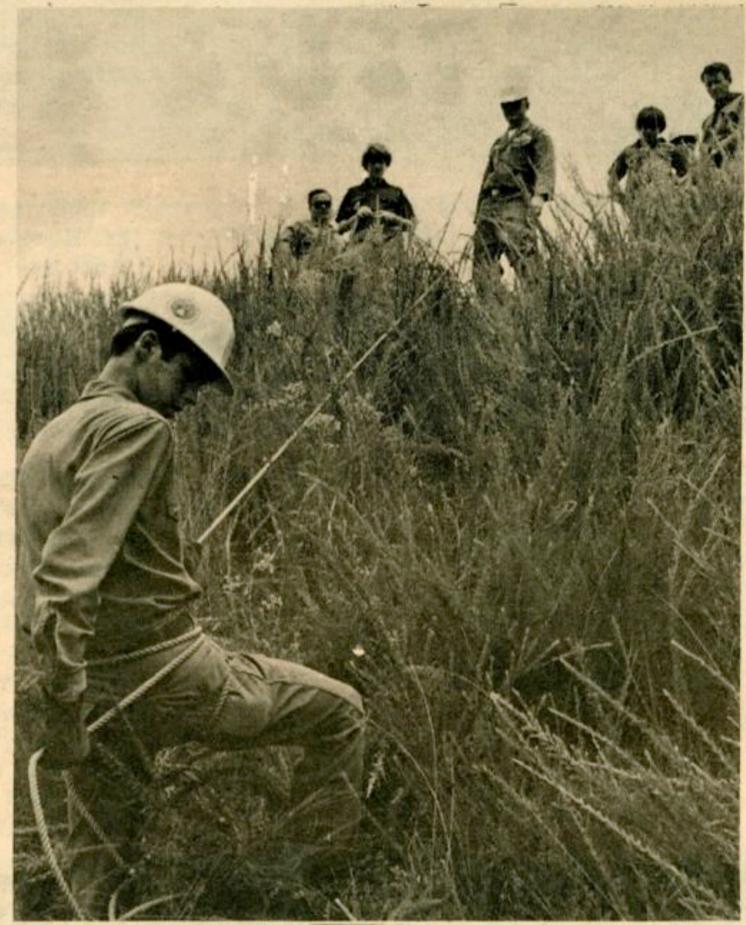
CAP members representing seven Seattle area squadrons provided crowd control, operated concessions, sold programs and commemorative pins, took tickets and assisted with clean-up during this event.

## Flight Clinic Attracts Many

WILMINGTON, N.C. — The New Hanover County Airport was the site of a state-wide flight clinic for all pilots and would-be flyers in North Carolina. The two-day affair was hosted by North Carolina's Group VII and Cape Fear Squadron and consisted of lectures, slides and films concerning weather and flying safety.

Ron Kuhn, representing the local weather bureau office, spoke to the group about weather and flying. He also demonstrated the importance of radar in tracking thunderstorms.

The Federal Aviation Administration was represented by Andy Abernathy, a safety specialist for North Carolina, who spoke on aviation safety. He invited all pilots to visit the tower, which was followed by biennial flight reviews and CAP check rides.



**RAPELLING** — Cadet David Underdown demonstrates rope-handling techniques for local Boy Scouts down a bluff overlooking the Hickory (North Carolina) Municipal Airport. The demonstration, led by CAP 1st Lt. Rick Kluwe (above in hard hat), included slow descents down the 30-foot high cliff by several Scouts and Scout Masters. Hickory Composite Squadron cadets have mastered rapelling techniques because of the proximity of the Great Smoky Mountains.

# Vision

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

Poets say that the eyes are the windows of the soul; in the more realistic world of the airman, they are the windows to the world. On the ground, impaired vision is sometimes dangerous. In the air it is always dangerous. Seeing is the only one of the special senses that is absolutely necessary for piloting; it is the master control.

Vision can be affected by many things such as hypoxia or lack of oxygen, carbon monoxide, alcohol, drugs, fatigue, glare, reflections, dirty windshields or goggles, etc. The medical requirements for sight are liberal and one who has less vision but knows how to use it is better off than one with good eyesight who does not know how to use it.

Eyes are like cameras. There is a shutter or iris, a lens, and the film or retina which is made up of nerve endings called rods and cones. In bright light, we see with the cones and in the night we see with the rods. Most of the cones are in the center of the retina and in bright light we see by looking directly at the object. Most of the rods are away from the center and in dim light we see best by looking slightly aside. The rods do not distinguish color nor fine details.

Since we see clearly only by direct looks, scanning must be learned. We see almost nothing while the eyes are moving; we see clearly only when they stop. We do have some peripheral vision or ability to "see out of the corner of the eye". Size, color, illumination, contrast, duration of sighting, glare, clarity of atmosphere, accommodation of eyes, and shape of windshields can alter a sighting. Sunglasses are best if made of glass rather than plastic; glass can filter out harmful ultra violet rays. They should be gray rather than colored in order to subdue the light but not distort the colors. Depth and distance are judged by movements of the eyeball and past experience. Haze, fog, smoke, dust and snow can cause over estimation. Muscle balance tests are not required as a part of the third class physical examination but are required for the first and second class examinations. Most students and private pilots hold a third class certificate.

Dark adaptation is a must for night flights. The rods begin to take over in about five or ten minutes of darkness as the cones lose their function. The lower the level of light preceding the dark, the sooner night vision comes on. Accommodation can be destroyed by the glare of a match, a search light, or lightning. Exposure to bright sun can delay dark adaptation up to five hours.

On a clear night, the flare of a match can be seen for 25 miles, by a fully accommodated eye. Night vision is reduced by altitudes over 5,000 feet or by smoking. Instrument panels are usually illuminated by red light. Red has the advantage of not destroying night vision but has the disadvantage of causing inability to distinguish colors on maps and instruments. For night flights, a white light must always be available. And of course, no night flight should ever be undertaken without a flash-light and some instrument flying ability.

# Cadets Aid Weather Warnings

NORTH PLATTE, Neb. — The U.S. Weather Service office here, with the help of the Civil Air Patrol, is establishing a winter warning network for North Platte.

Larry Adkins, community preparedness representative for the weather service, said CAP cadets throughout the city will take measurements during the winter and report them to the weather service, to provide earlier and more complete reports on weather and street conditions.

The cadets, he said, have been trained to measure snowfall and evaluate street conditions. They will take such measurements and report them to the weather service before 7 a.m. The weather service will release the information on its weather wire in sufficient time to inform people driving to work or taking their children to school.

Nineteen CAP members attended an organizational meeting for the warning network recently. Robert Newland of the weather service showed a film and slides on winter activity, and Adkins discussed the upcoming winter weather plan.



HONORED — Cadet Lt. Col. Michael R. Foster (left), recently received the Air Force Association Colorado Cadet of the Year Award from Air Force Brig. Gen. Robinson Risner, former prisoner of war, in ceremonies at the Air Force Academy. Foster was named Colorado Wing's top cadet during 1974. Foster is presently the Rocky Mountain Cadet Advisory Council chairman.

# Civil Defense Holds Exercise To Test Community's Ability

MARTINSBURG, W. Va. — The Berkeley County Civil Defense recently sponsored a rescue exercise. Several volunteer agencies and law enforcement department personnel participated, including CAP members of the Martinsburg Composite Squadron.

ability to cope with an emergency involving a large number of casualties. In this exercise, the training problem was a simulated aircraft crash with more than 40 persons aboard.

The purpose of the exercise was to test the community's

The role of CAP's Martinsburg Composite Squadron was to conduct the search for the downed aircraft, report it's location and assist in the evacuation of casualties.

# Pilot Augustine Flies Air-Evac

CLEAR, Alaska — The Clear Squadron was called upon recently to fly two emergency air evacuation missions for two local people who were suffering from heart trouble.

The exercise was rated very successful by local Civil Defense authorities. They praised the CAP unit for their professionalism in conducting the primary part of the exercise.

The first mission involved a local woman who had symptoms of heart failure and had to be evacuated to the Fairbanks hospital.

Again, the next day, the squadron was called upon to airlift a local man who had suffered an apparent heart attack. He was also flown to the Fairbanks hospital for treatment.

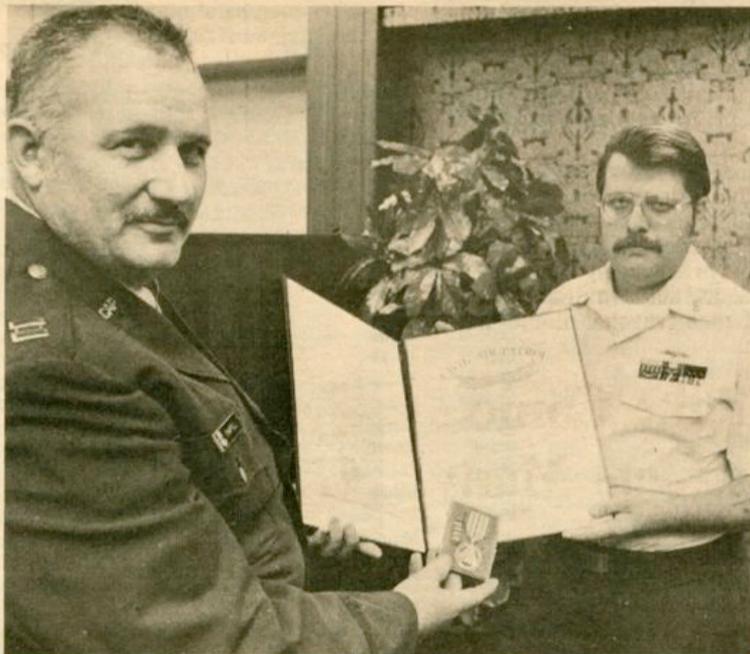
Both missions were flown by WO Gene Augustine.

# Unit Holds 'Big' Recruiting Drive

DOVER, N.H. — Civil Air Patrol's Dover Composite Squadron recently conducted an all out recruiting drive for the entire wing during New Hampshire's Rochester and Deerfield county fairs.

A huge state map was on display pinpointing the location of every CAP squadron in the New Hampshire Wing and interested persons were given information on the units nearest their home.

The CAP display was in conjunction with the New Hampshire Air National Guard and hundreds of visitors stopped by to inspect it.



FOR HEROIC ACTION — Civil Air Patrol 2d Lt. Raymond E. Bruen (right), received the Silver Medal of Valor for courageous action while serving with CAP in Sunbury, Pa., during the Agnes Flood of 1972. Presenting the award is Capt. George E. Chappell, commander of the Columbia-Montour Senior Squadron (Pennsylvania Wing). Bruen was honored for his efforts in helping save a Sunbury area woman from the roof of her trailer home which was surrounded by flood waters.

# Fla. Members Active During TV Telethon

PINELLAS PARK, Fla. — Fifty-seven cadets and seniors from Florida's Groups 3 and 17 were recently involved in the Jerry Lewis Muscular Dystrophy Telethon in the Tampa-St. Petersburg area.

Cadets assisted in pledge pickups, traffic and crowd control, as well as relieving weary telephone operators and hand delivering messages.

The fund raising effort netted a pledge of \$130,000 in that area.

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# New Bookstore Catalog Issued

## EDUCATIONAL MATERIALS CENTER

### CATALOG PRICE SUPPLEMENT

TEXT BOOKS					
CAT NO.	ITEM	COST	CAT NO.	ITEM	COST
0001	Aircraft in Flight	2.00	0009	Introduction to Aerospace	2.00
0003	Airports & Airways	1.50	0011	Navigation & Weather	1.50
0005	Challenge of Aerospace Power	1.50	0013	Power for Aircraft	1.50
0007	The Dawning Space Age	2.00	0037	Your Aerospace World	2.00

### STUDENT AND INSTRUCTOR MATERIALS

0015	Instructor Starter Kit	55.00	0015B	Student Kit	8.25
0015A	Student Kit	8.75	0015C	Student Kit	7.95

Catalog No. 0015A is used for Individual Purchases. When purchased in sets of 5 to 25 use Catalog No. 0015B. Over 25 sets use Catalog No. 0015C.

### OTHER TEXTBOOKLETS

0017	Aerospace Doctrine	0.35	0028	Hero Next Door	6.95
0019	Educ, Avn & the Space Age	1.50	0029	Frontiers of Our Time	3.00
0021	Introduction to CAP	1.50	0031	Cadet Handbook	0.75
0023	Leadership Laboratory	1.00	0033	Leaders Handbook CAPM 50-16	1.00
0027	The New Aerobics	0.90	0035	Communications CAPM 100-1	1.00

### ACHIEVEMENT PACKETS

0041	Curry Packet	2.50	0046A	Doolittle Packet High Schl	1.00
0041A	Curry Packet High School	2.50	0047	Goddard Packet	1.00
0042	Arnold Packet	2.50	0047A	Goddard Packet High School	1.00
0042A	Arnold Packet High School	1.00	0048	Flight Commander Packet	2.00
0043	Wright Packet	1.00	0049	Information Officer Packet	2.00
0043A	Wright Packet High School	1.00	0050	Supply Officer Packet	2.00
0044	Rickenbacker Packet	1.00	0051	Operations Officer Packet	2.50
0044A	Rickenbacker Pkt High Schl	1.00	0052	Leadership Officer Packet	2.00
0045	Lindberg Packet	1.00	0053	Aerospace Officer Packet	2.00
0045A	Lindberg Packet High School	1.00	0054	Administrative Officer Pkt	2.00
0046	Doolittle Packet	1.00	0055	Cadet Commander Packet	2.00

### STUDENT WORKBOOKS

0101	Aircraft in Flight	0.35	0109	Introduction to Aerospace	0.35
0103	Airports & Airways	0.35	0111	Navigation & Weather	0.35
0105	Challenge of Aerospace Power	0.35	0113	Power for Aircraft	0.35
0107	The Dawning Space Age	0.35			

### INSTRUCTOR GUIDES

0201	Aircraft in Flight	0.35	0209	Introduction to Aerospace	0.35
0203	Airports & Airways	0.35	0211	Navigation & Weather	0.35
0205	Challenge of Aerospace Power	0.35	0213	Power for Aircraft	0.35
0207	The Dawning Space Age	0.35	0215	Communications	0.35

### CIVIL AIR PATROL REGULATIONS

Because of the susceptibility to change and obsolescence of Regulations no attempt will be made to list and catalog these items. Each one sells for \$0.30. List desired regulation by title on order form and this will suffice.

### 35mm SLIDES

0300	Cadet Program	3.00	0311	Navigation & Weather	8.50
0301	Aircraft in Flight	8.50	0313	Power for Aircraft	8.50
0303	Airports & Airways	8.50	0314	Private Pilot Kit	25.00
0305	Challenge of Aerospace Power	8.50	0315	Filmstrip Kit	55.00
0307	The Dawning Space Age	8.50	0316	Level I Training Slides	37.50
0309	Introduction to Aerospace	11.00	0317	Aerospace Education	8.75
			0326	Filmstrip Conversion Kit	1.75

### CIVIL AIR PATROL MANUALS

0350	39-1	1.00	0357A	50-21	1.00
0350A	20-1	1.00	0358	60-1	1.00
0350B	39-2	0.50	0360	67-1	0.50
0351	50-5	0.75	0361	67-4	0.50
0355	50-15	1.00	0363	173-1	0.75
0356	50-17	0.50	0364	190-1	1.00
0357	50-20	0.50			

### CIVIL AIR PATROL PAMPHLETS

0369	CAPP 1	0.30	0372	CAPP 150-1	0.35
0369B	CAPP 2	0.75	0372A	CAPP 150-3	0.35
0370	CAPP 20	0.35	0372B	CAPP 150-4	2.00
0371A	CAPP 65	0.35	0372C	CAPP 150-2	0.50
0371B	CAPP 50	1.00	0372D	CAPP 150-5	0.35
0371C	Sq Cmdr Handbook - Pocket	1.00	0379	CAPP 151	0.35

### SUBSCRIPTION SERVICE

0380	Binder	2.50	0381A	Annual Subscription Renewal	6.50
0381	Initial Subscription	13.00			

## PROGRAMMED TEXTS

CAT NO.	ITEM	COST	CAT NO.	ITEM	COST
0503	Intn'l Phonetic Alphabet	0.35	0511	Aircraft Identification	0.60
0505	Rocket & Missile Ident.	0.30	0513	Federal Aviation Regulation	1.50

### STUDY GUIDES

0530	Staff Duty Analysis	0.35	0567	Safety Officer	0.35
0552	Senior Member Handbook	3.00	0568	Senior Program Officer	0.35
0553	Administrative Officer	0.35	0569	Supply Officer	0.35
0554	Aero Education Officer	0.35	0571	Transportation Officer	0.35
0555	Cadet Program Officer	0.35	0554A	Tech & Sr AE Track Kit	5.75
0556	Communications Officer	0.35	0575	Intro to CAP Leadership	0.35
0557	Flt Opns; Stan/Eval; ESvO	0.35	0576	Intro to CAP Management	0.35
0558	Finance Officer	0.35	0577	Functions of Management	0.75
0560	Information Officer	0.35	0372B	Introduction to Flight	2.00
0561	Inspector	0.35	0595	Constitution & By-Laws	0.35
0565	Personnel Officer	0.35	** Study Guides not listed above have not as yet been published.		
0566	Plans & Programs Officer	0.35			

### SENIOR AND CADET UNIFORM ACCESSORIES

0599A	Sr Mbr - Male Officer	7.00	0599F	Sr Mbr - Enl - Female	7.00
0599B	Cadet - Male	6.00	0599G	Nameplate	1.15
0599C	Cadet - Female	5.50	0599H	Cloth Nametapes	3/1.50
0599D	Sr Mbr - Female Officer	7.00	0599I	Civil Air Patrol Tapes	0.25
0599E	Sr Mbr - Enl - Male	7.00	Note: The small black Civil Air Patrol tapes are no longer authorized.		

### CADET RIBBONS AND AWARDS

0601	Wright Brothers Ribbon	0.20	0615	Mitchell Ribbon	0.20
0603	Doolittle Ribbon	0.20	0620	Earhart Ribbon	0.20
0605	Arnold Ribbon	0.20	0625	Spaatz Ribbon	0.20
0607	Goddard Ribbon	0.20	0630	Falcon Award	2.00
0609	Curry Ribbon	0.20	0630A	Falcon Award Miniature	4.75
0611	Lindberg Ribbon	0.20	0631	Cadet Recruiter Ribbon	0.20
0613	Rickenbacker Ribbon	0.20	0632	Cadet Advrsy Council Ribbon	0.20

### RIBBON HOLDERS

0636	Single for Plastic Ribbons	0.20	0636C	Single for Cloth Ribbon	0.20
0636A	Double for Plastic Ribbons	0.20	0636D	Double for Cloth Ribbon	0.20
0636B	Triple for Plastic Ribbons	0.25	0636E	Tripe for Cloth Ribbon	0.25

Note: Although the Catalog, on page 18, lists Breast Badge - Cloth (4) as a part of the Uniform Accessories Kits these badges are no longer authorized and have been replaced with a single blue tape with white letters reading "CIVIL AIR PATROL".

### WING PATCHES

CAT NO.	ITEM	COST	CAT NO.	ITEM	COST
0637	Alabama	0.45	0637Z	National Capitol	0.35
0637A	Alaska	0.60	0638	Nebraska	0.45
0637B	Arkansas	0.40	0638A	Nevada	0.35
0637C	Arizona	0.45	0638B	New Hampshire	0.30
0637D	California	0.30	0638C	New Jersey	0.40
0637E	Colorado	0.30	0638D	New Mexico	0.45
0637F	Connecticut	0.40	0638E	New York	0.35
0637G	Delaware	0.45	0638F	North Carolina	0.30
0637H	Florida	0.50	0638G	North Dakota	0.50
0637I	Georgia	0.35	0638H	Ohio	0.45
0637J	Hawaii	0.45	0638I	Oklahoma	0.50
0637K	Idaho	0.45	0638J	Oregon	0.40
0637L	Illinois	0.40	0638K	Pennsylvania	0.35
0637M	Indiana	0.40	0638L	Puerto Rico	0.45
0637N	Iowa	0.40	0638M	Rhode Island	0.45
0637O	Kansas	0.40	0638N	South Carolina	0.40
0637P	Kentucky	0.50	0638O	South Dakota	0.50
0637Q	Louisiana	0.45	0638P	Tennessee	0.50
0637R	Maine	0.45	0638Q	Texas	0.45
0637S	Maryland	0.45	0638R	Utah	0.40
0637T	Massachusetts	0.40	0638S	Vermont	0.45
0637U	Michigan	0.45	0638T	Virginia	0.45
0637V	Minnesota	0.45	0638U	Washington	0.45
0637W	Mississippi	0.45	0638V	West Virginia	0.45
0637X	Missouri	0.45	0638W	Wisconsin	0.35
0637Y	Montana	0.45	0638X	Wyoming	0.45

### CADET INSIGNIA

0640	Cadet Badge - Metal	1.00	0640A	Cadet Badge Long Prong Metal	1.00
0646	1st Sgt Chevrons	0.55	0646D	Sgt Chevrons	0.30
0646A	M/Sgt Chevrons	0.50	0646E	A1C Chevrons	0.25
0646B	T/Sgt Chevrons	0.45	0646F	Amn Chevrons	0.20
0646C	S/Sgt Chevrons	0.40			
0647	Cadet Shoulderboards	5.50	0647D	C/Capt Metal Insignia	1.15
0647A	Cadet W/O Metal Insignia	0.75	0647E	C/Major Metal Insignia	0.75
0647B	C/2d Lt Metal Insignia	0.75	0647F	C/Lt Col Metal Insignia	0.95
0647C	C/1st Lt Metal Insignia	0.95	0647G	C/Col Metal Insignia	1.15
0647H	Cadet W/O Cloth Sew-on	0.25	0647L	C/Major Cloth Sew-on	0.25
0647I	C/2d Lt Cloth Sew-on	0.25	0647M	C/Lt Col Cloth Sew-on	0.35
0647J	C/1st Lt Cloth Sew-on	0.35	0647N	C/Col Cloth Sew-on	0.45
0647K	C/Capt Cloth Sew-on	0.45			
0654	Academic Sgt LSI	1.75	0658	Flight Sgt LSI	1.75
0655	Administrative Sgt LSI	1.75	0659	Guidon Bearer LSI	1.75
0656	Color Guard LSI	1.75	0660	Squad Leader LSI	1.75
0657	First Sergeant LSI	1.75			

# New Bookstore Catalog Issued

**RIBBONS AND AWARDS**

CAT NO.	ITEM	COST	CAT NO.	ITEM	COST
0700	Dist Sv Ribbon Plastic	0.20	0710C	Ldrshp w/Brz Star Cloth	0.30
0700A	Dist Sv Ribbon Cloth	0.20	0710D	Ldrshp w/Sil Star Plastic	0.30
0700B	Membership Ribbon Plastic	0.20	0710E	Ldrshp w/Sil Star Cloth	0.30
0700C	Membership Ribbon Cloth	0.20	0715	Aerospace Awd Rbn Plastic	0.20
0701	Excep Sv Ribbon Plastic	0.20	0715A	Aerospace Awd Rbn Cloth	0.20
0701A	Excep Sv Ribbon Cloth	0.20	0715B	Aero w/Brz Star Plastic	0.30
0702	Merit Sv Ribbon Plastic	0.20	0715C	Aero w/Brz Star Cloth	0.30
0702A	Merit Sv Ribbon Cloth	0.20	0720	Gill Robb Wilson Plastic	0.20
0703	Red Sv Ribbon Plastic	0.20	0720A	Gill Robb Wilson Cloth	0.20
0703A	Red Sv Ribbon Cloth	0.20	0725	Natl Cmdr Ribbon Plastic	0.20
0704	Search & Rescue Rbn Plastic	0.20	0725A	Natl Cmdr Ribbon Cloth	0.20
0704A	Search & Rescue Rbn Cloth	0.20	0726	Civil Defense Rbn Plastic	0.35
0705	Unit Citation Rbn Plastic	0.20	0726A	Civil Defense Rbn Cloth	0.35
0705A	Unit Citation Rbn Cloth	0.20	0727A	Wartime Sv (Specify type)	0.20
0706	IACE Ribbon Plastic	0.20	0728	Find Ribbon Plastic	0.20
0706A	IACE Ribbon Cloth	0.20	0728A	Find Ribbon Cloth	0.20
0707	Sr Recruiter Ribbon Plastic	0.20	0739	Bronze Triangle Clasp	0.10
0707A	Sr Recruiter Ribbon Cloth	0.20	0739A	Bronze Propeller	0.10
0710	Leadership Awd Rbn Plastic	0.20	0739B	Bronze Star	0.10
0710A	Leadership Awd Rbn Cloth	0.20	0739C	Silver Triangle Clasp	0.10
0710B	Ldrshp w/Brz Star Plastic	0.30	0739D	Silver Star	0.10

**COLLAR INSIGNIA AND PATCHES**

CAT NO.	ITEM	COST	CAT NO.	ITEM	COST
0820	Metal Collar Insignia	1.00	0820A	Cloth Collar Insignia	0.25
0820B	Bullion Collar Insignia	2.75			
0830	Emergency Svs Patch	0.50	0830A	Emergency Svs Decal	0.75
0836	Embroidered CAP Seal	1.00	0838	Communications Patch	1.00
0839	Aerial Radiological Patch	1.00			

**MISCELLANEOUS ITEMS**

CAT NO.	ITEM	COST	CAT NO.	ITEM	COST
0900	CAP Seal Enamel	5.50	0920	Pennant 5 x 12	0.65
0904	Key Chain	4.75	0920A	Pennant 9 x 24	0.85
0906	Money Clip	3.75	0920B	CAP License Plate	1.50
0908	Cuff Links	3.75	0920C	Desk Flag Set	1.50
0910	Paperweight	5.00	0924A	Plaque 8 x 10 w/Seal	9.75
0912	14K Pen & Pencil Set	26.75	0924B	Plaque 12 x 15 w/Seal	33.00
0912A	14K Pen	13.75	0924I	15" Circular Seal	11.45
0914	12K Pen & Pencil Set	22.75	0926A	Slim Cigarette Lighter	3.75
0914A	12K Pen	11.75	0928	Cigarette Lighter Set	5.25
0916	Chrome Pen & Pencil Set	14.95	0930	Pocket Stapler	2.50
0916A	Chrome Pen	7.95	0969	Auto Emblem	2.50
0918	Tie Tac	3.50	1006L	Awards Poster	1.00

**SENIOR MEMBER INSIGNIA**

CAT NO.	ITEM	COST	CAT NO.	ITEM	COST
0740	Sr Mbr Badge - Metal	1.00	0740A	St Mbr Badge Long Prong	1.00
0745A	Col Insignia Cloth	0.50	0745I	Col Insignia Plastic	1.25
0745B	Lt Col Insignia Cloth	0.50	0745J	Lt Col Insignia Plastic	1.25
0745C	Major Insignia Cloth	0.50	0745K	Major Insignia Plastic	1.25
0745D	Captain Insignia Cloth	0.50	0745L	Captain Insignia Plastic	1.25
0745E	1st Lt Insignia Cloth	0.50	0745M	1st Lt Insignia Plastic	1.25
0745F	2d Lt Insignia Cloth	0.50	0745N	2d Lt Insignia Plastic	1.25
0745G	CWO Insignia Cloth	0.50	0745O	CWO Insignia Plastic	1.25
0745H	W/O Insignia Cloth	0.50	0745P	W/O Insignia Plastic	1.25
0746	Insignia Col - Metal Reg	1.50	0746L	Insignia 1st Lt - Metal Reg	1.25
0746A	Insignia Col - Metal Min	1.50	0746M	Insignia 1st Lt - Metal Min	1.25
0746B	Insignia Col - Bullion	4.50	0746N	Insignia 1st Lt - Bullion	3.00
0746C	Insignia Lt Col - Metal Reg	1.50	0746O	Insignia 2d Lt - Metal Reg	1.25
0746D	Insignia Lt Col - Metal Min	1.50	0746P	Insignia 2d Lt - Metal Min	1.25
0746E	Insignia Lt Col - Bullion	4.50	0746Q	Insignia 2d Lt - Bullion	3.00
0746F	Insignia Major - Metal Reg	1.50	0746R	Insignia CWO - Metal Reg	1.75
0746G	Insignia Major - Metal Min	1.50	0746S	Insignia CWO - Metal Min	1.75
0746H	Insignia Major - Bullion	4.25	0746V	Insignia CWO - Bullion	3.75
0746I	Insignia Capt - Metal Reg	1.50	0746T	Insignia W/O - Metal Reg	1.75
0746J	Insignia Capt - Metal Min	1.50	0746U	Insignia W/O - Metal Min	1.75
0746K	Insignia Capt - Bullion	3.75	0746W	Insignia W/O - Bullion	3.75

**DECALS**

CAT NO.	ITEM	COST	CAT NO.	ITEM	COST
0950	15" Scotchlign Seal	4.50	0961	4" Letters	0.15
0952	8" Scotchlign Seal	2.00	0961A	3" Numbers Silver	0.25
0954	10 1/2 Scotchlign Seal	1.90	0962	3" Water Decals	0.25
0958	2" White Striping (Per Inch)	0.02	0962A	2 1/2" Water Decals	0.20
0959	2" Red Striping (Per Inch)	0.02	0962B	1 1/2" Water Decals	0.15
0960	6" Blue Striping (Per Inch)	0.06	0962C	Cadet Off Sch Decal	0.20

**CLOTHING ITEMS**

CAT NO.	ITEM	COST	CAT NO.	ITEM	COST
0970	Blazer	46.50	0984	Skirt for Blazer*	12.00
0974	Slacks	9.00	0986	Garment Bag	2.25
0976	Blue Necktie	1.50	0990C	Flight Cap	3.15
0978	Female Beret	11.50	0991	Trousers Shade 1577	12.95
0980	CAP Crest	6.95	1006H	Blue Short Sleeve Shirt	5.25
0982	Female Blazer*	20.00			

\* Write for size of Blazer & Skirts that are available. Limited Supply

**FLIGHT ACCESSORIES**

CAT NO.	ITEM	COST	CAT NO.	ITEM	COST
1000	Flight Jacket	19.95	1002	Flight Computer	9.50

Sizes larger than 46 in any male clothing and 20 in female clothing are 20% extra.

NOTE: Cat No. 0745A thru 0745H are available in most cases on either blue or green background. Please specify color wanted. When existing stock of the green is depleted they will be available only on the blue background.

**SENIOR MEMBER INSIGNIA**

CAT NO.	ITEM	COST	CAT NO.	ITEM	COST
0747	M/Sgt Chevrons (Large)	0.65	0747F	Sgt Chevrons (Large)	0.25
0747A	M/Sgt Chevrons (Small)	0.65	0747G	Sgt Chevrons (Small)	0.25
0747B	T/Sgt Chevrons (Large)	0.45	0747H	A/1C Chevrons (Large)	0.20
0747C	T/Sgt Chevrons (Small)	0.45	0747I	A/1C Chevrons (Small)	0.20
0747D	S/Sgt Chevrons (Large)	0.35	0747J	Amn Chevrons (Large)	0.15
0747E	S/Sgt Chevrons (Small)	0.35	0747K	Amn Chevrons (Small)	0.15
0748	Sr Mbr Off Hat Device Male	1.25	0748E	Sr Mbr Enl Flgt Cap Device	1.50
0748A	Sr Mbr Enl Hat Device	1.15	0748F	Cadet Male Off Hat Device	2.50
0748B	Sr Mbr Female Off Hat Dev	1.15	0748G	Cadet Female Off Hat Device	2.50
0748C	Cdt Female Enl Hat Device	1.15	0748O	Sr Mbr Off Flgt Cap Device	1.50
0748D	Cdt Male Enl Hat Device	0.25			
0749	Pilot Wings Metal	1.00	0749K	Pilot Wings Bullion	7.00
0749A	Sr Pilot Wings Metal	1.15	0749L	Sr Pilot Wings Bullion	8.00
0749B	Cmd Pilot Wings Metal	1.25	0749M	Cmd Pilot Wings Bullion	9.00
0749C	Observer Wings Metal	1.00	0749N	Observer Wings Bullion	7.00
0749D	Sr Obs Wings Metal	1.15	0749O	Sr Obs Wings Bullion	8.00
0749E	Mstr Obs Wings Metal	1.25	0749P	Mstr Obs Wings Bullion	9.00
0749Q	Pilot Wings Cloth	0.35	0749T	Observer Wings Cloth	0.35
0749R	Sr Pilot Wings Cloth	0.35	0749U	Sr Obs Wings Cloth	0.35
0749S	Cmd Pilot Wings Cloth	0.35			
0749I	Solo Wings - Metal	1.00	0750	Solo Wings Cloth	0.35
0749F	Insignia Christian Chaplain	1.50	0749G	Insignia Medical Officer	1.25
0749J	Insignia Jewish Chaplain	1.50	0749H	Insignia Nurse	1.25
0755	Communications Badge	1.25	0770	Model Rocketry Badge	1.00
0780	Medal of Valor Regular	4.75	0789	Red Service Medal Miniature	4.75
0780A	Medal of Valor Miniature	4.75	0790	Wartime Sv Medal Miniature	4.75
0781	Dist Sv Medal Regular	4.75	0791	Civil Def Sv Medal Min	4.75
0781A	Dist Sv Medal Miniature	4.75	0792	Spaatz Medal Miniature	4.75
0782	Excep Sv Medal Miniature	4.75	0793	Earhart Medal Miniature	4.75
0783	Merit Sv Medal Miniature	4.75	0794	Mitchell Medal Miniature	4.75
0784	Gill Robb Wilson Miniature	4.75	0795	Aerospace Awd Medal Min	4.75
0785	Natl Cmdr Citation Min	4.75	0796	Leadership Medal Miniature	4.75
0786	Find Medal Miniature	4.75	0797	Membership Medal Miniature	4.75
0787	Unit Citation Miniature	4.75	0798	Sr Recruiter Medal Min	4.75
0788	Search & Rescue Miniature	4.75	0799	IACE Medal Miniature	4.75

**BUTTONS**

CAT NO.	ITEM	COST	CAT NO.	ITEM	COST
0801	Button Set 1 - O'Coat Male	2.25	0805A	Button Set 6 - Blazer	2.00
0802	Button Set 2 - O'Coat Fem	1.50	0805B	Button Set 7 - Mess Dress	2.75
0803	Button Set 3 - Unif - Male	2.75	0805C	Button Set 8 - Mess Dress	1.50
0804	Button Set 4 - Unif - Fem	1.75	0812B	Linked Buttons - Mess Dress	1.25
0805	Button Set 5 - Hat	0.75	Note	Individual buttons may be ordered at a cost of \$0.25 each	

When ordering the Bullion Wings specify if they are for Mess Dress or Blue Uniform

Mess Dress Uniforms: Because of the constantly rising cost of uniforms the Bookstore will no longer be able to obtain this item. We have found that the member can purchase the uniform directly from a Commercial Source and the accessories from the Bookstore and obtain the entire package at a lower cost. If you want a uniform please write the bookstore for the address of several commercial dealers.

**MESS DRESS ACCESSORIES**

CAT NO.	ITEM	COST	CAT NO.	ITEM	COST
1005F	Colonel Shoulderboards	11.00	1005L	Cummerbund - Male	9.50
1005G	Lt Col Shoulderboards	11.00	1005M	Cummerbund Female - Black	7.50
1005H	Major Shoulderboards	11.00	1005N	Stud Set	4.50
1005I	Captain Shoulderboards	9.75	1005P	Braid	1.00
1005J	1st Lt Shoulderboards	8.75	1005U	Chin Strap	1.75
1005K	2d Lt Shoulderboards	7.95	1006F	Blouse w/tie - Female	14.95
1005V	CWO Shoulderboards	9.50	1006J	Cummerbund Female - Silver	12.75

**UNIFORM KITS**

CAT NO.	ITEM	COST	CAT NO.	ITEM	COST
0992	Senior Member	19.95	0993	Cadet	16.00
	Consists of:			Consists of:	
	Short Sleeve Shirt			Short Sleeve Shirt	
	Blue Trousers			Blue Trousers	
	Flight Cap				
	Flight Cap Device		0994	Cadet	19.50
				Consists of:	
				Short Sleeve Shirt	
				Blue Trousers	
				Flight Cap	
				Flight Cap Patch	

**SPECIAL OFFER -- SPECIAL OFFER**

The Bookstore has a limited number of the CAP Staff College Badges mounted on 5 x 10 inch Walnut Plaques with engraving plate. These will be sold on a "first come - first serve basis". Order Catalog No. 0924J. Price \$9.75.

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# People In The News

Cadet 1st. Lt. Larry Mayer recently received the honor cadet award from the encampment commander, CAP Lt. Col. Myron J. Biggar during the New Jersey Wing Encampment which was held at McGuire AFB, N.J. ... After twenty four years of faithful service CAP Maj. Leslie Prenguber of the Paine Field Squadron (Washington Wing) announced his retirement from CAP. Major Prenguber first joined the organization in Richland, Wash., at the age of 18. He has served in five different squadrons in the state of Washington and Washington Wing Headquarters during his many years of service...

Cadets Melanie Branham and Jerry Erickson of the Salina Composite Squadron (Kansas Wing) recently assisted during the Jerry Lewis telethon. The cadets accepted pledges over the phone and were filmed by a local TV station... The Asheville Composite Squadron (N.C. Wing) recently performed presentation of the colors at the opening of the North Carolina State Convention of Optimist International which was held in Asheville, N.C. Members of the color guard included Cadets Sgt. Randy Rhodes, MSgt. Bill Blair and Airman Steve Harkins... Brig. Gen. I.B. Jarvis Jr., USAF, Wright-Patterson AFB, Ohio, base commander was recently presented a plaque in appreciation for his base's support to Group VII (Ohio Wing) CAP. The presentation was made by CAP Lt. Col. Jim Gedra, Wright-Patterson CAP coordinator/special projects officer and Group VII Commander, CAP Maj. Robert Wilcox...

Cadet 1st Lt. Marty Tays recently soloed in a Piper Cherokee 140 after 10 hours flying time and donned his solo pilot wings. Marty, a member of the Muscle Shoals Composite Squadron (Alabama Wing) has been active in CAP for three years and received a special activities solo scholarship from CAP ... Four members of Texas' San Patricio Composite Squadron recently completed a course for CAP radio operator permits. Becoming the first radio operators in their unit were Cadets MSgt. John E. Parsley, MSgt. Dennis A. Bazemore, Sgt. Philip K. Powers and Sgt. Lanny R. Martindale...

The 111th Air Rescue and Recovery Squadron (N.C. Wing) has won the Wing Drill Team Championship for the fifth year in a row. The team, commanded by Cadet 2d. Lt. J.E. James is also the 1974 Middle East Region champion and represented the region during CAP's national drill competition...

Former cadet commander of the Orangeburg Cadet Squadron (N.Y. Wing), Lt. Col. Christopher Flood, was recently presented with the "Outstanding Achievement Award" at a recent family night awards dinner for the Orangeburg Cadet Squadron. Flood is presently attending the U.S. Air Force Academy in Colorado Springs, Colo... A member of the Indiana Wing, Cadet Lt. Col. Sheryl Ann Price will trade her officer grade insignia for the single stripe of an airman when she enlists in the U.S. Air Force early next month. Sheryl enlisted in the Delayed Enlistment Program and as a member of CAP she receives an im-

mediate promotion which places her six months ahead of her contemporaries...

Eleven CAP cadets of the Tri-Cities Composite Squadron (Washington Wing), recently participated in a March of Dimes Walk-A-Thon. Nine of the cadets walked 20 miles each and two walked 15 miles each... A former Information Officer of the Van Dyke Cadet Squadron (Michigan Wing) WO Paul E. Rehman Jr., recently enlisted in the U.S. Air Force. He is currently stationed at Lackland AFB, Tex... Sixteen members of the Ogden Senior Squadron (Utah Wing) completed a fifteen-hour course in basic first aid recently. The course was conducted by local Red Cross personnel... Cadet Maj. Sue Kelly of the Grand Rapids Squadron (Minnesota Wing) was recently crowned queen at the Annual Wing Military Ball...

Cadet members of the Muscle Shoals Composite Squadron (Alabama Wing) recently set up a CAP display booth during the North Alabama State Fair. The booth, which was designed to aid CAP recruiting was manned by Cadets Col. Sherrie Soustek, Lt. Col. Joe McKinney and MSgt. Mark Sockwell... During a recent special awards ceremony held by the Potomac Composite Squadron (National Capital Wing) Cadet Capt. Kim Joyner received the coveted Meritorious Service Award. She received the award for her work with the cadet wing newspaper, the Cadet Advisor... Cadet 2d Lt. Steven C. Schultzer of the Gregg County Squadron (Texas Wing) has earned his private pilot's license. Schluter has been a member of CAP for three years and serves as flight commander of his unit...

CAP Capt. Emanuel J. Block of the Minnesota Wing was recently awarded the National Safety Officer of the Year Award during the North Central Region conference. Brig. Gen. Leslie J. Westberg, national commander made the presentation... Senior Member Harriet Gillespie recently completed all requirements for her solo orientation. Harriet is a member of the Albany Composite Squadron (New York Wing), and served as a CAP cadet for seven years before becoming a senior member... A graduate of the U.S. Air Force Academy 2nd Lt. George Wells, USAF, was recently honored by members of the Kent County Composite Squadron (Rhode Island Wing), when they presented him with a certificate of congratulations. Prior to entering the Academy, Lieutenant Wells served as cadet commander of the unit...

Cadet MSgt. Donald Johanson of the Tri-Cities Composite Squadron (Washington Wing), recently soloed in the squadron's Cessna 172. Cadet Johanson has been a member of CAP for eight months and has participated in the flying program for six months... The second highest award given by CAP, the Bronze Medal of Valor was recently awarded to CAP 2nd. Lt. Harold J. Vanderwyst, commander of the Thunder Bay Composite Squadron (Michigan Wing). Lieutenant Vanderwyst distinguished himself by conspicuous, heroic action by risking his own life to save that of another.



**TIME OUT**—The all-female color guard of the Oklahoma Wing Drill Team takes time out from the recent Oklahoma Day Celebration at Salina, Okla., to chat with the Governor of Oklahoma, David Hall. The drill team participated in the parade in honor of the first permanent white settlement in Oklahoma which was established in 1796 by Maj. Jean Pierre Chouteau.

## Members Recruit During Fair

NEW HAVEN, Conn.—CAP personnel from the Connecticut Wing recently set up and operated a recruiting booth for six days at the Eastern States Fair in Springfield, Mass.

More than 1,900 pamphlets on CAP programs were passed out and it was estimated that more than 6,000 people viewed the posters, filmstrips and stand-up displays that were exhibited.

As the week ended, it was estimated by CAP members that the display was responsible for more than 35 new enlistments in their organization.

## Marine Unit Hosts CAP Tour

TOWSON, Md.—Senior and Cadet members of the Towson Composite Squadron were recently treated to a tour of Andrews AFB, Md., by a Marine Reserve Unit located there.

Highlighting the day-long visit was a trip to the flight line where they got a close-up view of a jet fighter. Another facet of the tour was a visit to the base weather station with demonstrations of radar and teletype equipment and how they accumulate weather information.

The visitors also witnessed a demonstration of the close circuit TV used throughout the base.

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**GOING ACROSS** — Cadet Jim Kephart a member of the DeKalb County Cadet Squadron, Chamblee, Ga., tugs hard to pull himself across an imaginary stream during a recent Georgia Wing practice ground rescue exercise. Kephart was one of some 75 Georgia cadets who attended the training which was held in Macon, Ga.

# Cadet Directorate Provides Solutions

**PROBLEM:** Several weeks ago I was given my first orientation flight in CAP. I mailed in the CAPF 77 but my squadron commander says that my flight has not been recorded on the October monthly membership print-out. What can I do to get it recorded?

**SOLUTION:** Considering mailing and processing time, your CAPF 77 may not have been received in time to be included on the October print-out. However, if your orientation flight does not appear on the November print-out, the CAPF 77 was probably incorrectly completed. CAPF 77s with incorrect or missing serial/charter numbers cannot be processed

and are returned to the wing for correction.

**PROBLEM:** My wing held a Type B encampment on three separate weekends. I was sick and unable to attend the last weekend session. Will I get credit for the encampment or should I go to the next wing encampment scheduled in the spring?

**SOLUTION:** In order to be credited with encampment attendance a cadet must have completed at least 80% of the 40 hours of scheduled instruction. The encampment commander makes this determination and he can verify your position for you. If you did not complete 80% of the scheduled instruction then you should plan to attend the next wing encampment. Reference CAPM 50-16, paragraph 14-7.

**PROBLEM:** I am 19 years old and have just finished Achievement No 9. I am considering going into the Senior Transition Program since I have heard that I can still apply for cadet special activities as an STP member. Since I don't have the Earhart Award, how would my going into STP now affect my chances of IACE next summer?

**SOLUTION:** As an STP member you would still be eligible for cadet special activities providing you meet all other stated requirements for the activities. For IACE, this means you would have to earn the Earhart Award by 31 December 1974. STP members are permitted to advance one award higher than the last award earned as a cadet. Therefore, if you choose to go STP and, if you can pass the Leadership Exam and have it processed at National Headquarters by 31 December 1974, you will be eligible to apply for the 1975 IACE. Reference CAPM 50-16, paragraphs 12-6 and 12-7.



**NEW PILOT—**Eighteen year old Cadet Lt. Col. Randy Walls of West Virginia's Morgantown Cadet Squadron recently completed his check ride for a commercial pilot's license. At 18 he is one of the youngest pilots to achieve the rating in Morgantown. Walls is presently a freshman at West Virginia University where he is majoring in business administration.

## CADET AWARDS

EARHART AWARDS OCTOBER 1974		MITCHELL AWARDS	
Verne D. Hilt	01005	Randall D. Cox	02045
Martin J. Tays	01041	Brian W. Lind	02045
William R. James Jr.	03040	Jeffrey A. Williams	02085
Neil K. Harlan	05051	Ronald E. Kirchoff	02092
Ronald S. Richards	06062	Charles M. Bock	02092
Timothy D. Watkins	08133	George E. Frei	04107
Erik T. Feyer	08160	Thomas R. Wilson	04116
Jose A. Garcia	08286	Wendy W. Quattlebaum	04151
Gwendolyn L. Ritenour	11205	Dennis T. Hall	04151
Carol J. Hartmann	11205	Karen D. Farnum	04204
Colleen S. Brown	11262	Cecil L. Ross	04240
Joseph V. Reza Jr.	18018	Roger M. Durgin	04345
Rodney L. Telford	20235	Thomas M. Kowalke	04345
John P. St. Peter	20237	Brian D. Wolf	06014
Elizabeth J. Erickson	21042	Mark S. Ploszay	07006
Priscilla A. Marolf	23040	Don H. Neeley	07010
Mark A. Brunton	24003	Ronald Samuels	07011
Duain L. Perry	25033	Kent D. Hiestand	08160
Raymond J. Adams	26002	Deborah A. Decota	08204
Larry J. Mayer	29058	Monte E. Belote	08204
Jeffrey P. Panza	31116	Orlando J. Rosado	08204
Paul T. Myles	31173	Michael A. Neulander	08297
Randle L. Jones	32029	Roy G. Obanion	08297
Charles W. Dixon III	32035	James D. Younan	08303
Walter H. Leach	32048	Gerald D. Leavitt	08432
Bryan D. Liedahl	33010	Lathan H. Collins III	08432
Kathryn M. Jones	34037	Rhuett K. Atherton	08432
Kevin S. Reardon	34139	Jon F. Turner	09029
R. Brian Mitchell	34139	Michael A. Dalbertis	10052
Robert E. Anderson	34177	Teresa A. Keoppel	11066
Donald G. Olds	36019	John G. Tribble	11066
Franklin P. Allen	36045	Joseph M. Alfini	11075
Thomas R. Morris	37025	Robert M. Krasicki	11184
Harry A. Williams	37060	Brian K. Leonard	11189
Dennis C. Tobias	37191	Robert J. Haddick	11191
Jeffery B. Fetner	39061	Craig A. Crawford	11262
Scott S. Kosharek	42187	Daniel P. Jones	11263
Donald M. Adair	42334	William E. Veit	11265
Paul R. Smith	42334	Brett W. Scholten	12185
Cindy A. Wriedt	48154	Charles M. Shields	12186
Defford B. Taylor	50056	Edward L. Beck	12189
Nathan K. Louis	51056	Billie J. Lewellen	13051
Edward Acosta	52077	Paul D. Cook	13051
Hiram Mont	52094	R. A. Naaktgeboren	13051
Marina Ocasio	52098	Gregory J. Kerr	15050
Gabriel Diaz	52098	Douglas A. Dickmann	15058
		Richard A. McNulty	16007
		Daniel W. Flowers	16019
		Karen L. Bode	18038
		Michael L. Starr	18066
		Oscar Mack Jr.	19032
		James A. McCusker	20020
		Bob W. Baird	20176
		Carl E. Hart	20216
		Phillip N. Lowe	20235
		Bennie Favors Jr.	20235
		Billie R. Favors	20252
		Martin N. Ross	21047
		Edmund J. Scott Jr.	21047
		Suzan R. Scott	21048
		Dale A. Swanson	22047
		Fred M. Jones	22048
		Jerry L. Carson	23023
		Roger L. Bogacz	24012
		Kevin E. Severe	25018
		Gregory J. Cosgrove	25033
		David J. Wagner	25033
		Frederick C. Deckard	25033
		James R. Kahler	25033
		Brian E. Perry	26002
		James M. MacMillan	26038
		Robert J. Getty	28025
		Donald J. Cochrane Jr.	28037
		Kevin E. Morand	29003
		John W. Parenteau	29003
		Luis G. Velez	52017
		Alfred L. Mottola	29049
		Kenneth J. Gilrain	29080
		James N. Patnaude	29080
		Paul R. Cohen	29089
		Kevin D. Brown	29092
		Eric W. Dillon	30033
		Joseph A. Pica	31048
		Michael Curcio	31052
		R. J. VanPatten Jr.	31073
		Oscar Hernandez	31088
		Randy C. Anger	31173
		Hector L. Salas Jr.	31188
		Edward V. Wright	31189
		David W. Henry	32007
		James S. Wiggs	32048
		C. W. Vaughan-Lloyd	32082
		Michael D. McGalliard	32111
		Thomas N. Shifflet	34015
		James J. Durka	34016
		Wayne W. Witt	34076
		Joe R. Armeni	34096
		Joe A. Watson	34104
		Lucy E. Watson	34104
		Jerry T. Curnutte	34179
		Richard L. Pierce	34179
		Phillip A. Conrad	34197
		James P. Harsanyi	34197
		Billy R. Edwards	34198
		Kurt E. Konrath	35008
		Vaughn D. Boyd	35008
		Robert B. Mercer	35015
		Jeffrey E. Calkins	35067
		David M. Shaubberger	35074
		Jeffery R. Shuart	35078
		Edward G. Lee	36007
		Angela J. Peden	36037
		Eric A. Myers	36042
		Mark W. Allen	36073
		Howard R. Lazarus	37021
		Walter Kiritchenko	37025
		Robie L. Robertson	37082
		John A. Blegen	37082
		Glenn Turner	39066
		C. M. Kappenman	40037
		Clifford C. Curry	42098
		Ronald F. Reimer Jr.	42196
		John T. Turpin	42313
		Harold K. Adams	43051
		Michael R. Huston	43051
		Paul A. Contois	44005
		Clayburn W. Hodges	45048
		Carl G. Gulbranson	45088
		Robert W. Bowen	45088
		David D. Lebo	46068
		John C. Wright	47093
		Todd A. Block	48095
		Mark F. Rohloff	48095
		Jon R. Retzlaff	48112
		Jacob E. Hoopai	51031
		Steven W. Topp	51055
		Jose R. Berlinger	52017
		Nelson Rodriguez	52017
		Edwin DeJesus	52017
		Luis G. Velez	52017

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## Spatz Winners

### C/Col. J.W. Cook, III

HIKSON, Tenn. — A member of the Dallas Bay Composite Squadron (Tennessee Wing), Cadet Col. Joseph W. Cook III, was recently presented the Gen. Carl A. Spatz Award — CAP's highest achievement for cadets.

Cadet Cook has been in CAP for two years and presently serves as the communications officer and deputy cadet commander for his unit.

He also serves as co-commander of the Air Force Junior ROTC Drill Team and was recently awarded an outstanding cadet award in ROTC.

The 16-year-old high school junior is a member of the Key Club, ROTC Chess Club and an officer in the band.

### C/Col. K.A. Parks

TOWSON, Md. — Cadet Col. Kevin A. Parks, a member of the Towson Composite Squadron, was recently awarded CAP's highest achievement as a cadet — the Gen. Carl A. Spatz Award.

Parks, a member of the Towson unit (Maryland Wing) since 1970, has served in numerous positions with the squadron to earn the award.

He is now attending Washington College in Chestertown, Md. where he is majoring in chemistry while working on a pre-med program.

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CAP Lt. Col. Robert Lapic "pins" Cadet TSgt. Kim Davidson

## 18 Get Solo Wings

MINNEAPOLIS, Minn.—Eighteen cadets—four girls and 14 boys—received their solo wings at the recent graduation exercise of the Minnesota Wing Solo Flight Encampment.

The graduation ceremony was one of the highlights of the Waseca Municipal Airport Dedication ceremony.

Flight commander for the encampment was CAP Maj. James Bates, the Waseca Airport fixed base operator and commander of the Waseca Composite Squadron. He is also a Northwest Airlines captain.

This was the 10th annual encampment. The first one was started by CAP Col. William Ramsey who is currently the North Central Region Commander.

Flight instructors for the encampment were all volunteers from the Minnesota Wing.

# Air Force Unveils B-1 Strategic Bomber



**LARGE CROWD**—Following the roll out, distinguished guests and visitors moved in for a closer look at the Air Force's newest bomber. (U.S. Air Force Photo)

## Minuteman Missile Is Launched From C-5A

WASHINGTON, D.C. — A Minuteman I missile was successfully dropped and test-fired from a C-5A over the Western Test Range on Oct. 24. The live firing was the last in a series of 10 events in the air mobile feasibility demonstration program — a part of the advanced intercontinental ballistic missile (ICBM) technology program (M-X).

The ICBM was dropped from 20,000 feet over the Pacific Ocean testing area. Drogue parachutes stabilized the missile in an upright position. It fell to about 8,000 feet and was ignited for a 10-second, full-thrust test firing. During the test firing the missile successfully climbed to more than 20,000 feet. The missile and its cradle weighed 87,300 pounds and was the largest object ever airdropped from an aircraft.

Previous tests in this series included airdrops of "shapes" that simulated the actual missiles. Tests prior to the live firing also included drops of two inert Minuteman missiles. The series of M-X tests is designed to provide the technology base for making decisions on developing the next generation of ICBMs. (AFNS)

PALMDALE, Calif. — The first prototype B-1 intercontinental strategic bomber was unveiled on Oct. 26 at Palmdale, Calif., by the Air Force and Rockwell International Corp.

Air Force is developing the B-1 to modernize the strategic bomber fleet.

The B-1 is designed to serve as a key element of the Nation's strategic triad of manned bombers, land-based missiles and sea-launched missiles. The new bomber will be able to deliver heavy payloads over long ranges and through a hostile environment. The B-1 is only two-thirds the size of the B-52, but will carry nearly twice the payload. Its "swing" wing will enable it to fly in excess of Mach 2 at high altitudes and at high subsonic speeds at low altitudes. The swing wing will permit faster takeoff from much shorter runways than are required for the B-52. The aircraft also will better withstand the effects of a nuclear blast, have faster penetration speed, lower penetration altitude, and a smaller radar return than the B-52.

The B-1 is a medium weight bomber powered by four 30,000-pound-thrust-class turbofan engines. Its three large weapons bays will provide the flexibility to carry nuclear air-to-air surface missiles, nuclear or conventional gravity bombs, mines or fuel. It will carry a crew of four.

B-1 represents the product of 12 years of development and extensive testing. Beginning in December, it will begin several years of flight testing that will

later include two other B-1 aircraft. This flight test program follows the Department of Defense "try-before-buy" policy. It will be one of the most comprehensive tests ever developed for a military aircraft. Two years of extensive test data will support a production decision currently scheduled for November 1976.

If a production go-ahead is given in late 1976, the first production B-1s could enter the Air Force inventory in early 1979. Initial operational capability with them occur in early 1981.

Four major aerospace con-

tractors are participating in the development of the B-1: Rockwell International Corp., system; General Electric Co., engines; the Boeing Co., avionics subsystem interface; and ALL Division of Cutler-Hammer, Inc., radio frequency surveillance-electronic countermeasure subsystem.

Air Force Systems Command's Aeronautical Systems Division at Wright Patterson AFB, Ohio, is responsible for overall B-1 system development. Maj. Gen. Abner B. Martin is the B-1 program director. (AFNS)



**B-1 ROLLOUT**—The first prototype B-1 strategic bomber made its debut Oct. 26 at Palmdale, Calif. Many key DoD officials were present at the ceremonies that included a speech by Secretary of Defense James R. Schlesinger. (U.S. Air Force Photo)

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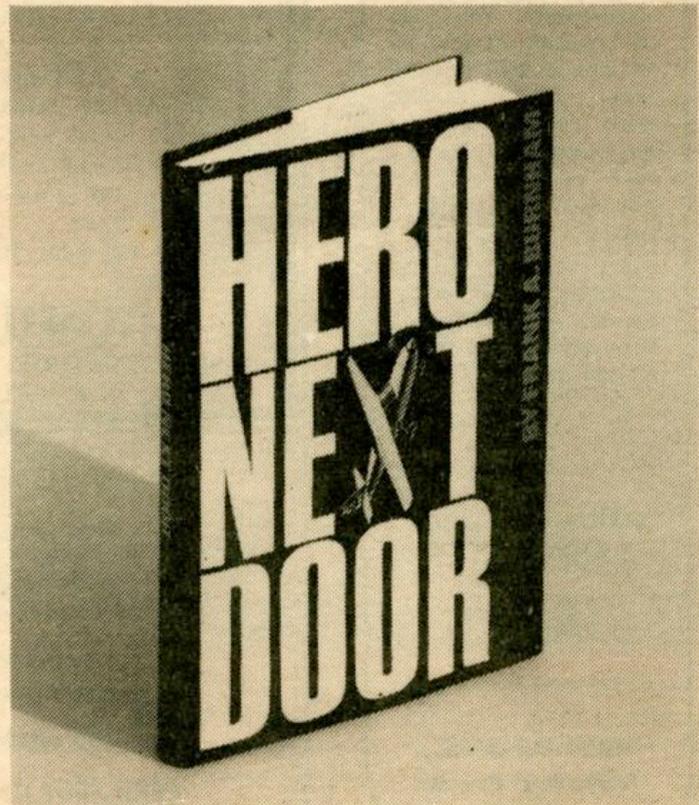
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