

# FLIGHT PATTERNS



## PUBLICATION OF NATIONAL CAPITOL WING - CIVIL AIR PATROL AUXILIARY UNITED STATES AIR FORCE

June 30, 1966

GENERAL ROLLEN ANTHIS, COMMANDER, HEADQUARTERS COMMAND, UNITED STATES AIR FORCE, and his entire Staff, participated in a ceremony honoring departing Belling Air Force Base commander COL. FRANK E. MAREK, an Honorary Member of Civil Air Patrol and National Capital Wing. Col. Marek was given a Certificate of Appreciation by the General Foulis Squadron in recognition of his support of Belling-based CAP organization. COL. DANIEL E. EVANS JR., National Capital Wing Commander, presented the certificate on behalf of the squadron. Other CAP members who were present at the ceremony were CAPT. HAROLD HARRIS, Wing Information Officer, and CWO LORRAINE PERRON, Executive Officer of the General Foulis Squadron.

NATIONAL HEADQUARTERS HAS ISSUED a number of new CAP Regulations and Manuals governing many phases of cadet and senior membership, including membership application procedures, senior member promotions, the membership year, cadet and senior training programs (with several new requirements for senior members), and cadet and senior member medals, ribbons and certificates. Some of the changes are minor while in other areas it appears that National Headquarters has completely "rewritten the book."

CHANGES IN PROCEDURES REFERRED TO IN ABOVE ITEM PROMPTED the Wing Deputy for Personnel, Col. Robinson, to issue the following statement to unit commanders and personnel officers:

"Your attention is directed to Monthly Bulletin Number 6, 20 June 1966, from National Headquarters.

"These publications and forms are Very Important Items and should be discussed with your senior personnel because they are mandatory for promotions.

"Applications for promotions of senior members will not be processed by this Headquarters unless the mandatory requirements have been completed."

COL. ROBINSON EMPHASIZED THAT IT IS IMPORTANT THAT COMMANDING OFFICERS and their Personnel Officers familiarize themselves with these publications as soon as possible and "pass the word" to all members of their respective units.

THE WING COMMANDER HAS AGAIN EMPHASIZED the importance of submitting all reports that are required on time, and in accordance with the appropriate implementing directives. A RECENT CHANGE IN IO REPORTING PROCEDURES requires that the narrative report form be submitted along with the card form, even when the reporting unit has nothing to report for the period. If the narrative report isn't included the card form cannot be forwarded to National Headquarters.

USE OF SOCIAL SECURITY NUMBERS as CAP Serial Numbers for newly-joined members has been extended to the cadet ranks as well as the senior ranks in some cases. A letter will be sent to unit commanders on this subject and appropriate regulations may have already been mailed from National Headquarters.

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ARTICLE IN THIS ISSUE OF FLIGHT PATTERNS IS PROVIDED AS BACKGROUND MATERIAL for Aerospace Education Officers and instructors. It shows one way in which each of us benefits from advancements in aviation. Air cargo planes give us a bigger variety of food items for our table and get these items to us while they are still "farm fresh."

FLIGHT PATTERNS IS INTENDED AS AN IDEA AND INFORMATION EXCHANGE publication for all the organizations of National Capital Wing rather than as a spokesman for Wing Headquarters alone. IF YOUR UNIT IS NOT MENTIONED IN THIS ISSUE IT IS BECAUSE WE HAVEN'T HEARD FROM YOUR INFORMATION OFFICER! The size of this publication is flexible. If you have a news story that will interest other CAP members, send it in and the editor will find a place for it. Stories on senior and cadet personnel will receive equal consideration.

WHERE DO YOU SEND THE NEWS COPY: Just forward it to Wing Headquarters marked Attention: Flight Patterns Editor.

THE EDITOR WONDERS: Which senior member has the most flying hours logged? Any one care to make a claim? Which cadet has lived the longest distance from the Nation's capital? Which squadron claims the tallest cadet? How many cadets in the Wing want to be airline pilots and how many cadettes hope to become airline stewardesses? Let's hear from you.

THIS HAS ABSOLUTELY NOTHING TO DO WITH AEROSPACE EDUCATION, but here it is for what it's worth:

Three elderly ladies were attending an open-air concert in the park one afternoon. "That selection sounds familiar," said the first, "Is it the Minuet from Klignon?"

"No," replied the second, "I think it's the Waltz from Faust."

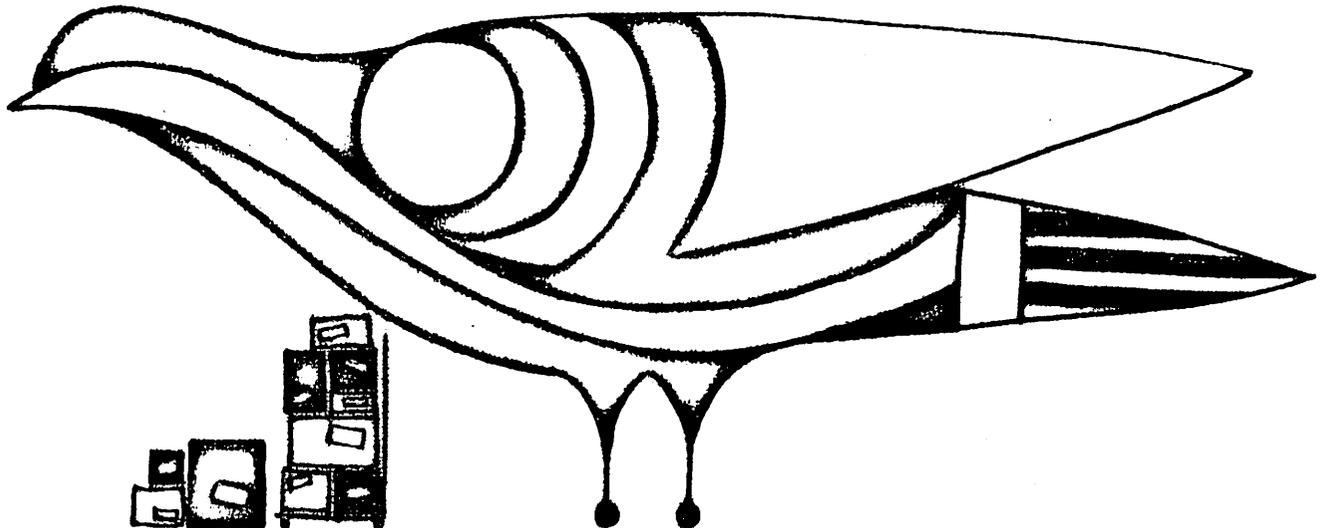
The third, noticing a sign which was posted near the bandstand and assuming it was the board announcing the program, got up to investigate. Returning, she said, "You're both wrong. It's the Rhapsody from Kasperovitching."

THIS HAS A LOT TO DO WITH AEROSPACE EDUCATION:

The CAP Cadet Program is a stepping stone to careers in many branches of aerospace activity for those young men and women who apply themselves to it with diligence. College scholarships, special training activities at Air Force bases and the Federal Aviation Agency Academy, International Air Cadet Exchanges, powered aircraft training and glider pilot training are among the benefits available to cadets who are willing to work for them. The plums are there. All you have to do to reach them is climb the Cadet Program tree.

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**the  
ubiquitous  
bird**



The carrier pigeon is back. It's now 150 feet long and growing. It's fast and getting faster. In a few years its speed (over 1,400 miles an hour) will make it capable of winging its way across the Atlantic in three hours or less.

A Paul Bunyan tale? No. It's the all-cargo jet plane, launched in this country in 1963.

But there is a touch of Bunyan in the phenomenal growth in air shipments of perishable farm products since the giant jet was introduced. A recent ERS survey of several major airlines shows the volume of fresh fruits and vegetables in the year ended June 1965 was four to five times the traffic volume as recently as 1961.

Cut flowers, these carriers report, make up two-fifths of their total farm product volume. Shrubbery, plants and ornamental greens also travel in large quantities by air.

The all-cargo jet can haul more than 40 tons of freight nonstop coast to coast or 35 tons nonstop from New York to Paris. And it's versatile, too. It can be changed as needed to part-cargo, part-passenger or all-passenger service.

Largely because of the cargo jet's speed, size and multiple use features, airlines have been able to cut agricultural freight rates sharply. In 1961 rates averaged between 18 and 20 cents a ton-mile. By 1965 the average was

down to 12 cents, with fruit and berry rates as low as 7 cents.

In 1964 one major airline cut rates on fruits and vegetables shipped from Los Angeles to Chicago by 17 to 40 per cent, to New York by 26 to 44 per cent. As a result, California air shipments of strawberries to Chicago jumped 45 per cent in 1965, compared with 1964; those to New York climbed 25 per cent.

Lower air rates are a boon to shippers. Now they can ship regularly by air, instead of using the mode only when a commodity is in short supply. This is reflected in total air shipments of strawberries out of California last year. At 1,100 carlot equivalents, they

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## **THE UBIQUITOUS BIRD (Cont'd.)**

were about 50 per cent higher than in 1964.

Shippers are also using air freight for fast movement of fresh figs, cherries, peaches, lettuce, poultry, eggs, meats, seafood, oriental vegetables and many other commodities.

Overseas air freight rates are also going down. Last year the rates for meat from New York to London were cut to 17 cents a pound for a minimum shipment of 2,200 pounds. Early this year fruit and vegetable rates were dropped to 16 cents a pound for a minimum cargo of 1,100 pounds. Some sales managers now see a more regular flow of these airborne items to overseas markets as a result of the rate cuts.

Looking ahead, airlines predict a marked increase in agricultural traffic. They point to such factors as lower operating costs and further rate reductions due to bigger and faster planes; better use of equipment; better packaging; more automation in freight handling at air terminals; growing consumer demand for high quality perishables and better service to consumers on the part of shippers who choose air transport.

Much, of course, depends on mutations of the bird itself.

The three-hour New York to London schedule should start in the early 1970s when a supersonic transport developed jointly by the British and French becomes operational.

A slower but bigger bird with

a six-story tail should be along shortly thereafter. It's to be a commercial adaptation of a U.S. Air Force cargo transport still on the drawing boards.

Even Babe the Blue Ox might boggle at this transport's potential. Some 230 feet long, it will carry 125 tons of freight. It will be so big that airlines may have to make joint arrangements to fill it. Some say the answer is simply to fill it with loaded highway trailer trucks, driven on at take-off, driven off on landing.

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**CONGRATULATIONS TO CADETS WALTER C. VERTREACE, East Capitol Squadron, and CHARLES W. HOWARD, Fairfax Squadron, who were judged Outstanding Cadet Officer and Outstanding Cadet, respectively, at this year's Wing Encampment at McGuire Air Force Base, N.J.**

**RECENT SENIOR MEMBER PROMOTIONS, announced by LT. COL. COSTELLO N. ROBINSON, Wing Deputy for Personnel, included MAJ. JACK F. SCHULZ, Wing Deputy for Materiel, to LIEUTENANT COLONEL, and 2ND LT. BENJAMIN T.L. HARDY, Executive Officer of the Belling Squadron, to FIRST LIEUTENANT. W/O LORRAINE PERRON, Executive Officer of the General Foulis Squadron, was promoted to CHIEF WARRANT OFFICER.**

**CADET ROGER ROMACK of the Wheaton-Silver Spring Squadron has been awarded a \$500 science grant under the Civil Air Patrol Scholarship Program, LT. COL. CHARLES X. SURACI, his commander, has announced. Cadet Romack will use the grant at the University of Maryland, Col. Suraci stated.**

**TEN CADET MEMBERS of the East Capitol Squadron recently received AMELIA EARHART AWARDS. They are WALTER C. VERTREACE, COLEMAN A. CHANDLER, PEARL A. DIXON, YVONNE T. DIXON, WILLIAM C. DULANY, STEPHEN E. NORREY, DORIS K. STRONG, EDWARD G. THOMAS, and VERNON J. WOOD.**

**BILLY MITCHELL AWARDS were presented recently to Cadets RICKY J. DUTSCH of the Old Dominion Squadron; WILLIAM L. HARRIS and HARRY K. BENTON of the Fairfax Squadron; and CHARLES M. DOUGLAS and PERRY C. HAMILTON of the Rolling Ridge Squadron.**

**SMITHSONIAN INSTITUTION'S PLANS for a National Air and Space Museum got the go-ahead from the Senate which sent the \$40 million bill to the White House for approval. Smithsonian Secretary S. DILLON RIPLEY says construction funds will be sought in the next Congress. Site of the new facility will be on The Mall, across from the National Gallery of Art.**

That's all until next issue.