

IACE Attracts Record Number Of Cadets



SAR Increases For CAP Pilots

MAXWELL AFB, Ala.—Living up to its reputation as America's leading voluntary air search and rescue organization, Civil Air Patrol recorded in June one of its busiest seven-day periods this year. Six CAP wings were cited for specific search and rescue achievements during the period by the Aerospace Rescue and Recovery Service headed by Brig. Gen. Frank E. Everest Jr.

The Minnesota Wing was cited by ARRS with saving the life of a 39-year-old woman. Its air crews flew the supply of blood she needed to survive from St. Paul to La Crosse, Wis.

Simultaneously, Arizona, Alaska, Florida, Utah and California were commended for locating their search objectives. The "finds" involved searching for downed or missing airplanes and the one in Alaska was for a man injured in a wilderness area.

During the one-week period, CAP launched its planes on 224

separate flights on a dozen emergency services missions. CAP's 427 volunteers involved in the missions expended 455.7 hours flying time to achieve the results.

During the same period, the Hawaii Wing flew an aerial surveillance mission of an oil slick off the island's coast. The slick, caused by a passing freighter dumping waste oil, was spotted by the Hawaiian fliers and reported to authorities.

The wing also went on alert and prepared to fly a tidal wave (continued on page 2)

SCENIC BEAUTY SPOT?—The bottom of the famed Grand Canyon, a scenic beauty for tourists, but a recognized nightmare for Arizona Wing pilots who perform search and rescue duties over this dangerous spot. The picture was taken from a Group III airplane from Phoenix flying 3,000 feet below the lip of the Grand Canyon on a SAR mission. Yet even from this altitude it is impossible to see the Colorado River carving across the center of the photograph. Photo courtesy of the Arizona Republic, Phoenix. (See related feature story on Page 6)

Colonel Cox Retires As Vice Commander

MAXWELL AFB, Ala.—Establishment of a comprehensive training program for Civil Air Patrol members earned Col. Omer L. Cox, CAP-USAF's vice commander, the Legion of Merit Medal and the congratulations of Brig. Gen. Richard N. Ellis, CAP's national commander, at a recent ceremony here.

Colonel Cox received the

medal before his retirement from active Air Force duty. And was cited for his outstanding accomplishments over the past two years at Civil Air Patrol's National Headquarters. He will be succeeded by Col. Chester H. Bohart, who arrives this month from an assignment in Turkey.

A veteran of more than 28

(continued on page 3)



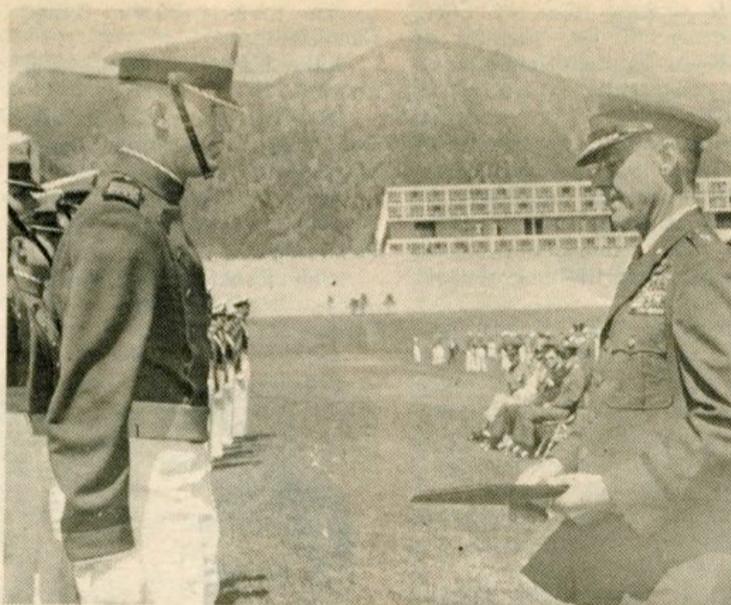
CIVIL AIR PATROL
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NEWS

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MAXWELL AFB, ALA.

JULY, 1970



HONORED—Air Force Academy Cadet Jack B. Norman (left), receives a plaque from Brig. Gen. Richard N. Ellis, CAP's national commander, on being named the Outstanding Cadet in Military Training in the Class of 1970. The CAP-sponsored award is made each year to honor Maj. Gen. Lucas V. Beau and in memory of Brig. Gen. William (Billy) Mitchell and was received by Cadet Norman at the May Organizational Awards Parade at the Academy. See Page 2. (U.S. Air Force Photo)

Sorenson New Chief Educator

MAXWELL AFB, Ala.—John V. Sorenson, a World War II pilot, high school teacher and a pioneer in aerospace education, has been named Civil Air Patrol's Deputy Chief of Staff for Aerospace Education and Cadet programs succeeding Mr. Charles W. Webb who died, Mar. 11.

Mr. Sorenson's appointment to the post June 21 was announced by Brig. Gen. Richard N. Ellis, CAP's national commander.

He served as the assistant deputy chief of staff for education and training from 1962 until the appointment, and before that was the director of aerospace education for the (continued on page 2)



Medal Awarded

...Col. Omer L. Cox, past vice-commander, receives the Legion of Merit medal from Brig. Gen. Richard N. Ellis, national commander. (see page 3)

Floridian Placed on CAP's 25-Year Honor Roll

U.S. AIR FORCE ACADEMY, Colo.—Air Force Academy Cadet Charles R. Bisbee III last month became the twelfth former Civil Air Patrol (CAP) cadet to have his name added to Civil Air Patrol's 25 Year Honor Roll.

The 21-year-old son of Mr. and Mrs. C. R. Bisbee Jr., of Tampa, Florida, also was named the outstanding student in electrical engineering in the Class

of 1970. He graduated from the Academy, June 3, with a bachelor of science degree and a commission as a second lieutenant in the U.S. Air Force. He will enter Stanford University this summer to begin advanced studies in electrical engineering.

A member of the Jacksonville Composite Squadron, from 1963 to 1965, Bisbee attained the rank of C/Sgt. He attended

summer encampments and was a member of the squadron drill team.

A staunch believer in the leadership value of the cadet program, Lieutenant Bisbee said, "I recommend CAP cadet to any young man in high school interested in flying and an Air Force career. At the same time, I would suggest each applicant

(continued on page 2)



"M-DAY" ASSIGNEE VISITS—Maj. Gen. Homer I. Lewis (left), an Air Force Reservist "Mobilization-Day" augmentee on a two-week active duty tour with Headquarters Command, USAF, exchanges flying experiences with Brig. Gen. Richard N. Ellis, CAP's national commander. (U.S. Air Force Photo)

Educators Tour CAP-USAF To Hear Briefing

MAXWELL AFB, Ala.—A group of 34 educators from Samford University were guests of Headquarters Civil Air Patrol-USAF during a recent field trip in conjunction with a CAP-sponsored four-day aerospace education workshop.

During the one-day stopover here, the group heard briefings from Headquarters CAP-USAF education officials; later toured Air University and other base facilities.

Additional field trips included stops at Ft. Rucker where the teachers and administrators from the Birmingham area saw helicopter training techniques and Army display of air power, and Pensacola Naval Air Station for a day's briefing on Naval airpower.

The first day of the workshop at Samford was spent listening to lectures and watching demonstrations on rocketry and space exploration, as well as techniques for teaching aerospace concepts to students.

CAP Group Cited For Prompt Action

McCHORD AFB, Wash.—A group of Civil Air Patrol members from the Washington Wing was cited recently for its prompt action at the site of an aircraft accident at Cottage Lake.

The plane crashed within a few feet of a residence and burst into flames. CAP members joined members of the volunteer fire department and later assisted officials from the National Transportation and Safety Board with their investigation.

Commended for their support were Maj. Larry Tucker, 2d Lt. Alvin Keith, Mary Krume, 1st Lt. Albert Hennings, Washington Wing, C/WO Randy Teeter, C/Sgts. Linda Cooley, Leslie Cooley, Paine Field Composite Squadron and Capt. William Guthrie of the Bothell Composite Squadron.

Floridian Placed on CAP's '25-Year Honor Roll' List

(continued from page 1)

understand the obligation of a service career. The Civil Air Patrol provides a good basic background for those who wish to give a lifetime of service to our country."

Lieutenant Bisbee is a 1966 graduate of Jesuit High School in Tampa where he was a member of the National Honor Society. He earned high school letters in football and track.

He entered the Air Force Academy in the summer of 1966. As an undergraduate, he was consistently named to the Dean's List for academic excellence. He was a member of the Cadet Ski and Engineering Clubs. During his senior year, he served as administrative officer and flight commander of his squadron with the rank of cadet captain.

The 25 Year Honor Roll plaque was established by Civil Air Patrol at the Air Force Academy in 1959. Each year, the name of the graduate is added who, as a former CAP cadet, stands highest in the order of merit in his class. The twelve names now inscribed on the Honor Roll are as follows:

1959: David Keith Richart, Richmond Sqdn. II Virginia Wing, Richmond, Va.

1960: Frank David Mayberry,

Pratt Sqdn. I Kansas Wing.

1961: John D. Sullivan, Jr., Worcester Sqdn. Mass Wing.

1962: John Cottarn Swanson, Jr., Olympus Sqdn. Utah Wing, Salt Lake City, Utah.

1963: Kenneth D. Kopke, Cook County Sheriff Cadet Sqdn. Illinois Wing, Chicago, Ill.

1964: Jerold E. Budinoff, Stamford Sqdn. Fairfield County, Conn. Wing.

1965: Richard Barton, Jr., Sqdn. 608 31st Wing, Canonsburg, Pa.

1966: Stanley E. Boyd, Lake Charles, Fla.

1967: Jonathan M. Spector, Oak Ridge CAP Sqdn. Tenn. Wing.

1968: Paul H. Lutton, Park Forest Sqdn. Ill. Wing, Flossmoor, Ill.

1969: Robert G. Bell, Fairfax Sqdn. Nat'l. Capitol Wing, Fairfax, Va.



ADDED TO THE LIST—Air Force Academy Graduate Charles R. Bisbee is assisted by Brig. Gen. Richard N. Ellis, CAP's national commander, as his name is added to CAP's 25-year Honor Roll, May 30, at the Academy Tapping ceremonies. Formerly a member of the Jacksonville Composite Squadron, Florida Wing, Bisbee graduated, June 3, with a bachelor of science degree and was commissioned an Air Force second lieutenant. (U.S. Air Force Photo)

CAP Selects Top Cadet For Award at Academy

by William D. Madsen

U.S. AIR FORCE ACADEMY, Colo.—Air Force Academy Cadet Jack B. Norman, 22-year-old son of Mr. and Mrs. Jack B. Norman of Centralia, Wash., was recently named the "Outstanding Cadet" in Military Training Class of 1970.

The award is sponsored by Civil Air Patrol in honor of Maj. Gen. Lucas V. Beau and in memory of Brig. Gen. William (Billy) Mitchell. Cadet Norman received the award from Brig. Gen. Richard N. Ellis, CAP's national commander, at the Military and Organizational Awards Parade when he was cited for as both a leader in military training and named the outstanding graduate in civil engineering.

He graduated from the Academy, June 3, with a bachelor of science degree and was commissioned an Air Force second lieutenant.

Selected as a participant in the Academy's cooperative master's degree program, he will enter the University of Illinois for advanced studies in civil engineering. As an

undergraduate, he was named to the Superintendent's List for excellence in both academics and military training. Last fall, with the rank of cadet lieutenant colonel, he was the commander of one of the 40 squadrons in the 3500-plus Cadet Wing.

Norman was vice-president of the Civil Engineering Club, an Honor Committee representative and a Ski Club member.



Mr. Sorenson

Mr. Sorenson

(continued from page 1)

Pacific Region from 1954.

Before his association with CAP, Mr. Sorenson taught aviation education at Weber High School at Ogden, Utah, where he used Civil Air Patrol's educational material in the classes he instructed. He was also the school's athletic coach from 1949 to 1954.

Born in Logan, Utah, he graduated from Logan High School and later attended Utah State University. He interrupted his education in 1943 to join the U.S. Army Air Corps where during his three and a half years as pilot, he became interested in educating the American public and particularly young people to appreciate the importance of air power.

After the war, Mr. Sorenson returned to Utah State University and received a bachelor of science degree. Since then he has taken graduate work at four universities.

CAP Lists Record SAR

(continued from page 1)

warning along the shoreline as a result of the massive Peruvian earthquake. No flights were necessary as the tidal wave failed to reach Hawaii, officials reported.

During the same week in June, three other CAP wings also were involved in search missions.

As of June 9, Civil Air Patrol had conducted 155 emergency missions for the year, involving 4,695 separate flights and 6,962 flying hours.

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IACE Attracts Record Number of Cadets

MAXWELL AFB, Ala.—A record number of American youth will become ambassadors of goodwill this month as Civil Air Patrol expects to exchange 250 male and female cadets and senior escorts with 25 countries in the Far East, South America and Europe in the 1970 International Air Cadet Exchange.

Highlight of the cadet special activities program, the International Air Cadet Exchange is designed to promote

international good will, understanding and fellowship among the youth of the world who come together under the common bond of aviation.

This will be the 23rd consecutive year CAP cadets will have participated and the third consecutive time for female cadets who are scheduled to visit Great Britain, Hong Kong, Australia, Israel and the Netherlands.

While overseas, the CAP

cadets will be escorted by senior CAP officers and selected Air Force officers while foreign nationals visiting the United States in the Exchange will be accompanied by adult members of their organization.

The Americans are slated to leave Andrews AFB, Md. and Travis AFB, Calif., on the trip to host countries, July 21. Visiting foreign cadets are to arrive two days later in New York and Sacramento, Calif., where they will be hosted by the CAP wings

in those states.

Entertainment and sightseeing tours are on the agenda. Afterwards these cadets will spend 11 days with various other CAP wings across the nation before going to the nation's Capital for a five-day stay. They are scheduled to leave for their homeland, Aug. 11, while the American cadets return, Aug. 13, to the United States.

Joining the United States in

the IACE are Austria; Australia; Costa Rica; El Salvador; Germany; France; Hong Kong; Japan; Kingdom of Belgium; Kingdom of Norway; Kingdom of Sweden; Malaysia; Netherlands Antilles; New Zealand; Republic of Chile; Republic of China; Republic of Peru; Republic of Singapore; Republic of South Korea; Republic of the Philippines; State of Israel; Spain; The Netherlands and the United Kingdom.



POINT OF FOCUS—The Legion of Merit medal became the focus of attraction at a ceremony recently at CAP's National Headquarters when Col. Omer L. Cox, CAP-USAF vice commander,

received it before retiring from active Air Force duty. The medal was presented by Brig. Gen. Richard N. Ellis, CAP's national commander. (U.S. Air Force Photo by MSgt. Bill Bond)

Contributions Pour In To Webb Memorial Fund

MAXWELL AFB, Ala.—Contributions to the Charles W. Webb Memorial Scholarship fund continue to come to CAP's National Headquarters from personal friends of the late educator and individuals across the nation who knew of his interests in the youth of the nation. Some \$2,000 in donations were received by the end of June, officials reported.

These contributions ranged from a \$5 donation by a cadet group to a \$100 check from educators who personally knew Mr. Webb.

The fund is designed to perpetuate Mr. Webb's lifelong interest in youth and aerospace education and was started after his death, Mar. 11.

As Civil Air Patrol's Deputy Chief of Staff for Aerospace Education and Training, Mr. Webb was both a nationally and an internationally-known figure in education circles.

"Those who wish to be part of the memorial to the noted educator have been invited to donate any amount of money no matter how small. Each individual who plans to contribute has been asked to make the check or money order out to National Headquarters, CAP, ATTN: CPC, Maxwell AFB, Ala. 36112, for the Charles W. Webb Memorial Scholarship fund," officials stated.

Educator Holds Colonel Rating In Two Agencies

MONFREERBORO, Tenn.—"Colonel, Colonel!" Miller Lanier, Tennessee Aeronautics Commission chairman, was not stuttering when he addressed Dr. Bealer Smotherman, professor of aerospace education at Middle Tennessee State University here recently while presenting him a scroll making him a colonel on Governor Buford Ellington's staff.

A veteran of World War II, Smotherman, also a Civil Air Patrol colonel, earned the award for his outstanding contribution to the growth of aviation in Tennessee. The presentation was made at the 16th annual MTSU aerospace workshop recently.

Colonel Cox Retires from Vice Commander Post

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years active service, Colonel Cox came to CAP Headquarters in July 1968 as Chief of Staff and was elevated to the position of vice commander in February 1969.

In his role of Vice Commander, he assisted the Commander in the performance of his duties and acted for him in his absence. As the principal assistant and advisor, he insured that orders and instructions of the Commander were properly executed. He also exercised supervision over eight Regional Officers located throughout the United States.

Colonel Cox began his service career in February 1942 as a private in the Air Corps. He entered training as an aviation cadet the following month, March 1942, and earned his commission as second lieutenant and pilot wings in December 1942.

During the earlier part of World War II, he logged more than 1,000 hours in PBV aircraft, conducting flights over Africa and South America doing

experimental color photography and trimetrogon mapping. Since that time he has flown over 6,000 hours in aircraft ranging from single engine jets to four engine bombers and transports.

In the last days of the war, he was involved in the mission that dropped the historic atomic bomb on Hiroshima, Japan. He did not fly on the Enola Gay, the aircraft which dropped the bomb, but was pilot on the reconnaissance-rigged B-29, Valiant Lady, which photographed the results of the strike. The photographs taken on the flight were used by President Harry S. Truman when he made his announcement of the bombing to the press.

Following World War II, the colonel served, 1948-1951, as Assistant Professor of Aerospace Studies in the Air Force Reserve Officer Training Corps at the University of Maryland.

In 1951-1954, the veteran officer served with Civil Air Patrol-USAF as Liaison Officer with the Michigan Wing of the organization and at Bolling Air Force Base, D.C. as Director of

Operations with CAP-USAF.

From 1954 to 1959, Colonel Cox served at Kadena Air Base, Okinawa where he was Operations and Intelligence Officer.

In 1957 he was selected for duty of the Air Force Academy in Colorado where he was Associate Professor of English, serving in this capacity until 1961. A three-year tour of duty, from 1961 to 1964, followed at Norton Air Force Base, California with the Air Force Inspector General's Office as Personnel, Education and Training Inspector.

In 1964, Colonel Cox moved to Maxwell Air Force Base, Alabama where he served until 1967 as Chief of the Air War College Seminar Program at the Air University.

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From The Commander

Chairman's Comments

New Cadets Seek Sense Of Identity

by Brig. Gen. Richard N. Ellis

We do a reasonably good job of recruiting new cadets into our program—but can we say the same about our ability to retain them? We have been able to maintain, and even increase our cadet membership at times. However, currently some two-thirds of them are not renewing their membership after the first year. I feel you will agree that we owe it to ourselves and our cadets to do better than that.



Why did the cadet join in the first place? We know that cadets themselves are our best recruiters so, if a cadet quits, it is likely that another enthusiastic cadet "sold him a bill of goods." The recruiter cadet obviously liked what he was doing but for some reason the new cadet did not become involved.

A very large portion of our new cadets are lost in the first three or four months of membership. It would seem logical, therefore, that it is in this time period we must focus most of our attention. Statistics show that if a cadet completed three or four achievements, the chances of his continuing through the Mitchell Award are quite good.

Why don't these new cadets become involved in the CAP program? There are many answers, with some applying to one, some another. The big question is: What can we do to remedy the situation?

For one thing, every senior member and older cadet should concentrate on making the new cadet welcome and making him feel that, as an individual, he is important to CAP (He is!). The personal touch retains the recruit in the program and helps build men of integrity. We must have advanced cadets and staff officers at all levels who are concerned that the individual succeeds, is recognized and rewarded.

The modified cadet program has been designed with these things in mind. It focuses on the individual cadet from the day he joins. Its purpose is to provide him with things to do immediately. It stresses what he is to do and tells him how.

He can progress through the entire program at his own pace and according to his own motivation. We must insure that this principle is a fact. The cadet must be "doing things."

Part of this "doing"—probably a major part—has to do with a squadron activity program. Young people like to do physical things, especially outdoors. They like to acquire new physical skills, they like competition, individual and team sports. SO PLAN AN ACTIVITY PROGRAM IN YOUR SQUADRON. Insert competition into every aspect of the cadet program. An activity program can be the best weapon to fight the dropout rate. But be sure to have activities for the NEWEST recruits.

The program design can involve the new cadets to some degree, but only the squadron—the commander and his staff—can involve them in activities which will hold them. I am fully appreciative of the many enervating demands on our energies during these trying times—but the importance of our youth and the future impact they will have on the trends in our country make the extra expenditure of effort and imagination required worth the price.

What Lies Ahead

by Brig. Gen. F. Ward Reilly

I would be less than honest with you who honored me with the highest Corporate Office in Civil Air Patrol if I did not tell you that I am greatly concerned with what the future holds for Civil Air Patrol. In the closing months of my years of active participation as a member of this fine organization, I have constantly reviewed in my mind the success and failures of many programs, the myriad of policies and resolutions, the trials and tribulations, but always there is an ultimate sense of satisfaction that something worthwhile has been gained, the stimulant that has kept many of us going for so long.



To accomplish our Mission there can be no doubt that the CAP and USAF relationship is essential and inseparable. Our role as an auxiliary of the United States Air Force, brings us into the military environment, organizationally, operationally, and to a degree administratively. For those who oppose and those who cannot or will not contribute to this relationship, they do not meet the qualifications for membership.

To receive the respect and acceptance that is essential in our Air Force relationship, we must perfect an organization of a prestige character with standards of discipline, education, training and physical

fitness appropriate to our Mission and compatible to the criteria of the Air Force.

I am confident that we have reached a point in time that requires us to assess our present position and take appropriate actions, however drastic they may be, to bring about an organization that is both responsive and responsible. The Senior Organization of CAP was founded upon an airborne operational capability in National and local emergencies. On June 15, 1970 we reached an important milestone in the signing of the Memorandum of Understanding between Civil Air Patrol and the Federal Aviation Administration which commits us to a great responsibility in the mobilization, training and operation of the State and Region Defense Airlift.

In reappraising the criteria for membership and officer grade in CAP, there is no reason why we should accept any lower qualifications than the military. We all come from the same origin. To be patriotic, courageous Americans is an essential prerequisite. In our volunteer organization there must be a strong desire to contribute a service to our Country and fellow man in appreciation for the privilege of living in our great land and enjoying in great abundance the best things in life. This philosophy may not be shared by all but unless it becomes the

reality, you will have to be content with the role of a poor relation of the Air Force, resented by many and only tolerated by compulsion.

In our complacency, we have been prone to accept any contribution from our members with grateful appreciation and little do we stop to realize that this does not serve to qualify one for membership. For those who participate as active members, there are many demands that require time, effort and money. Only those who are willing and able should be considered for active membership assignments. Others who have a capability to perform services contributing to Mission accomplishment on a limited basis should be accepted in some other appropriate category of membership.

In my best judgment and based upon years of experience at the governing level of Civil Air Patrol, unless we act now and positively to bring about a bilateral acceptance and respect between Civil Air Patrol and the United States Air Force, the organization will deteriorate to unacceptable levels to continue in its present form. Civil Air Patrol can be a great organization in which we can all be justly proud. There are many obstacles ahead. Are we equal to the task?

Next month I would like to visualize in some areas the CAP and Air Force profile.

Outlook

Our Flag Is Symbol of Freedom

Chaplain (Col.) Vincent C. Merfeld

Americans are rallying round the flag these days as the visible symbol of the land they love. Whenever the nation has appeared to be threatened, there has been this kind of upsurge. And, although the threat today seems to be internal rather than external, the reaction is the same.



There can be no doubt that the character Americans wish to give their flag is the symbol of racial equality, compassion toward the downtrodden, economic well-being, scientific progress and, especially, malice toward none and charity for all. But, to me, its outstanding symbol is that of freedom.

Some would have us believe that freedom means "doing as I

wish—as long as I'm sincere." This philosophy professes that it makes no difference what one believes or does so long as he is a GOOD Communist, or liberal, Catholic or Protestant—God must be left out of the picture. The tragic error of this atheism consists in alienating God from the essential condition for man's emancipation.

In the last few months, there has been too much use of the word "repression," referring both to the police and to morality. This means confusing two things that are poles apart. Man's greatness lies in subjecting his own freedom to the imperative of higher values. On the contrary, it is degrading for him to surrender to compelling forces in his environment.

Freedom itself consists in the recognition of a higher value. As soon as a higher value is rejected, human power becomes the supreme authority. And the worst threat to freedom is a world in which the state or society or the industrial group is the only judge of good and evil.

The guarantee of freedom consists in always being able to appeal against human authority to the divine authority by which the human authorities will be judged.

I am a free man because I know that I do not have to account for my actions to anyone except to God, who will judge everyone, including my superiors. All those in power are only creatures who will be judged in their turn. To be able to appeal to this judgment is the only thing that guarantees freedom.

The most disquieting world is that in which societies have the last word in the destiny of persons, while the only thing that gives an objective basis to the affirmation of my freedom is the existence of a divine authority.

This month of July 1970, when we commemorate our country's freedom, why don't we also renew our allegiance to God without whom we would not have it?

CIVIL AIR PATROL NEWS

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 National Board Chairman Brig. Gen. F. Ward Reilly, CAP
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Coastal Patrol Spots Boaters

CHARLESTON, S.C.—Two boaters, stranded offshore from the North Edisto River inlet, in May, were rescued after a Civil Air Patrol aerial search and rescue team spotted them from the air while flying a mission for the Coastal Patrol Squadron of the South Carolina Wing.

CAP SAR Pilot, WO Roger Huff and Observer, WO Joel Conway, made the find shortly

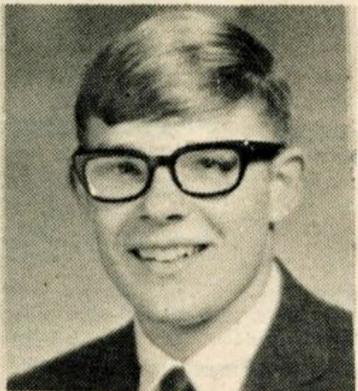
after the CAP unit began patrolling the inland waterways and beaches in the squadron's Citabria airplane. The CAP fliers noted that a small boat was swamped on the Deveaux Banks, a small stretch of sand a mile offshore, and notified the appropriate search and rescue agencies.

A Marine helicopter crew from Beauford rescued the stranded boaters, Robert Maxim and William Johnson, both of Charleston Heights, after the CAP fliers pin-pointed their position.

The Coastal Patrol Squadron flies dusk patrols of the inland waterways and beaches weekends and holidays and provides air search and rescue to lost boaters in the area.



Cadet Beale



Cadet Jaeger

Minnesota Flies Over Flood Area

RICHFIELD, Minn.—The Minnesota Wing dispatched two airplanes to fly aerial reconnaissance of the Zumbro River in May when torrential rains caused severe flooding and property damage at Goodhue and Wabasha. The CAP air crews were also on the lookout for lost persons and stranded motorists whose cars were washed off the highway.

Three people lost their lives in the floods.

Six CAP members participated in the search and logged a total of 39 hours on the mission. Engaged in the emergency service operation were two airplanes, one corporate vehicle, two private vehicles, one mobile radio station and two airborne communications stations.

Maj. Stan Pruss, South St. Paul Squadron commander, was the mission commander for the operation.

Early Time Table Set for Senior Nominations

MAXWELL AFB, Ala.—Civil Air Patrol Squadrons throughout the nation are now accepting nominations for the CAP Senior Member of the Year award. The program is designed to recognize the senior member who has contributed the most to the organization throughout his or her lifetime.

It has been necessary to ask that nominations be submitted ahead of the previous year's schedule because the National Board is meeting early this year.

Official guidelines mailed to all region, wing and unit commanders point out that if the individual winner is

attending the National Board Meeting, he or she will receive the award there at a ceremony. Otherwise, the plaque will be presented to the winner at appropriate ceremonies by the region commander.

Nominations must be submitted through channels in narrative form and outline the nominees' accomplishments. Unit commanders must screen the applicants and wing commanders the nominations from the squadron. Wing nominations will be screened by the Regions before being submitted to National Headquarters, officials disclosed.

The deadlines established for this procedure of selection are; nominations from unit to wing must arrive by Aug. 1; from wing commanders to region commanders, Aug. 15 and from Region to National Headquarters, Sept. 1. None will be accepted from unit or wing commanders at National Headquarters and none will be considered after the September deadline.

Staff College Begins For 200 CAP Seniors

MAXWELL AFB, Ala.—The 1970 CAP National Staff College will open July 11 with a reception and Hawaiian Luau at the Maxwell Officers' Open Mess. The college, to be held from July 11-17, will feature nationally-known guest speakers, including Lt. Col. Kenneth H. Cooper, USAF medical corps,

and author of "Aerobatics"; Raymond Eliot, University of Illinois assistant director of athletics; Philip Geary, TWA's Air World Education program director and Dr. Jeanette Piccard of NASA.

Others to speak at the college include Harold Pluimer, noted industrial consultant and speaker and Col. S. H. duPont, Jr., CAP's national board vice-chairman.

Objective of the national staff college, which currently expects an enrollment of 200 senior members, is to provide the participants with the skills to accomplish the CAP mission. The curriculum of the week-long course is divided into three areas: (a) The Individual; (b) The Commander, his staff and Mission; (c) The Nature of Aerospace.

Staff college instruction is accomplished by a faculty of immense depth, perception and experience. The regular faculty is augmented by professional educators from the Air University and by noted lecturers in specialized subjects.

Cadet Colonel Wins \$1,000 Scholarship

BILLINGS, Mont.—Cadet Col. Marla Patterson of the Billings Composite Squadron, Montana Wing, has received "The Will Rogers Humanities" scholarship valued at \$1,000 annually for four years. She earned the award for demonstrating superior academic achievement, citizenship and achievements in Civil Air Patrol.

Miss Patterson, daughter of Mr. and Mrs. Howard Patterson of Lexington Drive, Billings, is a student at Montana State University in Bozeman where she is majoring in nursing.

Cadets Win Two \$500 Scholarships

MAXWELL AFB, Ala.—Winners of two \$500 flight scholarships were recently selected by a committee at CAP's National Headquarters here.

Cadet Lt. Col. Martha A. Beale of Wilmington, Del., won the Jerome T. Moore Flight Scholarship and C/Maj. Joel W. Jaeger of Ixonia, Wisc., the Philip C. Toppino Flight Scholarship.

Named alternate for the Moore scholarship was C/Maj. Carol L. Schneider of Elkridge, Md., and for the Toppino scholarship, C/1st Lt. Leroy Noel of Baltimore, Md.

Mr. Moore of Montgomery, Ala. and Mr. Toppino of Key West, Fla., presented the scholarships to Civil Air Patrol to enable a solo-qualified male and female cadet to earn private pilot certification.

Cadet Beale plans to take her flying training at Atlantic Aviation, Wilmington and Cadet Jaeger at the Frickeleton School of Aeronautics at Watertown, Wisc.

Thirteen applicants were received from male cadets for the Toppino scholarship and three from female cadets for the Moore award.

Personnel Director To Retire Next Month

MAXWELL AFB, Ala.—Maj. Victor A. Mack, Director of CAP Personnel at CAP-USAF since June 1969, will retire next month from the Air Force as a lieutenant colonel after 28 years service. He first joined the CAP-USAF staff as director of operations in Northeast Region in May 1966 and was additionally assigned as New York Wing liaison officer.

to any of their friends to visit them at their address at Bijouterie Clerc, 4 Place de l'Opera.

Major Mack came to CAP's National Headquarters in April 1968 to become the first Director of Reserve Affairs. In that position, he was one of the architects of the CAP Reserve Assistance Program which he helped to develop into the largest single specialized Reserve Squadron of the Air Force before being assigned as CAP Personnel Director.

In the latter position, Major Mack was in charge of installing the direct Renewal system and inaugurated the monthly membership rosters which list all CAP members and are sent to all of the 2,300 units each month.

The major and his wife, Helene, also a CAP member, plan to settle in Paris, France and extend a cordial invitation

CAP Airlifts Blood For Fourth Time

LAKE GEORGE, N.Y.—The Tri-County Detachment of the New York Wing participated in its fourth blood relay this year recently when it transported the precious life-giving plasma from the local airport to a Malone hospital.

Albany Red Cross contacted Dr. Philip Snell, the detachment's medical officer, asking him for CAP's support in meeting the blood need at the hospital at Malone.

Although there was some delay in getting the blood to Albany County Airport, Lt. William Trolenberg of the Albany unit was airborne with the supply of blood in record time.

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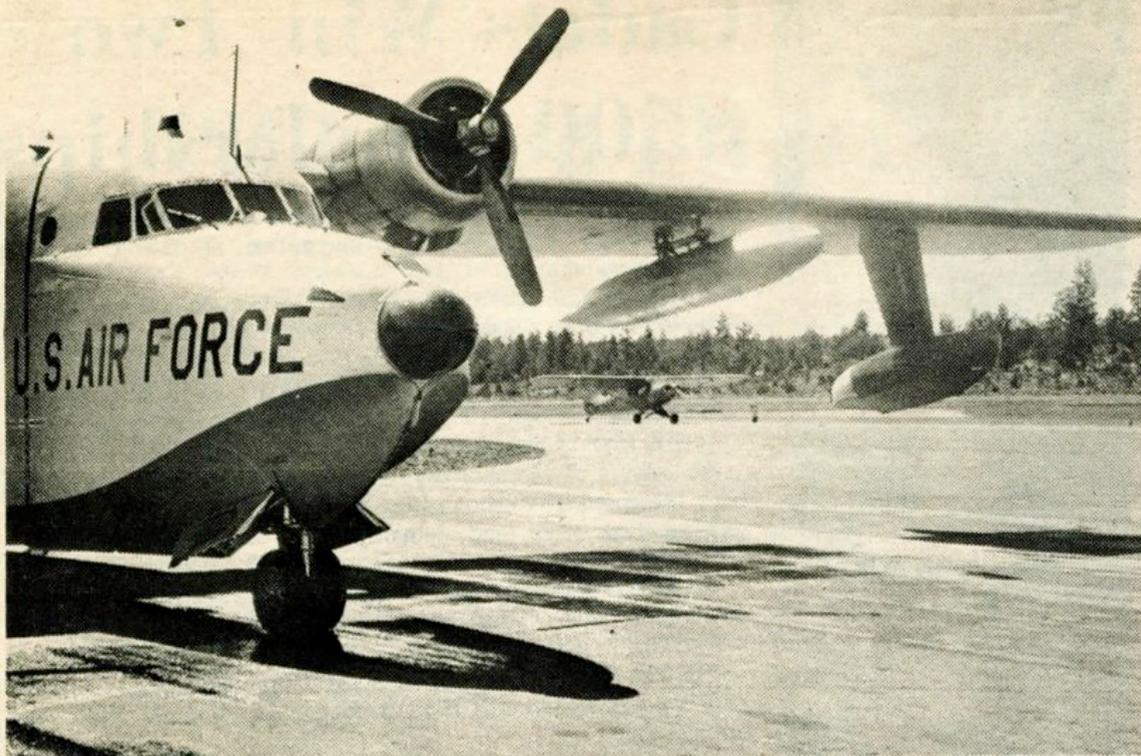
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On their fourth search in as many weeks, Arizona Wing SAR crews establish an advance search headquarters at Grand Canyon Airport while hunting for a Cherokee Six of Grand Canyon Airlines missing with six persons

aboard. Reserve and Air Force units also took part in the search. Here, a CAP PA-18 airplane taxis near an HU-16 Albatross flown on the search by the 302d Aerospace Rescue and Recovery Squadron, Luke AFB, Ariz.



Searchers begin removing bodies from the wreckage of a Cherokee Six 300 that crashed on Mt. Graham near Safford, Arizona, killing five persons.

Arizona Logs Marathon Search Month

PHOENIX, Ariz.—March roared in like a lion and went out like a pack of tigers here as the Arizona Wing was called upon to conduct four marathon searches in as many weeks. The wing, barely relaxed from nine days of searching for

two aircraft the previous month, was first alerted March 8 when a Piper Cherokee was reported overdue on a flight between Bakersfield, Calif., to Phoenix. The Cherokee 140, piloted by Michael Maffei, 30, of Hayward, Calif., had originally taken off

from Oakland, Calif., and had refuelled and taken on two passengers at Bakersfield before departing for Phoenix. According to Federal Aviation Administration officials, Maffei had been briefed concerning bad en route weather but had elected to continue his flight.

information obtained from the pilot's wife ("my husband has a tendency to climb above bad weather. No, there wasn't any oxygen on board the airplane.") led Gotcher to pinpoint the area of Red Lake, north of Kingman, Ariz., as a high probability target area.

finder's fee by the wife of the missing pilot, examined a map and articles of clothing in Los Angeles and predicted that the airplane would be found in Taylor Canyon on mighty Mount Graham, southwest of the takeoff point.

A day later, a ground party stumbled upon the wreck. It was completely burned and buried beneath trees and invisible even to a police helicopter hovering 20-feet above the treetops. But it was in Taylor Canyon on Mount Graham.

But, as one law enforcement officer said at the time, searchers (continued on page 7)



In March, when the Arizona Wing was called to conduct four intensive search missions, rain and high winds affected much of the effort. But briefings were held despite the rain and in this flight line session (from left) are Lt. Col. Tom May of Phoenix, Group III deputy commander; Lt. Col. J. B. Gotcher of Phoenix, mission coordinator and Capt. Joe Watson, Squadron 313 commander, Phoenix.

by Maj. Paul Dean
The Arizona Republic, Phoenix

So at dawn the following day, 13 aircraft from the Arizona Wing, joined by search planes from California CAP units, were launched on the hunt. After two days of searching, the plane was found crashed on Mt. Baker in the Tehachapi Mountains of California. All three persons aboard were dead and the find was officially credited to the California Wing.

Arizona's fliers, however, were only allowed to stand down for bare minutes. For on the day this first REDCAP closed, a second one was opened. This hunt was for a Cessna 210 missing between Las Vegas, Nev., and Albuquerque, N.M., and flightplanned to cross Central Arizona near Prescott.

CAP units from three states, Nevada, Arizona and New Mexico, spent two days aloft in marginal weather. Their efforts proved fruitless.

So Lt. Col. J. B. Gotcher, working as mission co-ordinator at Deer Valley Airport north of Phoenix, ordered a complete and detailed analysis of the pilot's flying habits and weather at the time of the missing plane's flight.

U.S. Weather Bureau personnel in Phoenix spent two hours backtracking their date before coming up with a weather picture accurate to the nearest foot of altitude, degree of temperature and minute of latitude. This, coupled with

that's exactly where searchers found the wrecked Cessna. The two occupants, both employees of the Atomic Energy Commission in New Mexico, were dead in the wreckage.

Although the search had been an efficient success there was little joy in the find for the Arizona Wing. For the target was spotted by Arizona's friendly rivals, the Nevada Wing. And it constituted the second consecutive search that Arizona had lost the credit.

Arizona's dismay, however, was shortlived. For 16 hours later the wing was again alerted for its third search of the month.

This mission concerned a Cherokee 6 with five persons aboard missing on a comparatively short, 100-mile flight between Safford and Tucson, Ariz.

But severe turbulence, mountain snows and dense underbrush kept mission personnel restricted in their efforts despite days that saw each search aircraft flying as many as three sorties through the rugged peaks of southeastern Arizona.

After 10 days the search was suspended although civilian and sheriff's ground parties remained to comb the area.

Strangely, they were assisted in their work by a prediction from Peter Hurkos, internationally famed psychic. Hurkos, paid \$3,800 as a



Maj. Richard Johnston of Mesa, Ariz., a former Air Force pilot now with the Arizona Wing, is debriefed by SM Audry Roberts after he returned from a search for a Cessna 210 missing in northern Arizona.

Noted Lady Parachutist Named Honorary Member



NOTED PARACHUTIST—Tiny Broadwick as she appeared in 1908 before making the first of more than 1,000 parachute jumps. (Photo courtesy of UPI)

RALEIGH, N.C.—Mrs. Georgia B. Brown, 77, of San Diego, Calif., was made an honorary member of Civil Air Patrol and presented a plaque in recognition of her aviation career. Col. David Ellsworth, North Carolina Wing Commander, made the presentation on behalf of the National Commander during the recent SARCAP.

Formerly known as Tiny Broadwick, Mrs. Brown is credited with more than 1,000 parachute jumps from planes and hot air balloons.

"The balloons were a challenge but the planes were so much better," she commented. "You just didn't have to worry about landing in trees, telephone poles or water."

She explained that the hot air balloons drifted at the whims of the wind, while pilots could take airplanes to convenient, pre-set drop zones.

Her parachute career started at a carnival in 1908 when she saw someone jump from a hot air balloon and decided to try for herself.

During the 1900's, Charles Broadwick, a famed balloonist, developed a body harness which in many ways is similar to those used by modern parachutists, Broadwick's daughter, Tiny, used the harness more than 600 times. Tiny is reputed to have made the world's first free-fall jump from a manually operated parachute in 1913.

North Carolina Lt. Governor "Pat" Taylor, also a visitor at the Wing's annual practice search and rescue exercise congratulated Mrs. Brown and asked if she could fly a plane. She replied, "No. I just jump out of them."

"After the war, there was no money to be made in that," Tiny said, reminiscing about her youth. She was married at 15, and became a mother and a widow a short time later.

Mrs. Brown took up practical nursing, and in recent years has worked as a companion housekeeper.

"Now I'm 77, and I don't want to work anymore."



MADE HONORARY CAP MEMBER—Mrs. Georgia B. Brown, 77, formerly known as Tiny Broadwick, America's noted parachutist and reputed to have made the first free-fall jump with a manually operated parachute in 1913, receives an Honorary CAP Membership certificate. Presenting the award at the North Carolina Wing annual search and rescue effectiveness exercise recently is Col. David Ellsworth, wing commander.

Arizona Wing Marathon SAR

(continued from page 6)

were "90 percent certain that if this plane was anywhere it would be on Mount Graham and in Taylor Canyon where we did have a sighting...so this could have been Mr. Hurkos playing a coincidence."

The five occupants of this airplane were also killed in the crash.

And once more, there was absolutely no rest for the wickedly weary Arizona crews. For on March 26, with the Safford search barely closed, CAP aircraft and personnel were routed to Grand Canyon Airport for the fourth search.

Nightmare for any Arizona search pilot is a Redcap into the Grand Canyon, 14-miles across and 6,000-feet down to its craggy floor. But that's where pilots and observers went in an all out hunt for a Cherokee Six of Grand Canyon Airlines, missing with a full load of six persons aboard between Grand Canyon Airport and Las Vegas, Nev.

The missing pilot, Russ Marsh, 51, of Prescott was a veteran with 15,000 hours. His passengers were all Europeans, members of a German Day School Association touring the United States as guests of the U.S. Department of Health, Education and Welfare.

So federal pressure was on. And for more than two weeks, until April 12, CAP units from Arizona and Nevada were joined by reserve and active Air Force units from California, Arizona and Oregon, the Arizona Army National Guard, and finally a CAP squadron from California, in scouting close to a quarter million square miles of northwestern Arizona and Southern Nevada.

Local mystics and ESP experts, spurred by the apparent success of Peter Hurkos on the previous search, badgered crews under the command of Lt. Col. Gotcher and Lt. Col. Howard Rooen, the alternate mission coordinator. And even the "leads" from these "visions" were checked out.

SARCAP Turns Into Find For Sacramento Group

McCLELLAN AFB, Calif.—Sacramento Valley Group

IV of the California Wing launched 22 light airplanes into the sky on 33 sorties to pile up an impressive score when its annual search and rescue effectiveness test, June 5-7 at Placeville Airport, turned into a REDCAP.

CAP flyers were looking for a Cessna 172 with two persons aboard which was listed as missing in December on a flight in a severe thunderstorm from Sacramento to Tahoe Valley Airport.

The missing plane was spotted at the 9,000 foot level of Freel Peak east of Luther Pass in the Sierra Nevada Mountains by SAR Pilot, Capt. David Knight of Group IV and 2d Lt. Raymond Lantz of McClellan Cadet Squadron.

More than 250 senior members and cadets were engaged in the mission and 19 mobile radio communications stations and one fixed communications outlet were pressed into service during the three days of intensive activity.

Mission coordinators were Lt. Col. Francis H. Hart, Group IV commander and his assistant Maj. Joseph Nix.

Aircraft for Sale

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

CESSNA 172. Date of Manufacture, 1956. N208NY. Condition serviceable; total airframe time: 3180 hours. Total engine time 950 hours; total engine time since last major overhaul 950 hours; minimum acceptable bid: \$3,500. CAP reserves the right to refuse any and all bids. Aircraft possessed by the New York Wing Hq., CAP, New York State Armory, 68 Lexington Avenue, New York, NY 10010. Bid closure date: 15 August 1970.

L-16 TECH

ORDER NEEDED

The Hawaii Wing has a need for a copy of an L-16 technical order or handbook. If a copy is located the wing intends to provide it to the Korean CAP. If any unit has an extra copy, or can reproduce a copy, please contact Lt. Colonel Kerwin, Hawaii Wing, P.O. Box 9417, Honolulu 96820. Do not mail the technical order until you receive word from Lt. Colonel Kerwin.

EXCESS EQUIPMENT

The Texas Wing has in excess of its needs seven new L-5 lower cowlings. Other CAP wings interested in these items should contact Lt. Col. Henry W. New, Texas Wing's deputy for material, P.O. Box 3307, Tyler, Texas 75701.

Fifty per cent of the mid-air collisions in 1968 happened in the traffic pattern.

Most mid-air collisions occur at airports without a control tower.



WINNER—Cadet MSgt. Valerie Downs, (left) Nassau Composite Squadron 2, accepts a \$250 flight scholarship check from Mrs. Louise O'Rourke during the "Gold and Silver Fete" celebrating the 50th anniversary of the Zonta Club of Long Island. This is the 10th year that this organization of business and executive women has supported the CAP program in this area. Lt. Col. Dorothy Welker, Northeast Region IO, looks on.

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MEMORANDUM OF UNDERSTANDING
BETWEEN
FEDERAL AVIATION ADMINISTRATION,
DEPARTMENT OF TRANSPORTATION
AND CIVIL AIR PATROL
PERTAINING TO RELATIONSHIP OF
CIVIL AIR PATROL WINGS
AND STATE AND REGIONAL
DEFENSE AIRLIFT ORGANIZATIONS

WHEREAS, the Administrator of the Federal Aviation Administration has heretofore prepared national emergency plans and has developed preparedness programs;

WHEREAS, the Civil Air Patrol, as the volunteer civilian auxiliary of the United States Air Force, is an air organization trained and equipped to assist in national and local emergencies;

NOW, THEREFORE:

To enhance the maximum effective use of non-air carrier aircraft during time of national emergency, the Administrator of the Federal Aviation Administration and the National Commander of the Civil Air Patrol, have mutually determined to recommend to State level CAP/SARDA officials that they include the following CAP/SARDA relationship and concepts in their planning wherever necessary:

(1) INCORPORATING CIVIL AIR PATROL INTO STATE AND REGIONAL DEFENSE AIRLIFT ORGANIZATIONS. Existing plans for use of Civil Air Patrol during a national emergency should be revised, if necessary, to include the Civil Air Patrol Wing as a state level organizational unit of SARDA. In so doing, the Civil Air Patrol Wing should retain its organizational identity receiving overall direction from the State SARDA Director.

(2) CIVIL AIR PATROL COMMITMENT TO USAF. State SARDA officials and emergency resource planners should take cognizance of priority USAF mission assignments to selected CAP units in support of USAF war plans. Such missions will be in the national interest and state officials should provide all necessary assistance including additional state resources when available.

(3) SPECIALIZED TRAINING CONDUCTED BY CAP. CAP units are encouraged to train non-CAP personnel to perform SARDA emergency service tasks such as; mission coordinators, clearance officers, ground operations officers, and communications officers. The names of individuals who successfully complete emergency service training should be forwarded to the designated SARDA Director.

(4) COORDINATION OF CAP/SARDA ACTIVITIES. State SARDA and CAP officials are encouraged to enter into formal arrangements to enhance the effective use of state aviation resources in time of national emergency. Such arrangements may include, assignments of the CAP wing and subordinate CAP organizations to; (a) serve as a primary emergency operational staff for the State Director of Aviation and other SARDA officials at satellite airports, (b) provide emergency services training for non-CAP personnel, and (c) specific emergency services, including those in support of USAF war plans. Arrangements or agreements between Civil Defense agencies and the Civil Air Patrol should also be reviewed, where necessary, to provide the means for rapid response to Civil Defense needs.

APPROVED:

Civil Air Patrol Federal Aviation Administration,
Department of Transportation

By: Richard N. Ellis John H. Shaffer
Brigadier General, USAF Administrator
National Commander, CAP

By: F. Ward Reilly
Brigadier General, CAP
Chairman, National Board

Date: 15 June 1970

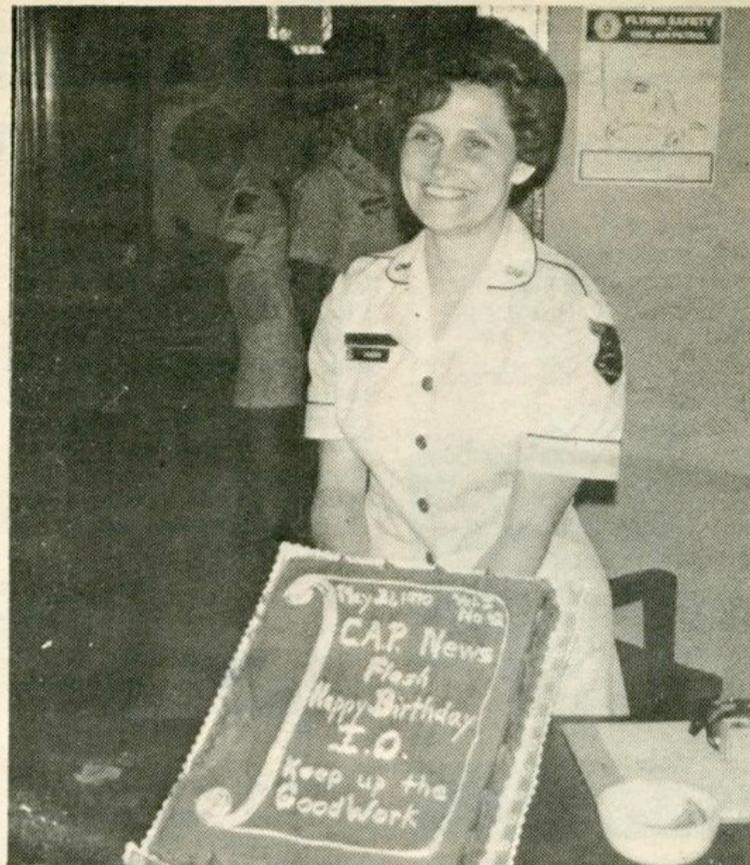
Maine Wing Aids FAA With Test

HANSON, Maine—Members of Group V, Maine Wing, took an active part in helping the Federal Aviation Administration put the new "downed airplane locator beacon" through a series of tests here recently.

The electronic device, which emits a beeper signal up to a radius of 27 miles from the crash site, is being considered for use in light airplanes.

Flying the missions were Maj. Arthur Dullinger and 1st. Lt. Tom Standish. Both simulated crash sites were spotted within two and a half hours after the CAP aircrews were notified of the test.

Engaged in the tests here were Capt. David McArter who went to Organge-Athol Airport with the signal and 1st. Lt. Walter Riley at the Middleboro area site. In charge of monitoring air operations from a mobile communications unit were Capt. Ruth Grogen and 1st. Lt. Anthony Grogen.



ALL SMILES—Sonoma Squadron Information Officer, SM Lorraine Hansen is all smiles as she displays the "CAP News Flash" birthday cake baked in her honor to mark her birthday. The CAP unit, with headquarters at Petaluma, Calif., honored its information officer for her work since joining more than 20 months ago.

Kansas Wing Ends Three-Day SAR Test

PITTSBURG, Kan.—The Kansas Wing successfully completed its 1970 Search and Rescue exercise over three days in mid-May.

Holding the SAR test in the Spring rather than fall for the first time, wing personnel searched for two days before finding the "simulated downed plane" near a lake.

The pilot of the plane, on a flight from Hays to Pittsburg, Kan., was attempting to dodge heavy rains and thunderstorms when the accident occurred.

Ninety-eight senior members and 36 cadets were involved in the exercise and six corporate-owned and 26 member-owned aircraft flew 63 sorties on the mission. Thirteen

mobile radio units also took part.

Maj. Frank Horton, Pittsburg

Composite Squadron commander, served as mission coordinator.

Cadet Strong Earns Spaatz Award At Air Force Academy Ceremony

WANTAGH, N.Y.—Former Civil Air Patrol C/Lt. Col. Peter Strong of the Nassau Composite Squadron III, New York Wing, in June received the Gen. Carl A. Spaatz award from Col. Robin Olds, United States Air Force Academy commandant of cadets at a recent ceremony at the Air Force Preparatory School at Colorado Springs.

Strong, afterwards, entered the Air Force Academy as a cadet to become the second squadron member to achieve this honor in a short time.

Before attending the Preparatory School, Strong had served in various leadership positions which included Long Island Group Leadership School commander; Pennsylvania Wing Officers Candidate School deputy commander and Pennsylvania Wing Cadet Advisory Council deputy commander. He also attended four summer encampments and traveled overseas in the International Air Cadet Exchange.

New Hampshire Scores Comm 'First'

MANCHESTER, N.H.—A communications first was established in May when the New Hampshire Wing high frequency communications network was conducted from an emergency service amphibious "Weasel" on Back Lake at Pittsburg.

Border Squadron personnel used a "Heathkit" HW-18 and a "Webster Bandsparner" mobile antenna during the communications equipment test.

Although the lake is located in the northern reaches of the state, all wing and some Northeast Region stations had no difficulty receiving messages from the water borne net control.

Obituary

KIRKLAND AFB, N.M.—The New Mexico Wing lost one of its most active and devoted members, June 7, with the death of Capt. Macky Jo Sulier at her home in Las Vegas, N.M. She was the wife of Maj. James F. Sulier Northern Group commander, and one of the founders of the Las Vegas Composite Squadron.

Captain Sulier served as the group's executive officer and adjutant and had additional duties as the organization's information officer, and testing officer.

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Missing Boater Found By Florida SAR Pilot

NAPLES, Fla.—Florida Wing search and rescue crews earned credit in May for finding a lost boater who was reported missing by his wife.

The Florida Wing launched two planes on the search of the coastline and inland waterways from Wiggins Pass to Cape Romano the first day and sent four into the air the second day until the find was made.

James C. Hullett, Naples Community Hospital chairman of the board, was the object of the aerial search and rescue operation, when he failed to return from a fishing trip. A Civil Air Patrol search and rescue pilot, Dr. Louis Moore, flying with the Florida Wing, spotted Hullett's boat on Marco Island.

Mr. Hullett stated that he stayed the night aboard his boat after it developed motor trouble and ran aground. Unable to break loose, Mr. Hullett said his situation worsened when the high tides and northerly winds swept the boat onto land.

Squadron 80 Starts Series To Save Life

CUPERTINO, Calif.—San Jose Squadron 80, a unit of the California Wing, is engaged in a massive survival orientation program of the public. The Squadron has distributed the first in its new "This May Save Your Life" series to airports, sporting goods stores and newspapers.

A pocket-size card showing the internationally-recognized air-to-ground distress signals was designed to enable lost or stranded individuals to alert search plane pilots of their immediate needs.

Squadron 80 operated a search and rescue and communications base from Santa Clara's Reid Hillview Airport, east of San Jose.

If you need help, tramp out the symbol in snow or make it from bush, logs, stones or strips of cloth, and be sure your sign is large enough to be seen from the air.

Following are the signals which aerial searches immediately recognize:

- I Require doctor--serious injuries.
- II Require medical supplies.
- X Unable to proceed.
- Need map and compass.
- F Need food and water.
- ∨ Indicate direction to proceed.
- LL All well.

Mrs. Hullett notified friends that her husband had not returned from the fishing trip and they asked Civil Air Patrol's assistance triggering the SAR operation for the Florida Wing.

Senior Member Earl Hodges, CAP mission coordinator, said Mr. Hullett was in good condition after his ordeal. His boat was towed to safety by the U.S. Coast Guard Auxiliary.

Korean Veteran Commands Westover Cadet Squadron

CHICOPEE, Mass.—WO Ray Lacharite, a veteran of the Korean conflict and National Blank Book company production control specialist, has been named the new commander of the Westover Cadet Squadron. He succeeds 1st. Lt. James Sebolt, who retired as commander because of increased business commitments.

Warrant Officer Lacharite returned to CAP last year after extensive training activities associated with his National Blank Book Company. He was a cadet with the former Holyoke unit from 1945-47.

A graduate of Holyoke High School, he also attended Holyoke Community College before joining the Air Force at the outbreak of hostilities in Korea and served with the 2d Bombardment Wing at Hunter AFB, Ga.

While in Korea, he served with the 307th Bombardment Wing commanded by Col. Charles V. Neill, a recent commander of the 99th Bomb Wing at Westover.

Lacharite left the Air Force in 1953 as a staff sergeant and served as personnel technician five years in the Air Force Reserves.

Light Airplane Found in Swamp

MIAMI, Fla.—A light airplane, reported missing June 5, was spotted the next day by Civil Air Patrol Pilot R. H. Houghtaling and Observer H. Hall of the Florida Wing. The plane, piloted by William Aubin of Lakewood, Calif., was on a flight from Tallahassee to Pompano Beach, was located in a swamp 16 miles west of Palm Beach.

The Florida Wing logged a total of seven sorties on the REDCAP mission before the find was made. Additional information on the accident was not available at presstime.



WO Ray Lacharite

Minnesota Wing Ends Search For Lost Man

RICHFIELD, Minn.—Members of the Minnesota Wing ended an extensive air and ground search mid-May for 82-year-old Albert R. Oestriek when his body was found in the woods near Coleraine by the Itasca County Sheriff's ground search party.

Mr. Oestriek was returning home from visiting friends when he developed car trouble and decided to seek help. His body was discovered some 15 miles from his car.

The Minnesota Wing expended more than 900 manhours on the search as Grand Rapids Squadron pilots flew 20 sorties and logged 31 hours flying time on the search operation. Cadets and senior members also were involved in the ground search.

CAP-USAF Lists \$1,000 in Savings

MAXWELL AFB, Ala.—Headquarters, Civil Air Patrol-U.S. Air Force, has claimed a Cost Reduction saving of \$1,000 for fiscal year 1970 through relocation of a Civil Air Patrol wing liaison office.

The saving was effected by moving Montana Wing liaison office from Helena, where office space was rented, to Great Falls. At Great Falls, the liaison office occupies office space in a building already being utilized by the government for other purposes, thus saving the rental cost in Helena.

The claim for the saving has been submitted to Headquarters Command, USAF, but Cost Reduction monitors there have not yet validated it.



CANADIANS VISIT—Visiting the Air Force Museum, cadets of Toronto's 180 Squadron talk with CAP C/Capt. Bonny Ursuy, Dayton-Gentile Squadron 704. The Toronto group, 71 cadets and 17 senior members, arrived at Cox Municipal Airport near Wright-Patterson AFB, Ohio, for the weekend visit.

Alabama Wing Is Active In Civil Defense Test

BIRMINGHAM, Ala.—Alabama Civil Air Patrol (CAP), members from throughout the state took part May 23-24 in a joint Civil Defense-CAP exercise to determine their effectiveness at prompt action during a major disaster.

Some 250 Alabama cadets and senior members took part in the exercise involving a simulated train derailment of major proportions. The "accident" occurred in an area near a major U.S. highway, north of Birmingham.

Emergency Services Officer, Maj. L. S. Jones of the Maxwell Composite CAP Squadron, directed CAP activities during the two-day mission in coordination with Col. C. Q. Wadsworth, Birmingham-Jefferson County CD director-coordinator.

Mission headquarters for the exercise were set up in the Birmingham Emergency Operating Center.

Railroad officials working on the simulated problem informed CAP officials May 23 that a major train wreck had "occurred" north of Birmingham. CAP was not informed of the exact location of the wreck.

Some 30-minutes later, CAP aircraft personnel in that area alerted CAP communications center at the EOC that they had spotted flares along a railroad track near Highway U.S. 31.

Meanwhile, CD and railroad officials had worked other problems into the mission faced by CAP, CD field units and local and county law enforcement and fire fighting officials.

Toxic materials were reported aboard the train and a fire broke out in woods near the tracks. The train was reported as carrying propane gas and an evacuation was called for by officials.

A report of casualties coming into Birmingham hospitals resulted in a call for blood from hospitals in north and south Alabama.

Unit Engaged In Aerial Monitoring

MIAMI, Fla.—A group of approximately 30 senior members and Civil Defense personnel from the Miami-Fort Lauderdale area recently flew aerial radiological monitoring missions as part of a training program to sharpen their skills in dealing with a nuclear emergency.

Under the direction of 1st. Lt. Frank Irwin, Miami Senior Squadron 3 members heard Civil Defense Staff Instructor V. J. Weingartner explain how to operate the Radiation detection survey meter in Civil Air Patrol planes.

Four four-man crews trained in its use as mission were flown and radio activity levels simulated at preplanned points in South Dade County.

The day-long exercise at Tamiami Airport was hailed a success by Lt. Col. Robert C. Owen, Florida Wing's deputy commander.

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Air Force Museum to Have New Home

A new building to house the historic aircraft and thousands of artifacts of the U.S. Air Force is being built for the Air Force Museum through the efforts of the Air Force Museum Foundation and its donors.

Speaking as the newly appointed executive director of the Air Force Museum Foundation, retired Air Force Chief of Staff Gen. John P. McConnell said:

"I am extremely pleased to be on the foundation staff and have a part in the efforts to provide the much needed new Air Force Museum building. Soon we will have a facility to properly protect and display for the public the museum's collections and to recognize the efforts of all who have made aerospace power possible."

Present Site

The museum, which currently occupies a temporary World War II structure, began in 1923 at McCook Field near Dayton. Since then it has collected and preserved more than 100 aircraft and missiles, and 8,000 aviation artifacts of historical importance.

Playing host to more than a million people annually from all over the world, the Air Force Museum is recognized as the world's largest military aviation museum.

Among the more famous aircraft on display is the Douglas World Cruiser "New Orleans," one of two planes completing the first around the world flight in 1924; the R3C-2 Racer built by Curtiss and flown by Jimmy Doolittle to win the Schneider Cup race of 1925; North America's F-82, the "Betty Jo," which set a non-stop flight record in 1947 between Hawaii and New York; and the Lockheed P-80 flown by then-Col. Albert Boyd to set a speed record of 623 mph in 1947.

Famous Planes

Others are the Boeing B-52 "Lucky Lady III" which flew around the world in just over 45 hours in 1957 to establish a new circumnavigational speed record; the McDonnell Douglas A-1E used by Maj. Bernard Fisher in Vietnam for the daring rescue of a fellow pilot, for which he was awarded the Medal of Honor; "Bockscar," the Boeing B-29 used to drop the second atomic bomb on Japan; and even experimental craft such as the Ryan X-13 "Vertijet" and the McDonnell Douglas X-3 "Stiletto."

Famous World War II veterans such as the P-47, P-51, P-38, B-17 and B-24 are to be seen. Among the favorite planes of visitors is the North American XB-70 "Valkyrie," the Convair B-36 and Boeing's B-47.

Because of the lack of space, some important items from the aircraft collection are not publicly exhibited. These include the famous North American X-15 rocket plane, President Eisenhower's Lockheed C-121 "Columbine III," former President Truman's McDonnell Douglas C-118 "Independence," and some of the Air Force's missile collection.

Need Recognized

As the years have passed, the Air Force Museum Foundation recognized the need to provide a suitable facility where research scholars, students, industry and the public could study and see the priceless collection.

More than just a building full of planes, the museum's exciting story of military aviation records the chronology of man's early thoughts of flight. The unfolding story is related in brief narratives imprinted on wall panels, graphic pictorial techniques, and personal diaries, uniforms and artifacts donated by the people who made Air Force history.

In the new museum, visitors will be able to see and find something of interest

regardless of age or interest, whether it be the Glenn Miller trombone, the prisoner of war mementos, or the development of space foods.

Group Chartered

Becoming aware of the critical need for a new home for the Air Force Museum, an aviation-minded group of citizens founded the Air Force Museum Foundation, Inc. in 1960, and had it chartered as a non-profit organization in Ohio. In the intervening years it has grown into a nationally recognized roster of personnel from industrial, civic, philanthropic and governmental areas of background.

The Foundation is working towards their long-stated specific goal of "building a new Air Force Museum building and presenting it to the United States Air Force and the American people." Through the Foundation's efforts, the new museum is now under construction at Wright-Patterson Air Force Base near Dayton.

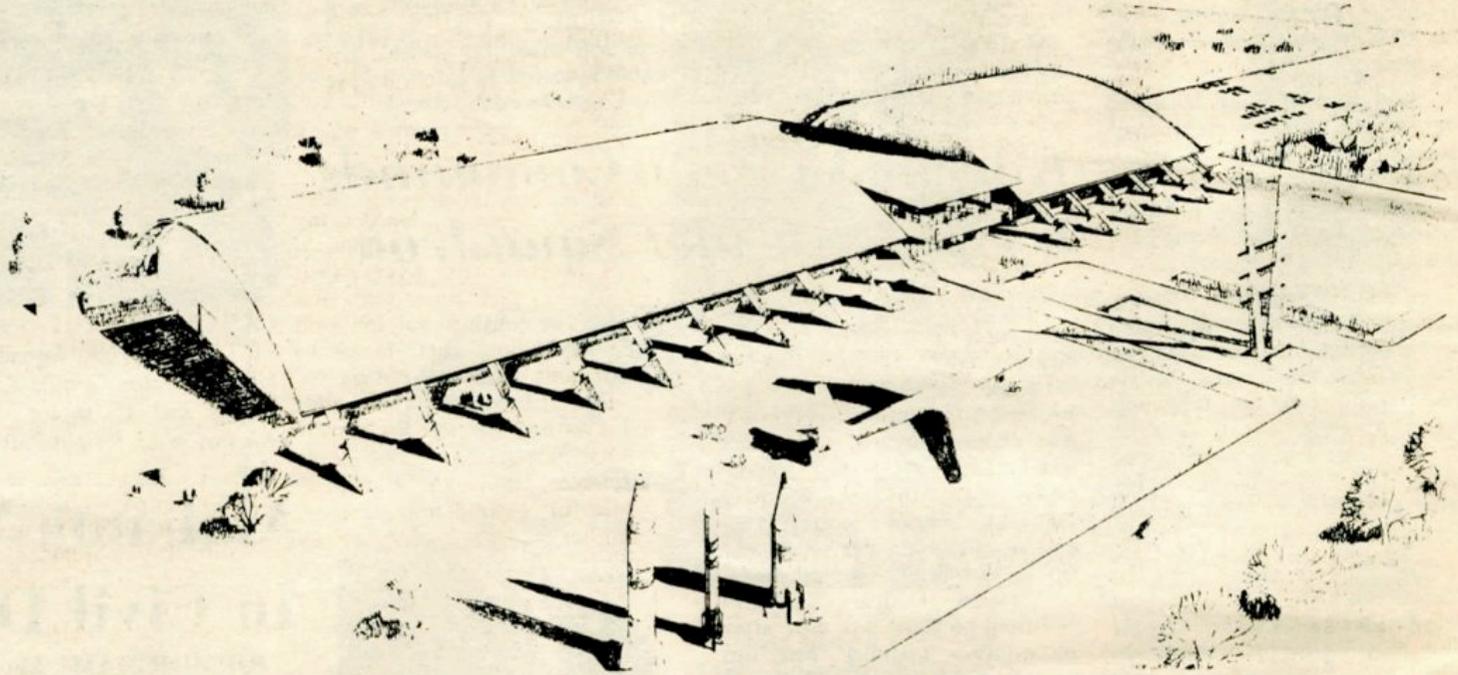
The Air Force has set aside 200 acres for the museum which will be located on the northern portion of the Wright Field flying area between the major runway and taxiway. It will be within only a couple miles of Huffman Prairie where in 1904-1905 the Wright Brothers developed the art of controlled flight and later established their flying school. Here they trained many of America's early flying pioneers including Lt. Henry H. Arnold, destined to become one of the most notable figures in Air Force history.

Historic Field

Wright Field itself is no less historic. Dedicated in 1927, Wright Field quickly became the hallmark of the Signal Corps, Air Corps, and later Air Force research and development. Numerous historic Air Force aircraft of the 1930s and 1940s were conceived, designed, tested, and accepted at Wright Field and the world's first blind solo flight was made on this spot.

The new building, based on a concept submitted by the architect-engineer-planner firm of Dalton, Dalton, Little of Cleveland, through the prime contractor Pascoe Steel Corp. of Pomona, Calif., will cost approximately \$6 million. The building appears much the same as an early aviation hangar and provides two prime exhibit halls, plus a "core" administrative section between the main exhibit structures.

Maj. Gen. Lee Hogan, Director,



Architect's Drawing of New Air Force Museum Facility Under Construction

Secretary of the Air Force Office of Information, has stated, "The new facility will be highly functional as an aviation museum. The uninterrupted display space provides 160,000 square feet to house 100 aircraft and exhibits. It will provide maximum flexibility for movement of aircraft and exhibits and will be a superb facility for protecting our collection."

Plenty of Room

Nearly 800 feet long, and 300 feet wide, with a ceiling height of 80 feet, the building will house any airplane the Air Force has in its inventory. It will be totally air conditioned for the comfort of visitors and protection of fragile wood and fabric planes of the past. The "core" area will include a large visitor reception area, gift shop, 500 seat theater, restaurant, research files and office area. The floor plan will follow a unique traffic controlled visitor walkway to highlight the evolving chronology of flight.

The Foundation's fund-raising efforts

for the new museum will continue over the next several months, according to General McConnell. "The efforts of the museum to preserve the heritage of the Air Force should not go unfulfilled," he said. "The items in the museum are much more than just planes used by the United States Air Force...they represent the advancements developed cooperatively by the Air Force and industry. The museum thus has become the collective story of the Air Force, aviation industry, and a host of other aviation-minded citizens. I am confident those persons and organizations who learn of this project will want to participate in the building of this marvelous new Air Force Museum."

The Air Force Museum will be open to the public, without admission charge, every day of the year except Christmas.

Supporters wishing to contribute should send their donations to: Air Force Museum Foundation, Inc., Post Office Box, Air Force One, Wright-Patterson Air Force Base, Ohio 45433.

FAA Notes Increase In Civil Air Fleet

WASHINGTON, D.C.—The U.S. civil aircraft fleet increased 90 per cent during the decade of the 1960s, according to statistics released recently by the Federal Aviation Administration of the Department of Transportation.

At the same time, the agency noted that the growth rate for the fleet in 1969 was the lowest recorded in recent years—five per cent.

FAA reported 133,814 civil aircraft eligible to fly at the end of 1969 as compared with 70,747 at the end of 1959 and 127,164 at the end of 1968. The five per cent growth rate last year compares with nine per cent in 1968 and an average of 10 per cent during the previous three years.

Aircraft considered eligible to fly are those with a current airworthiness certificate which has been renewed during the preceding 12 months through periodic or progressive

inspections.

General aviation (non-airline) aircraft accounted for more than 97 per cent of the total eligible aircraft. There were 130,806 at the end of 1969 as compared with 68,727 at the end of 1959 and 124,237 at the end of 1968.

One of the more significant increases in general aviation during the decade occurred in the rotorcraft category. The total of 2,586 at the end of 1969 was a 10 per cent increase over the 2,350 the previous year and nearly 500 per cent more than the 525 at the end of 1959.

Flight activity by general aviation aircraft registered a marked increase during the decade. These aircraft flew a total of 25.3 million hours in 1969—a five per cent increase over 1968, and nearly a 200 per cent increase over 1960. Aircraft utilization also was up from 171 hours per aircraft in 1960 to 194 in 1969.

Army Gunship Instructor Active in CAP Program

FT. RUCKER, Ala.—He looks like a college man of the kind America needs, clean-cut, tanned, intelligent—or one just out of college and ready to tame the world.

Army CWO Joseph M. "Joe" Bilitzke is not a college man but already has done his share taming the world. A rated Army helicopter pilot, he returned in January 1969 from a year's tour of duty in Vietnam as pilot of a helicopter gunship, not the kind of occupation that leads to retirement because of old age.

In addition to his helicopter pilot rating, he holds a private pilot license in fixed wing airplanes. He earned the latter while in Civil Air Patrol. A member of the volunteer air search and rescue organization

since 1958, he is a first lieutenant in the Lansing Cadet Squadron of the Michigan Wing.

CWO Bilitzke is stationed at Ft. Rucker, the Army's center for advanced flight training where he is serving as academic instructor and flight instructor in helicopter gunships.

An advanced flight school graduate at Ft. Rucker in December 1967, he went to Vietnam the next month on a year tour of duty. He plans to leave the Army in June and return to Michigan State University to work toward his degree.

He does not plan to continue as a commercial helicopter pilot, he said in an interview at CAP's National Headquarters recently.

"There are too many other job opportunities," he said. Besides, he explained, there are not many openings for helicopter pilots in civilian life.

In Vietnam, he was assigned to the 281st Assault Helicopter Company and worked principally with Army Special Forces on missions that are still classified. He said that he worked mostly in small units as a fire team leader in charge of two other helicopters. This involved, he added, making the decision as to "whether to go in or not," even if there were colonels aboard.

He was involved, Joe explained, only very little with the kind of mass gunship assault often seen in news film. The difference in a gunship and any other kind of helicopter, he said, is that in a gunship "you're expendable." The gunship, according to him, "gets between the 'slicks' (troop carriers) and 'Charles' (the enemy)."

Listening to CWO Bilitzke talk about Vietnam, you get the idea that flying a gunship wasn't much of a lark. He was calm and matter-of-fact about his explanations, as if it were not particularly exciting, about like driving a truck. The fact that he won 2 Air Medals and one Air Medal with V Device (for valor) belies the idea that there wasn't much to it.

"I was shot down several times," he ventured, "and once had an engine blow up—on New Year's eve." One of the times he was shot down was in the famed A Shau Valley but he was rescued the same day. On that day, he said, four helicopters and two Air Force fighters were

downed by enemy fire.

Did he consider flying helicopters more dangerous than doing other jobs in Vietnam? Joe supposed that it was. But, he added, "That plexi-glass shield gives you a false sense of security. You get the idea that it will stop anything."

In Vietnam, he earned, in addition to the boxful of Air Medals, the Vietnam Campaign Medal, the Vietnam Service Ribbon, the Bronze Star, the Vietnamese Cross of Gallantry—and the Purple Heart. "I got in the way that time," he laughed.

A native of Okemos, Mich., Bilitzke joined Civil Air Patrol as a basic airman cadet as soon as he was old enough to get in. (The age limit has since been lowered to 13.) He attended four summer encampments, acting as cadet commander at two of them, and worked his way up through ranks and squadron jobs to cadet lieutenant colonel and cadet squadron commander.

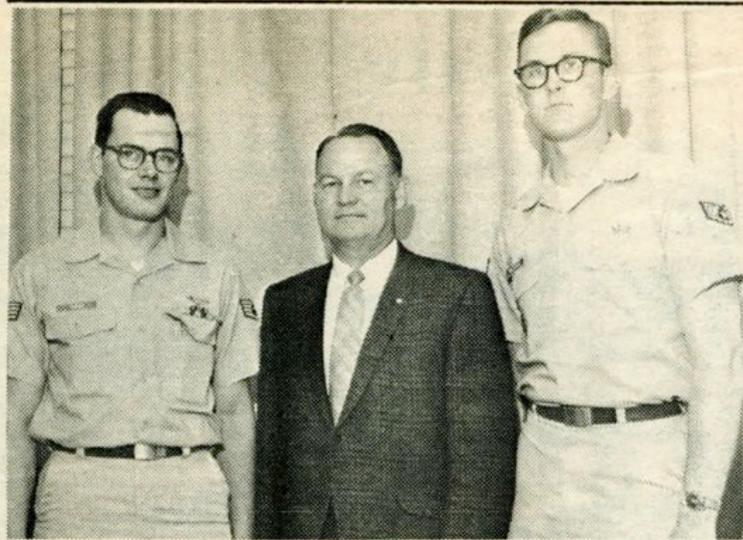
As a cadet, he helped form cadet advisory councils for the Michigan Wing and Great Lakes Region of CAP. He also participated in five SAR-CAPs, search and rescue practice missions.

He became a senior member of CAP in 1965. One of his first jobs as a senior—a brand-new CAP second lieutenant—was to conduct a RED-CAP, a real search and rescue mission.

Joe said he enjoys Civil Air Patrol activities and plans to remain a member. He credits his training in the organization with helping him in the Army "so far as discipline and understanding military routine are concerned."

He plans to continue flying, "mostly on weekends," he said. That's the kind of flying Civil Air Patrol does a lot of. He started flying, with a student license, in CAP and earned his private pilot license on his own.

But, whether flying or on the ground, CWO Bilitzke is the kind of young man likely to make his mark in the world. If he is an example of the type of young man upholding America's honor in Southeast Asia—and coming home to have a part in the nation's future—Americans can worry a little less about pollution, hippies, peace, war, the national debt, and all the other things which plague this country.



SURVIVAL TRAINING BEGUN—Air Force and Civil Air Patrol forces united recently in a program designed to give CAP SAR forces a broader knowledge of survival training while they participated in aerial search and rescue missions. Joining Dr. Earl Hessel (center), Spokane Composite Squadron medical officer, were SSgts. Thomas Harris, a medical technician and Paul D. Musgrave, an academic instructor. Lectures given at the course at Fairchild AFB, Wash., dealt with emergency communications, food procurement, mountain survival and shelter. (official Air Force Photo)

London Composite Squadron Holds Dedication Ceremonies Last Month

LONDON, Ky.—Dedication of London Composite Squadron,

Civil Air Patrol's new \$20,000 facilities was made May 24 for use in the public service function of CAP, and to the memory of the first squadron commander and a cadet killed in Vietnam.

AF Secretary Ask Support

Robert C. Seamans Jr., Secretary of the Air Force, has joined in support of the Air Force Museum fund-raising campaign as the following letter reveals:

Kentucky Wing Commander Lt. Col. Richard R. Dooley pointed to the excellent community support that enabled CAP to grow and function in the London-Corbin area. Colonel Dooley complimented squadron members on their hard work in completing the building with its emergency service facilities.

"The new Air Force Museum will serve as a tribute to all Americans who have contributed so much to the field of aviation. It also will serve as an inspiration to future generations of Americans to increase their knowledge and awareness of the United States Air Force and the history of flight. I ask each of you to consider supporting the Foundation in its efforts to make the Museum a reality.

London Composite Squadron was organized in 1943 by Roscoe Magee, its first squadron commander, who was honored in the dedication services. Also honored was Capt. John 'Pat' Fiechter, killed in Vietnam in 1968.

During the tenure of Lt. Col. Robert Gray as commander, the squadron has grown from eight seniors and six cadets to 40 seniors and 35 cadet members. Included in this number are 13 mission pilots, and five rated observers.

"Robert C. Seamans Jr. Secretary of the Air Force."

Colonel Gray served as Kentucky Wing encampment

commander June 21-27 at Fort Knox, Ky.

Chief Of Staff Joins Drive

Gen. John D. Ryan, Air Force chief of Staff, has joined in the fund-raising campaign supporting the Air Force Museum.

His letter in support of the drive follows:

"I share Secretary Seamans' enthusiasm about the undertaking of the Air Force Museum Foundation to build a new Museum for the exhibition and preservation of our Air Force heritage. I earnestly hope that all military and civilian members of the Air Force will support the Foundation in its endeavors and will subsequently take pride in visiting their new Museum. It will truly be an outstanding repository for the artifacts connected with aerospace achievements.

"JOHN D. RYAN Chief of Staff, USAF."

DONATIONS NEEDED

An Air Force-wide volunteer fund-raising effort in support of a new \$6 million dollar Air Force museum being built at Wright-Patterson AFB, Ohio, will be conducted during July 1970.

The museum is being built largely with funds donated to the Air Force Museum Foundation, Inc., by businesses and private citizens. The July campaign permits Air Force military and civilian personnel,

Reserve personnel and members of the Air Guard to have a part in building the new museum.

Donations can be made to a local volunteer fund-raising organization or by direct mail.

Construction started in April and is scheduled for completion early next year. The museum will be open free to the public in the summer of 1971. It will help preserve the Air Force heritage through its displays of historic aircraft and related items from the era of the Wright Brothers to the present. Its military aviation collection is one of the most extensive in the world. (See story, opposite page.)

If you care to donate, mail your contribution with coupon below.

Wing Honors Liaison NCO

NEW HAVEN, Conn.—MSgt. Nathaniel Hicks, CAP-USAF liaison NCO to the Connecticut Wing, was hosted recently at a dinner in his honor at the Oxford House in Oxford, Conn., by Wing Commander, Col. Clinton G. Litchfield and his staff, who honored the sergeant for his achievements in the wing. Assigned to the wing in July 1967, Sergeant Hicks became the administrative assistant to

Maj. William Hall, then the CAP-USAF liaison officer to the wing. After Major Hall transferred to CAP's Northeast Region in 1968, Hicks assumed the liaison duty and has since served in this capacity.

He served tours of duty at Dover AFB, Del., Japan, Korea and Hawaii before his assignment to CAP-USAF liaison duty.

Air Force Museum Foundation, Inc.
Post Office Box, Air Force One
Wright-Patterson AFB, Ohio 45433

Gentlemen:

Please accept my enclosed donation of \$ _____ to the Air Force Museum Foundation, Inc., as my tax-deductible contribution toward the construction of the new Air Force Museum at Wright-Patterson AFB, Ohio.

Name _____

Street _____

City _____ State _____ ZIP _____

They Don't Mix!

PILLS and PILOTS

(Reprinted from "FAA Aviation News")

"...and the county Medical Examiner's report revealed that both pilot and his passenger were under the influence of barbiturates when the accident took place."

Certain barbiturates produce an initial sense of excitement, later followed by sleepiness, lack of attention, etc. The pilot and passenger mentioned in this report may have been totally unaware of the drowsiness setting in when they attempted to land their light plane at a small airstrip in the country. The 37-year-old pilot was thoroughly familiar with the area and had been in and out of the landing strip frequently. The weather was "ceiling and visibility unlimited." Yet the aircraft struck several well-marked power lines, crashed and burned: two fatalities.

The report is typical of the many general aviation accidents in which medical drugs are known to have played a contributory or primary role. Some of these drugs were prescribed legitimately by a physician who was not informed of his patient's intention to fly soon afterwards. Some were over-the-counter medications easily available at any drug store. And certain others were obtained through illegal channels.

The hazards of flying after using narcotics or sedatives are obvious, and anyone who ignores the danger is a potential menace to himself and others. Any pilot who is addicted to drugs of any kind, or who is suffering from a condition which requires the use of addictive drugs, should be grounded in the interest of safety as long as the addiction or condition persists.

Individual reaction to drugs not only varies from one person to another but also may vary considerably within the experience of any given person, especially if triggered by emotional disturbances, alcoholic indulgence, or the use of other medications. The possibilities of recurrent or unexpected side effects of a drug mean that the user may be incapacitated as a pilot at any time, without warning or knowledge of what is happening to him. He may feel keenly alert and clearheaded one moment and slump into a stupor the next. Illegal use of any form of "junk" is a felony on the ground. In the air it leads to fatalities.

Less well known but also serious are the dangers of flying while under the influence of physician-prescribed drugs. The first question every pilot should ask his physician, when handed a prescription to be filled for any type of ailment—even sunburn—is, "Should I continue to fly?" If the physician cannot answer the question directly, the nearest Aviation Medical examiner will be happy to do so.

Investigators probing an accident which took the life of a 44-year-old man and his teen-age son discovered that he was receiving morphine regularly to control pain due to terminal cancer. On the day of his fatal accident he was returning home in bad weather after his weekly visit to his doctor in a distant city. En route, he landed on the wrong airport, on the inactive runway, and made a hurried takeoff to avoid an air carrier on final. He crashed a few minutes later.

The responsibility for informing the family physician that his patient is a pilot belongs to the pilot. Unless he is a professional pilot, his doctor may not be expected to remember his flying status, or anticipate the fact that the advice, "Take it easy for a while," may not necessarily spell "grounded" to an eager aviator. The fact that he is excused from work may simply afford him a splendid

opportunity to go flying during the week when rental aircraft are most readily available. True, he may have been coughing and sneezing his head off, but the antihistamine given him by the doctor should relieve his discomfort, he thinks.

So it may, but it may also relieve him of his mental alertness and possibly produce dizziness, nausea, headaches, muscular convulsions, etc. FAA's "Guide to Drug Hazards in Aviation Medicine" grounds pilots for 24 hours after the administration of the usual dose of most antihistamines.

Similarly, a vaccination and the ensuing slight pain in the left arm may not appear sufficient reason to stay out of the cockpit. But aching, lassitude, vomiting, etc., all possible subsequent reactions, do not make for good airmanship or sound judgment under deteriorating flight conditions.

The list of medications which should bar flying for at least 24 hours includes many drugs which would surprise the layman pilot. In addition to the antihistamines already mentioned, these include most vaccines and immunization sera, local anesthetics (as used in dentistry, for example), paregorics, penicillins, sulfa drugs, quinine and atabrine, amphetamines (such as certain reducing pills), insulins, tranquilizers, sedatives, and many, many others.

A great danger lies in the ability of many "miracle drugs" to suppress pain and other symptoms to the extent that the pilot feels capable of functioning normally, so he disregards the possibility of side effects which could interfere with handling an aircraft. In discussing the subject with his doctor, the pilot-patient should remember to mention any other medications he may be using, in addition to those presently being prescribed. Some drugs which produce very little reaction when used alone have pronounced effects in the presence of certain other chemical agents. In this sense, potable alcohol is to be considered a drug.

Least suspected by the user, and therefore perhaps potentially the most dangerous of all, are the patent medications that are freely available on the shelves of drug stores, supermarkets, and elsewhere.

Common non-narcotic analgesics (pain killers) such as aspirin, or oil of wintergreen, may bring on nausea, ringing in the ear or temporary deafness, hallucinations, etc., if taken in excessive dosages.

Cough syrups commonly contain mixtures of elixir terpin hydrate and codeine, which have a powerful sedative effect. Some contain antihistamines and some have an alcohol content ranging from 12 to 40 per cent. Anti-motion pills, used to combat air sickness, also depress the central nervous system and induce drowsiness.

Other little-suspected types of medication which might be cause for grounding a pilot temporarily include certain sun-tan preparations, laxatives, antacids (sodium bicarbonate may cause great discomfort from gas at altitude) and nasal decongestants. The layman cannot make a safe judgment simply from reading the list of ingredients. He should seek a medical opinion.

The Federal Aviation Regulations which prohibit flying while under the influence of drugs (Part 91.11) do not identify specific drugs as harmful and others as not. Responsibility rests on each individual pilot, with respect to all forms of medication, to keep himself informed as to when he may fly safely. Ask a physician; don't guess.



ORIENTATION PRE-FLIGHT—Capt. Steve C. Orr of Los Angeles (Calif.) Crest Group 21 explains aerodynamics to Cadet Frederico Mero of Central Los Angeles Group 6 while Cadet Samuel Martinez, also of Group 6, waits to enter the four-place Cessna 172 at Hollywood-Burbank Airport. (Photo courtesy of Capt. Al Marryman, Bay Cities Group 19)

'Cleared as Filed' Will Apply to All

On and after July 1, all pilots filing IFR can expect to hear the phrase, "Cleared as Filed," when the time comes to copy their clearance.

Previously this term was used only for air carriers but the Federal Aviation Administration has combined the best features of this and the familiar "Via Flight Planned Route" procedure in an effort to simplify clearance procedures for both pilots and controllers.

The new abbreviated IFR departure clearances will be issued, based on the route of flight filed in the flight plan, provided the route can be approved with little or no revision. Pilots should avoid making last minute changes to filed flight plans just prior to departure but should inform the controller in his initial radio contact if a change has been made. If the controller knows of a change in a filed flight plan, he will not issue an abbreviated clearance.

To insure the success of the new program, pilots should include specific SID/transitions and preferred routes in flight plans whenever such routes meet their needs. They also should request route or altitude verifications or clarification from ATC if any portion of the clearance is not clearly understood. If the pilot so requests, a detailed clearance will be issued by ATC.

All pilots should understand certain facts about the abbreviated clearances. The controller will not state specifically the destination airport but the clearance as issued will be considered as a clearance to the destination airport filed in the flight plan. A specific SID filed by the pilot and a transition route if appropriate will be considered part of the route of flight and will not be stated if used as filed. If a SID was not filed or if unable to approve the filed SID, ATC may specify one. The assigned en route altitude or flight level will be stated always in the clearance and may or may not be the same as filed.

Pilot should give their aircraft identification, location, type of operation planned (IFR), and the point of first intended landing in their initial radio contact. Example: "Washington Ground Control, this is Beechcraft One Three One Five Niner at Hangar Eight, ready to taxi, IFR to Atlanta."

In a radar environment, the controller will state, "Cleared as filed," specify the assigned altitude or flight level and give any required additional instructions or information. He also will make any minor revisions to the filed route and assign or change the SID if required.

Watch That Open Door!

"Just as I was getting airborne, I heard a loud popping noise and aborted, thinking the engine was backfiring."

This could be the testimony given in the investigation of a needless accident—caused by an open cabin door. Pilots have aborted and had accidents because the cabin door came open on takeoff and made unexpected noises.

No one expects the cabin door to come open during flight so it is only normal to think the accompanying noise means that something has gone wrong with the aircraft. Unfortunately, unlatched doors usually will come open as the airplane accelerates during takeoff—when a sudden wrong decision is especially dangerous.

Then, too, in some aircraft, an open door may cause control problems or impose structural limitations for which the aircraft was not designed.

The best way to avoid a needless open-door accident is to use a check list. Make sure the door and latches are working properly during the preflight check. Make a final check before taking the runway and don't let an open door open the door to trouble.

In Case of Fire, Don't Panic!

(Reprinted From "FAA Aviation News")

The modern airplane, with its advanced engineering and all-metal construction, is far from the potential torch which characterized the early wood-and-fabric planes. Apart from crashes or engine fires, the most common causes of fire in an aircraft today stem from acts of carelessness and electrical short circuits. It behooves the aircraft owner or pilot to see that some means of controlling a fire is always at hand.

Some general aviation aircraft operating under FAR 91, "General Operating and Flight Rules," are not required to have fire extinguishers, but if the airplane is to be used for hire or as an air taxi an extinguisher accessible to both pilot and passengers must be provided. (If within reach of both parties, a single extinguisher will suffice.) The extinguisher need not be permanently secured to the plane, but readily "available," a term FAA interprets to mean that it can be carried aboard with each use of the aircraft.

(Aircraft operated under FAR 121, "Certification and Operations: Air Carrier and Operators of Large Aircraft," and Part 123, "Certification and Operations: Air Travel Clubs using Large Aircraft," are required to have comprehensive fire control equipment and systems installed as a condition for certification and operation.)

Portable fire extinguishers suitable for combatting cabin fires are commonly of three types: carbon dioxide, dry chemicals propelled by compressed air, and water discharged by air pressure.

Carbon dioxide extinguishers are particularly suited for fires involving flammable liquids and electrical equipment. Carbon dioxide also can be used to good effect on wood, fabric, and paper fires, but this is wasteful since plain water is a more efficient extinguishing agent for this type of blaze.

Carbon dioxide covers the fire, robbing it of air. It is a non-conductor, making it valuable in electrical fires. Carbon dioxide is non-corrosive, leaves no residue and has no adverse effect on breathing. However, if discharged on flesh at close range, it can cause injury because of its extremely low temperature (minus 110 degrees F.) when liberated from its container. A cloud caused by the rapid vaporization of carbon dioxide can obstruct vision temporarily.

In use, the carbon dioxide extinguisher should be held close to the base of the fire and gradually moved forward and upward, the nozzle swinging in slow, even arcs. Rapid motion, or advancing too quickly, can leave areas where the fire appears to be out, only to rekindle because of surrounding hot temperatures. Re-ignition is also a possibility in electrical fires where the power cannot be cut. Intermittent reapplication of the carbon dioxide can reduce this hazard.

Plain water remains the best extinguishing agent for upholstery fires, the kind of blaze most likely to be encountered inside the cabin. The quenching and cooling effects of water are its chief qualities but it has the added virtues of being non-toxic and readily available. However, it should not be used to quench fires involving electricity, flammable liquids, or metals.

Water should not be used on electrical fires because of its conductivity, which could possibly lead to a fatal or disabling

shock. Furthermore, water could easily make a flammable liquid (gasoline, oil, etc.) fire worse by fragmenting and spreading the burning fluid. Water produces the same scattering effect on burning metals, such as magnesium, which is used in aircraft wheels and some structural components. A fire hot enough to ignite metals is far beyond the capacity of hand extinguishers.

Both carbon dioxide and water extinguishers should be "winterized" according to manufacturers' recommendations when freezing temperatures are anticipated. The carbon dioxide bottle should be weighed periodically to assure full charge. Full volume weights are stamped on the extinguisher's data plate. Water extinguishers use stored pressure or gas cartridges (like those in seltzer bottles) as a propellant force. The state of charge in the stored pressure type can be read on a small gauge; a sealed gas cartridge is proof of charge on the other type.

Hand portable dry chemical extinguishers are relatively new, compared to water and carbon dioxide. Originally, these were sodium bicarbonate-based compounds, but research has added several more which are as good, or better. Among these are potassium-bicarbonate base, potassium-chloride base, and mono-ammonium-phosphate base chemicals. Carbon dioxide is the propelling agent in most dry chemical

extinguishers.

Dry chemicals are effective against metal fires, burning liquids, electrical fires, and wood, paper and fabric fires. While they quickly "knock down" a fire, there is always a danger of re-ignition unless they are applied in quantity and then followed up until the fire is out beyond doubt.

The discharge of a dry chemical fire extinguisher in the close confines of an aircraft cabin in flight presents a hazard because the chemicals cloud the air. This is momentary, and probably not as dangerous as the fire. The dry chemicals also leave a residue but this can easily be cleaned up by use of a vacuum cleaner. The dry chemicals are non-corrosive components, but the vapors arising from their decomposition by heat can be irritating to the eyes and respiratory tract.

In order to be readily accessible and secure in flight, fire extinguishers should be fastened in the aircraft with an approved quick-release bracket. Installation is a job for a certificated mechanic, or an approved repair station, because it constitutes a "repair or alteration" as defined in FAR 43. An unsecured fire extinguisher, which could weigh as much as five pounds, could be a hazard flying around the cabin during turbulence, or rolling around the floor. Using a bracket to mount it makes its exact location certain in an emergency. Fire in the cabin presents a pilot with two immediate demands: attacking the fire, and getting the aircraft on the ground safely as fast as possible.

If he has no portable extinguishers on board, the pilot has no choice but to make an emergency landing. A handy cockpit or cabin extinguisher gives him, at least, more time to choose his landing spot, and at best the possibility of putting out the fire in flight. It's worth thinking about.

-Frank J. Clifford.

... FLYING ...

Most of the material on these two pages (Pages 12 and 13) is supplied by the Directorate of Operations at National Headquarters, Civil Air Patrol, and is taken in part from FAA circulars, directives and publications. It is presented for pilots in the interest of safer flying.

Don't Fly Over Home Of President

The prohibited area established last year for the protection and safety of President Nixon while he is in California is a full-time, continuous area. Pilots should avoid the area at all times, not just when the President is in residence there.

The prohibited area (P-25) includes that air space from the surface to 4,000 feet above mean sea level within one nautical mile radius of the San Mateo Point, Calif., Ioran station. It lies on the 300 degree radial of the Oceanside VOR and is 12 1/2 miles out from the VOR on Victor 23 airway.

Pilots should remember that penetration of an established prohibited area is a violation of the Federal Aviation Regulations. Numerous violations of this prohibited area have occurred and the Federal Aviation Administration has advised that severe penalties, including suspension of pilot licenses, have been and are being assessed against violators.

The FAA has asked the cooperation of all pilots flying in the vicinity of the Summer White House.

Watch for 'Blind Spots' Flying High-Wing Planes

High wing aircraft have excellent visibility ahead, to either side, and below. Most are vulnerable, however, to other aircraft descending to their level from behind. On approaching and entering an airport pattern, therefore, the high wing airplane pilot must be especially alert for other aircraft overtaking him from above. Once another plane penetrates his blind zone, it may not be seen again in time to avoid a collision.

If he makes his approach starting with a downwind leg, the high wing pilot should already be at the pattern altitude, as indicated by the airport management. At this point he must be concerned both with aircraft circling within the pattern and with other aircraft entering the pattern above or below him and to either side.

He can never take it for granted that all other aircraft are at the proper altitude for the pattern, and he should take the trouble actually to see other planes reported on UNICOM. If he expects traffic above and to his left, for example, he can raise his left wing slightly to scan

higher in that direction.

Flying the downwind leg, the inexperienced pilot tends to concentrate his attention on the inside of the pattern, looking toward the intended runway. The fact is that faster aircraft could be overtaking him on either side; he must scan in all directions. Rolling his aircraft slightly to either side will give him a better opportunity to spot traffic descending toward him from his left or right; and if these are low wing aircraft, he may be in their blind spot.

Before turning on a base leg, a careful scan should be made for aircraft which may have extended the pattern far downwind. Such traffic may be difficult to pick out against a varicolored landscape, and particularly against a setting sun. During the actual turn, the raised wing will offer a broad view of the outside of the turn, and the pilot should use the opportunity to clear the airspace.

If known traffic ahead (as reported on the UNICOM channel, or observed earlier)

cannot be spotted while turning base, it may be advisable to break out and go around, rather than chance continuing on a potentially conflicting course.

Turning from a base leg to final approach affords another opportunity to clear the air overhead possibly blocked out during level flight by the wing. The pilot should pay particular attention to possible traffic on long final approach well above his altitude, or on short final below him.

Final approach is the landing phase in which most midair collisions around airports occur, but the fateful circumstances leading up to such accidents usually develop earlier in the pattern. The pilot who is well aware of the blind spots of a high wing airplane, and who consistently maneuvers his aircraft to peer into hidden airspace from the moment he approaches the airport pattern, can give his undivided attention to landing the aircraft once he heads for the threshold.

Final tip: look out for double shadows on the ground.



FOR the benefit of all members of the Civil Air Patrol, CAP News publishes the latest statistics of search and rescue activities throughout the organization. These are unofficial figures compiled by the DCS/Operations at CAP's National Headquarters.

(As of 24 June 70)

Number of missions	170
Number of aircraft	2,740
Number of sorties	4,740
Flying Hours	9,009
Participating members	10,340
Mobile Radios	1,367
Fixed Stations	1,385
Lives Saved	15
Persons Evacuated	5
Persons Assisted	91
SAR Objectives Located	48



"BIRD BATH"—An Illinois Wing airplane which has just returned from a recent Civil Defense (SARDA) aerial monitoring mission gets a scrubbing in a soap and water solution by cadets and a senior member engaged in the weekend exercise. Decontaminating the

airplane (from left) are Cadet Richard Humphrey, CWO James Gough and Cadet Edward Davis, all who were involved in the wing's CD-SAR Test at St. Louis Downtown Air Park at Collinsville, Ill. (Photo courtesy of the Metro-East Journal, East St. Louis, Ill.)

New Guidelines Given to Cadets In New Program

MAXWELL AFB, Ala.—Individuals ordering study material from the Civil Air Patrol-USAFA Educational Material's Center (Book Store) here during the modified cadet program transition period, July 1, 1970 to Jan. 1, 1971, have been asked to follow these procedures.

1. Cadets who have completed all achievements to a given point in the structured program:

a. Initial achievement under the modified program: (1) Complete the mailing label on the Bookstore order form, (2) write on the order form the next achievement packet in the sequence (under Catalog description—"Achievement Packet No. ____"), (3) mail order form and \$1.50 to Bookstore, National Headquarters, Civil Air Patrol, Maxwell AFB Alabama 36112.

b. Subsequent achievements under modified program: same

procedure but also include yellow copy of completed contract (front and back).

2. Cadets who have completed two or more achievements NOT in required sequence:

a. Initial achievement under modified program: same as for initial achievement above except: (1) Achievement packet ordered should be one which will contribute to filling in the required sequence, and (2) the cadet should indicate the ribbon and rank insignia to which entitled as a result of last achievement completed, if he or she does not already have them.

b. Subsequent achievements under the modified program: (1) Same procedure but also include the yellow copy of the completed contract (front and back).

3. Additional material which may be needed or desired by cadets initially transitioning to the modified program:

a. Cadets transitioning to the modified program may need the following additional items which normally will be provided as a part of Achievement Packet Number 1 (Curry). These must also be added to the order form, with the additional cost as listed below.

(1) Leadership Laboratory Manual—Each cadet should have a copy. Some may have them under the old program.

(2) Cadet Handbook—Each cadet should have a copy. The objectives for the leadership portion of each achievement are available to the cadet only in this volume.

(3) Physical Fitness Manual (The New Aerobics)—Each cadet should have a copy to understand and carry out the program.

b. Phase III and IV cadets transitioning to the modified program may need additional CAP manuals and regulations for Staff Duty Analysis which would normally have been sent to them in earlier Phase III or IV achievement packets (also the SDA pamphlet). The pamphlet insert lists the directives needed. Each cadet should eventually have a complete file for instructional purposes. Additional regulations and manuals can be purchased from the Book store (price list will be published for these items).

IMPORTANT NOTICE

Except for achievement packet No. 1 (Curry) (\$2.50), all achievement packets will cost \$1.50. The combined catalog value of all the materials in the majority of the achievement packets will exceed this price; in some cases it will obviously be less (particularly Phase III and IV). The total cost of all packets however, is less than two-thirds of the cost of all items purchased separately.

This standard pricing greatly simplifies ordering and processing procedures although in some Phase III and IV achievements it will seem as if cadets are getting very little for their fee.

Illinois Squadrons Busy In Recent SARDA Test

COLLINSVILLE, Ill.—Squadrons from Belleville, Scott AFB and Collinsville gathered here in May and gave a realistic demonstration of their professional skill while responding to a Civil Defense and Air Force evaluated exercise.

Site for the SARDA was St. Louis Downtown Air Park here as air and ground rescue teams, first aid teams, communications and decontamination teams were tested on their abilities to respond as a unit to meet local or national emergencies or disasters.

Civil Air Patrol air crews flew aerial radiological monitoring missions and reconnaissance of simulated disaster areas and worked around the clock in the two day exercise while communications personnel kept the Civil Defense and CAP informed of the missions progress. Flightline crews, suited in protective gear, decontaminated each airplane returning from an aerial monitoring mission by washing it in soap and water.

Col. Loal Bethel, Group 19 commander, Illinois Wing, was in charge of the exercise designed to test the CAP members' professionalism.

100 Cadets Complete Encampment

CHICOPEE, Mass.—"Soggy but successful" was the way 100 cadets described a Civil Air Patrol weekend encampment June 5-7 at Northampton's Tri-County Fairgrounds, site also for the first CAP Model Rocketry Meet in Massachusetts.

The cadets came to the encampment from Ludlow, Northampton, Pittsfield, Springfield, Westfield, West Springfield, Westover AFB, Turner's Falls, Worcester and Rockville, Conn., to attend classes in leadership, training and model rocketry.

C/Sgt. Michael Weir, a 14-year-old cadet, from Springfield was named the top male cadet and C/Sgt. Susan Oliver, also 14 from Ludlow, the most outstanding female cadet at the encampment.

Twenty-three cadets entered the model rocketry competition's three categories which included Parachute duration; spot landing and best workmanship.

The winners were: C/Sgt. Steve Humphrey of Westfield, who logged 59 seconds to win the parachute duration title; C/B Lee Goodwin of Westover who achieved 42 feet to wing the spot landing title and C/Capt. Steve Lorenz of Westfield, who won the Best Workmanship award, for his Mars Lander model.



FINAL ADJUSTMENT—Cadet David Toplon, Westover Cadet Squadron rocketeer, makes some final adjustments on a model rocket with a camera before launching it at the Group I encampment competition, June 6, at Northampton's Tri-County Fairgrounds. Some 23 cadets from six units in Western Massachusetts competed for nine trophies in three model rocket events sponsored by the Chicopee Chapter of the Air Force Association. (Photo courtesy of 1st. Lt. Larry Loos, Group I information officer)

Northern Group Moves to Las Vegas

LAS VEGAS, N. Mex.—Northern Group Headquarters has been moved to Las Vegas, N. Mex. recently, following the appointment of Maj. James E. Sullier as commander. Las Vegas Squadron commander for four years, Major Sullier said that four of his family are members of Civil Air Patrol.

ZERO DEFECTS HONOR ROLL

ATTENTION COMMANDERS:

Zero Defects is still alive
What better way to recognize
Units or members who find
New or better ways
To get the job done;
Send in your nominations
So this box can be filled with
names

Changes to Effect All CAP Members

MAXWELL AFB, Ala.—Guidelines on personal appearance, revision of CAP Regulation 39-3 and modification of CAP Form 15 are among some of the changes sent to the field from National Headquarters of Civil Air Patrol recently which will have a direct bearing on members of the organization.

National Headquarters guidelines relating to personal appearance in uniform rule that female cadet members may have shoulder-length hair but not long hair held up by a clip and hanging down the back or just combed behind the ears and trailing down the back.

"Shoulder length hair means to the top of the shoulder on either side and of same length in back. While long hair may be lovely, officials said it is not to be worn with the CAP uniform."

Approval from National Headquarters is required for all CAP decorations listed in paragraph 8, CAP Regulation 39-3, except the awarding of the Meritorious Service award which can be approved by the region commander.

All recommendations will be

screened for administrative completeness and held for the National Awards Review Board consideration which convenes in conjunction with regularly scheduled National Executive Committee meetings.

The revised CAP Regulation 39-3 reflects this change in procedure.

The CAP Medical Advisory Board on Nov. 21, 1969, decided that the information contained on the back of CAP Form 15 was not necessary for new cadets and directed that it be deleted from the application form.

Revised Forms 15 do not contain the medical statement but cadets participating in special activities described in CAP Manual 50-9 must complete the forms.



COURSE GRADUATES—Six Oregon Wing members spent two days training at an Air Force Search and Rescue school at Hamilton AFB, Calif., and received an orientation and training on Air Force techniques. Course Graduates (from left) are Capt. Donald H. Gunther, CWO William E. Burris, Majs. E.

Parkin, Donald R. Rodewald, Robert H. Scott and 1st Lt. Wallace B. Huffman. Col. Thomas K. Potter Jr., 42d Aerospace Rescue and Recovery Squadron commander and Maj. C. M. Kertson, search and rescue coordinator, conducted the classes in SAR history, planning, safety, rescue techniques and coordination.

CAP Women Pilots Compete in Air Race

TETERBORO, N.Y.—Some nine Civil Air Patrol women pilots are to participate in the 24th Annual Powder Puff Derby this month. The All-Woman Transcontinental Air Race will

be flown July 3-7 over a 2,759 mile route with overnight stops at Colorado Springs, Colo. and Dyersburg, Tenn., to Bristol, Pa., the Terminus Fly-by point.

As Honorary Starter, Mrs.

Trudy Cooper, wife of Astronaut Gordon Cooper, is to be on hand to greet the contestants before take-off, July 3. After the 98 aircraft become airborne, a cheerful yellow and white Navion Rangemaster piloted by Thon Griffith, route director, will soar aloft to monitor the race. Aboard will be CAP Capt. Kay A. Brick, Powder Puff Derby board of directors chairman, and Barbara Evans, board vice-chairman.

Captain Brick was re-elected for the 9th year as chairman of the board and is serving her 20th year on the board. Kay was a WASP Squadron Commander in WWII and past International President of the Ninety-Nines of which she has been a member for 29 years. She has raced five Transcontinental Air Races. Captain Brick is a member of CAP Rockland Group, Orangeburg, N. Y.

CALENDER OF EVENTS

EVENT	DATE	PLACE
National Staff College	July 11-17	Maxwell AFB, Ala.
Communications Electronics Course	July 13-14	Keester AFB, Miss.
Nurse Orientation Course	July 13-17	Sheppard AFB, Texas
International Aerospace Workshop	July 14-Aug. 3	Overseas
National Search & Rescue School	July 20-31	Governor's Island, N. Y.
International Air Cadet Exchange	July 20-Aug. 14	Overseas and United States
International Military Ball	July 25	Waldorf-Astoria, N. Y.
Communications Electronics Course	July 27-Aug. 7	Keesler AFB, Miss.
Cadet Flying Encampment (license)	Aug. 3-28	Norman, Stillwater, Oklahoma
National Executive Committee Meeting	Aug. 7-8	Denver, Colo.
IACE Dinner-Dance	Aug. 9	Bolling AFB, D.C.
Aerospace Exploratory Seminar	Aug. 10-28	Governor's Island, N. Y.
Southeast Region Conference	Aug. 14-15	Palm Beach, Fla.
NER Communications College	Aug. 15-28	Kutztown State College, Pennsylvania
Space Flight Orientation Course	Aug. 17-21	Redstone Arsenal, Ala.
Cadet Officers' School	Aug. 17-28	Maxwell AFB, Ala.
Rocky Mountain Region Conference	Sept. 11-12	Ponderosa Inn, Burley, Idaho
North Central Region Conference	Sept. 25-26	Sioux Falls, S. D.
International Air Cadet Exchange Planning Conference	Sept. 30-Oct. 1	Statler Hilton, D.C.
National Board Meeting	Oct. 9-10	Statler Hilton, D.C.
CD Staff College	Oct. 15-17	Battle Creek, Mich.
Great Lakes Region Conference	Oct. 30-31	Indianapolis, Ind.
Disaster Preparedness Indoctrination	Nov. 2-5	Lowry AFB, Colo.

by Sue Acuff

This year CAP members from seven or more wings are included in the 178 contestants. They are: S/M Peggy Shinn, Little Falls, N.J.; 2d Lt. Louise White, Asheville, N.C.; Capt. Louise Smith, High Point, N.C.; Capt. Fran VanStavern, Mechanicsville, Va.; 1st Lt. Maureen Lehma, Richmond, Va.; S/M Ester Wright, Thomasville, Ga.; Lt. Col. Betty McNabb, Albany, Ga.; S/M Patricia Davis, Schofield Bks., Hawaii; and S/M Mary Vial, Phoenix, Ariz.

Jules De Crescenzo will join Frank Kingston Smith as an official greeter at the Terminus at 3 M Airport, Bristol, Penn. They will welcome the racers after they flash over the finish line.

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SEE CAP REGULATION 900-8

BENEFITS	1 Unit	2 Units	3 Units	4 Units	5 Units
Accidental Death	\$5,000	\$10,000	\$15,000	\$20,000	\$25,000
Dismemberment	5,000	10,000	15,000	20,000	25,000
Medical Expense	500	1,000	1,500	2,000	2,500
Annual Cost	AVAILABLE TO AGE 70				
Non-Pilot	\$10.00	\$20.00	\$30.00	\$40.00	\$50.00
Pilot	20.00	40.00	60.00	80.00	100.00

Upon joining Civil Air Patrol you may buy up to 5 Units if application is made within 60 days of enrollment.
 Complete Application Below

If you have been a member in excess of 60 days, a special application must be completed if you wish to buy more than 1 Unit.
 Application On Request.

One Initial Unit Available To Any Member—Any Time
COMPLETE APPLICATION BELOW

I hereby make application for Civil Air Patrol Senior Member Accident Insurance under Hartford Accident & Indemnity Co. Master Policy on file at National Headquarters, Civil Air Patrol.

NAME DATE OF BIRTH
 ADDRESS
 CAP SE. # PILOT NON-PILOT
 BENEFICIARY RELATION
 NO. UNITS APPLIED FOR PREMIUM \$
 I CERTIFY I AM A MEMBER OF THE WING, CAP

I have been a member of CAP For less than 60 days
 Please check one box For more than 60 days

SIGNED DATE
 Make Check Payable to Turner-Weaver & Wilson—Administrator
 PO Box 6010, Nashville, Tennessee 37212

Five Receive Academy Nod

by Sue Acuff

MAXWELL AFB, Ala.—Academy appointments were received by five Civil Air Patrol cadets who graduated from their respective schools this spring.

GALLOWAY, Ohio—Cadet 1st. Lt. James C. Orr accepted his appointment to the Air Force Academy at Colorado Springs, Colo. Lieutenant Orr was the cadet commander of the Columbus Northwest Cadet Squadron 806. He earned his private pilot's license in May.

HOUSTON, Texas—Thunderbird Squadron Cadet Commander, William A. Hayes chose the Air Force Academy after he received two academy appointments recently. The other appointment was from West Point.

Active in Civil Air Patrol, Hayes, who served on the Ellington AFB Cadet Affairs Board, was named honor cadet of the year of the area in 1969. He earned his Billy Mitchell award and his private pilot's license at the CAP Flying Encampment last year.

SAN ANTONIO, Texas—Cadet WO William L. Powers of San Antonio Cadet Squadron, Group XIX, received an appointment to the United States Coast Guard Academy at New London, Conn., under "Project Aim". A two-year member of Civil Air Patrol, Powers was offered flight training in the CAP-sponsored flying program but had to decline because of his appointment.

BRIDGEPORT, Conn.—Cadet Mark Rockne Sanderson, active

in the Paducah Composite Squadron for five years, earned an appointment to the Air Force Academy. He began his classwork studies last month.

BIRMINGHAM, Ala.—Birmingham Squadron No. 34 Cadet Commander, Lt. Col. Mark Howard entered the Air Force Academy classes last month. Selected to take part in the International Air Cadet Exchange this year, he had to decline acceptance because of his appointment to the academy.

Active in the organization more than two years, Howard was selected as an outstanding cadet to attend the 1968

Aerospace Career Counseling Seminar and the Air Force Academy Survival School.

He also was one of 10 nominees selected as a candidate for the Naval Academy at Annapolis, Md., by Vice-President Spiro T. Agnew.

EMPLOYMENT

Worldwide aviation employment opportunities. Latest reports on best jobs now open. Salaries, qualifications, locations. Where, how to apply. Write for details. **Aviation Employment Reports**, Dept. CAP, Bohemia, New York 11716.



RECORD FIND—A light airplane missing more than a year on a flight from Columbus, Ohio, was spotted recently in the Smokies by Maj. Evelyn Bryan Johnson (left) of Morristown and SM Lady G. McReynolds of Knoxville, Tenn. The two ladies were asked to fly over the rugged mountainous area after a pilot reported seeing what he believed to be wreckage in the area. The day after spotting the downed airplane Major Johnson and Senior Member McReynolds circled the crash site so ground rescue crews could find the plane and remove the body of the pilot. (Photo courtesy of Chet Brogan, Morristown Squadron information officer)



RETURN FROM SAR MISSION—Senior Members R. W. Houghtaling (right), the pilot, and H. Hall, the observer, found the wreckage of the light plane that crashed 16 miles west of West Palm Beach, Fla., killing the pilot. Both men involved in the search and rescue mission are members of the Hollywood Senior Squadron of the Florida Wing. (Photo courtesy of C/2d Lt. Carlton Ellsworth, North Miami Cadet Sq.)

Roscoe Turner Dies June 23

INDIANAPOLIS, Ind.—A colorful figure from aviation's earlier day, Col. Roscoe Turner, 74, died here June 23.

Colonel Turner learned to fly in World War I and gained fame in the early 1930s as a racing pilot, establishing many intercity and transcontinental speed records in planes he helped design and build. He and "Jimmy" Doolittle were the only pilots to win both the Thompson and Bendix race trophies.

He was a member of Civil Air Patrol and active for many years in the Indiana Wing. At the time of his death, he was special advisor to the Indiana Wing commander.

He was a native of Corinth, Miss.

Survival Signal Belongs Aboard!



This new aerial distress signal can assure you greater aviation safety and peace of mind. It's completely self-contained. This is important to you because it means that the flare and launcher are a single unit. There is nothing to match or assemble during an emergency and you'll never suffer the loss of a critical signal component. It makes good flying sense to always have Survival Signal aboard. Your life may depend upon it!

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Send me _____ packs of Survival Signal. Enclosed is my check or money order for \$5.95 per pack plus 50¢ postage and handling. (California residents add 5% sales tax)
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ADDRESS _____
CITY _____
STATE _____ ZIP _____

National Board To Meet In D.C.

MAXWELL AFB, Ala.—The Statler Hilton Hotel, Washington, D.C., has been chosen as the meeting site for delegates to the 1970 National Board to be held Oct. 9-10. Brig. Gen. F. Ward Reilly, CAP's national board chairman, will preside.

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