

10 Have 'Top' Cadet Programs

MAXWELL AFB, Ala.—Ten squadrons have been named Civil Air Patrol's 1973 "Squadrons of Distinction" for their accomplishments in the cadet program.

Following the announcement by radio net to the commanders of regions and wings, Brig. Gen. Leslie J. Westberg, USAF, national commander, commended the region, wing, and squadron for receiving this recognition. The award is for receiving this recognition. The award is for receiving this recognition. The award is for receiving this recognition.

WING	Squadron
Connecticut	1st Cadet Squadron
North Carolina	1st Composite Squadron
Indiana	1st Composite Squadron
Hawaii	High School Cadet Squadron
Nebraska	1st Squadron
New Jersey	1st Composite Squadron
Maryland	1st Chevy Chase Cadet Squadron

- London Composite Squadron
- Wilmington Cadet Squadron
- Cherokee Composite Squadron

- Kentucky
- Delaware
- Illinois

The CAP Squadron of Distinction, an annual award to recognize the top 10 CAP Cadet Squadrons, is based on their accomplishments during the preceding calendar year.

To be eligible for the award, the unit must have at least 25 cadet members as of December 31. They are also evaluated on the number of cadet achievement contracts completed, the number of cadets attending an encampment and the number of Mitchell, Earhart and Spaatz Awards earned by the cadets in the unit.

Commenting on this year's program, Lt. Col. Donald R. Hayes USAF, director of the cadet program said that there were 381 units that met the basic criteria. Of this number, 160 were cadet

squadrons and 321 were composite squadrons. In other words 38 percent of the total cadet units and 23 percent of the total composite squadrons were considered.

The top two squadrons will be presented a plaque by National Headquarters at the National Board Meeting in San Francisco. Each of the squadrons of distinction will receive the Unit Citation Award in recognition of their achievements.

In addition, the commander of the No. 1 CAP Squadron of Distinction will receive the F. Ward Reilly Leadership Award at the National Board Meeting. The award, in honor of the late Brig. Gen. F. Ward Reilly, former Board Chairman, is presented annually to recognize the individual leadership efforts of the commander.

The only repeater from last year's Top 10 Squadrons was the New Britain Cadet Squadron, this year's winner.

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CIVIL AIR PATROL



NEWS



MARCH 1974

MAXWELL AFB, ALA. 36112

VOLUME 6, NO. 3

Alaska Wg. Has 1974's 1st Saves

MAXWELL AFB, Ala. — Three lives were saved in late January and early February by units in Alaska to give Civil Air Patrol their first saves in 1974.

The first two saves came as a result of an ELT signal picked up by an Alaskan Airlines pilot.

An Air Force search plane spotted what appeared to be a downed craft but due to darkness failed to pinpoint its exact location.

At first light the following morning, the Cardova Senior Squadron picked up the search and located the wreckage in the vicinity of Bering Glacier.

The two crash victims were rescued from the remote area in extremely low temperatures.

CAP pilot Doug Sheldon directed a ground search team from the air to a lost man last month to give his unit credit for the third save.

The man saved had been on a snowmobile outing when he ran into trouble in adverse weather conditions that pushed the chill factor to 65 degree below zero.

CAP's Kotzebue Senior Squadron was alerted when the man failed to reach his intended

(See SAVES, Page 2)



MEMENTO — Air Force Brig. Gen. Leslie J. Westberg, (center), national commander, receives a helping hand from Civil Air Patrol Cadet Basic Stephen L. Shoup, (left), of the Maxwell AFB Cadet Squadron, during a special presentation to Chaplain (Maj. Gen.) Roy M. Terry, chief of Air Force Chaplains. General Terry was at Maxwell AFB to participate in the Presidential Prayer Breakfast and was given a tour of CAP National Headquarters. (Photo by MSgt. Russ Brown)

General Reilly Takes Command

BOLLING AFB, D.C. — Maj. Gen. M.R. Reilly, USAF, is the new commander of Headquarters Command, U.S. Air Force. He succeeds Maj. Gen. John L. Locke, USAF, who retired March 1 with more than 37 years of active military service.

Prior to this assignment, General Reilly was director of Civil Engineering at Headquarters U.S. Air Force.

General Reilly is a native of Great Falls, Mont., and has

more than 28 years of active military service.

He entered the Army Air Corps in 1943 and was graduated from advanced flying school at Eagle Pass, Texas, receiving his pilot wings and a commission as a second lieutenant.

During World War II he served as a flight instructor, a B-24 pilot and a B-29 pilot in the Pacific Theatre of Operations.

At the war's end, the general returned to the

April 1 Is Deadline For Brewer Awards

MAXWELL AFB, Ala. — This year marks the 15th anniversary of the Frank G. Brewer Civil Air Patrol Memorial Aerospace Award.

The coveted Brewer plaques will be presented to the selected winners next September at CAP's National Board Meeting in San Francisco.

The awards are presented each year in three categories: to a CAP cadet; a CAP senior member; and to an individual or organization representing or concerned with any aspect of aerospace activity.

Any CAP cadet, member or unit may nominate a cadet or senior member. Any person or group, CAP or otherwise, may nominate an individual or organization for the third category.

The awards commemorate Frank G. Brewer Sr., (1892-1957) and his lifelong interest in youth and aviation (aerospace). When Mr. Brewer established the now famous Brewer Trophy, he stated his faith in youth when he said, "I believe that the future of aviation lies in the hands of our youth — now and always in the future." His family established the CAP memorial awards after

his death in 1957. The first award was presented in 1960.

Procedures for nominations are contained in CAP regulation 900-7. A special publicity flyer and nomination form was included in the February unit distribution.

Because of the special presentation (See BREWER AWARDS, Page 2)

Renewal Notice Dates Change

MAXWELL AFB, Ala. — The 60-day membership renewal notice to individuals was eliminated effective February 1. National Headquarters personnel officials have announced.

Renewal notices will be sent to members 90 days prior to renewal date and again 30 days prior to renewal date, with the latter marked FINAL.

This change will result in substantial monetary savings to the CAP Corporation annually. CAP will also benefit through conservation of paper and utilization of computer resources. Other factors considered in eliminating the 60-day renewal notices were: (1) unnecessary correspondence as a result of overlapping renewal notices and (2) the irritant to those members who respond to the 90-day notice. Before their application had been processed at National, they received a second renewal notice.

Headquarters personnel people said that no other changes are being made to the renewal system. They added the Corporation could benefit even further if members will respond to the first (90-day) notice with their dues, within 45 days of receipt.

\$\$\$ Available For Scholarships

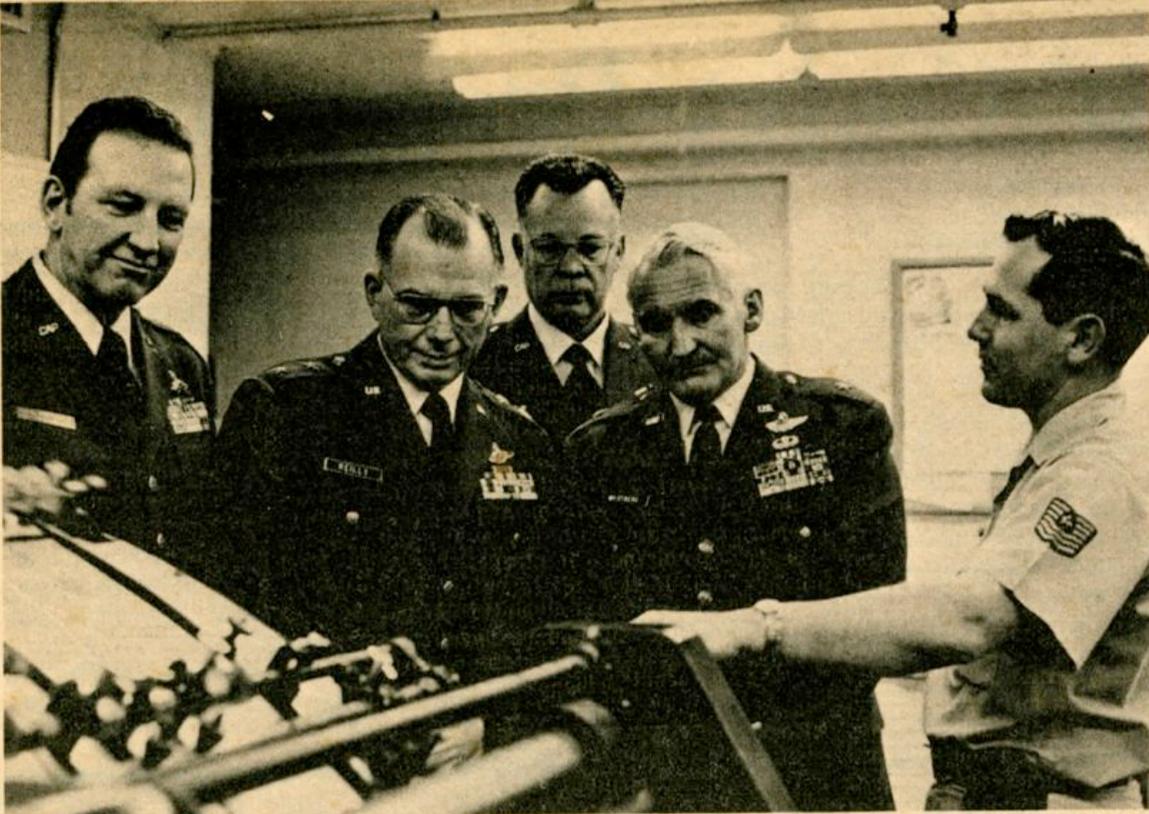
MAXWELL AFB, Ala. — Civil Air Patrol National Headquarters will award approximately \$41,000 in four-year scholarships and one-year grants for the 1974-75 academic year to selected cadets and members.

See the January 1974 issue of the Civil Air Patrol NEWS for the complete story on the scholarships and grants.

University of Colorado where he received a bachelor of science degree in Civil Engineering.

He later accepted a regular commission in the Air Force and over a span of 15 years served in key positions in the Far East, Air Force Institute of Technology and Madrid, Spain, where he was involved in the large Spanish Air Base construction program.

(See Gen. Reilly, Page 2)



ON TOUR — Air Force Maj. Gen. M. R. Reilly (second from left), receives a briefing on Civil Air Patrol's printing plant from MSgt. John C. Cullins, USAF (right), during his recent visit of Civil Air Patrol headquarters. Looking on are left to right: CAP Brig. Gen. William M. Patterson, national board chairman; Col. Thomas C. Casaday, vice chairman of national board; and Air Force Brig. Gen. Leslie J. Westberg, national commander. General Reilly assumed command of Headquarters Command, U.S. Air Force on March 1.

Evaluation Includes Cadet Radio Nets

MAXWELL AFB, Ala. — The 1974 National Commander's Evaluation has been expanded to award points to the operation of cadet radio nets.

The background for this decision lies in paragraph 10-3, CAP Manual 100-1: "CAP cadet participation in the communications program is highly desirable and

encouraged at all unit levels. The licensing of cadet operated radio stations and assignment of cadet radio operators for routine net operations, training programs, practice search and rescue missions, and effectiveness test is authorized."

As was discussed by the National Communications Committee (NCC) meeting conducted in conjunction with the past National Board, some CAP wings appeared to be reluctant to make a dedicated effort to train cadets in radio communications procedures by permitting them to operate on the CAP network. This policy excludes a valuable potential personnel resource for the CAP communications program.

It was the unanimous resolution of the NCC that "CAP cadets at all echelons be permitted to actively participate in the communications program and that they be encouraged to engage in radio network activity."

In an attempt to add emphasis to this resolution, the communications portion of the National Commander's Evaluation now contains incentive points which will be awarded to wings which conduct a minimum of eight cadet radio nets per month.

Gen. Reilly

(Continued from Page 1)

In addition, he served as director of Civil Engineering, Headquarters U.S. Air Force and later transferred to Headquarters, Air Force Systems Command, Andrews AFB, Md.

General Reilly is a registered professional engineer in the state of Colorado and a graduate of the Air Command and Staff College and the Air War College.

He is a command pilot. His decorations and awards include the Legion of Merit, Bronze Star and the Air Force and Army Commendation Medals.

The general is married to the former Marian E. Riley of Boulder, Colo. They have two daughters and one son.

School Slates CAP Class

MAXWELL AFB, Ala. — The 1974 National Search and Rescue (SAR) School will be conducted at Governors Island, New York, on July 29 — August 2.

Course length for this year's SAR School has been reduced to one week due to the elimination of water search and rescue instruction from the curriculum. In conjunction with this major change, CAP spaces for the school have been doubled to a total of 24 attendees, who will

constitute the entire class. As in past years, quarters are furnished at no cost to the attendee.

The course content is specifically designed for CAP Search and Rescue Mission Coordinators and selected and experienced SAR qualified pilots and observers.

Applications must be submitted to this National Headquarters/DOT in accordance with the provisions of CAPR 50-9, utilizing CAPF 17, dated January 1974 (previous editions of this form are obsolete).

Applications must be processed through an applicant's wing and region commander for approval. They must arrive at this headquarters (DOT) not

later than June 3. Selectees will be announced no later than June 15.

Brewer Awards

(Continued from Page 1)

tation award planned for the National Board Meeting, each wing should make an extra effort to nominate candidates.

The important date to remember is April 1. All nominations must be received by the USAF-CAP Region Directors of Aerospace Education (DAEs) by that date.

Saves

(Continued from Page 1)

destination and pilot Sheldon flew cover for the ground team.

He located the gentleman on foot, some 20 miles north of his intended route.

This search required six sorties logging 12 hours of flying time.

Fly Safe

The Life You Save May Be Mine.

VFW Adopts CAP Resolution

MAXWELL AFB, Ala. — The 74th National Convention of the Veterans of Foreign Wars has adopted a resolution which calls for close support with Civil Air Patrol.

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

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

The 74th National Convention was held in New Orleans, La.

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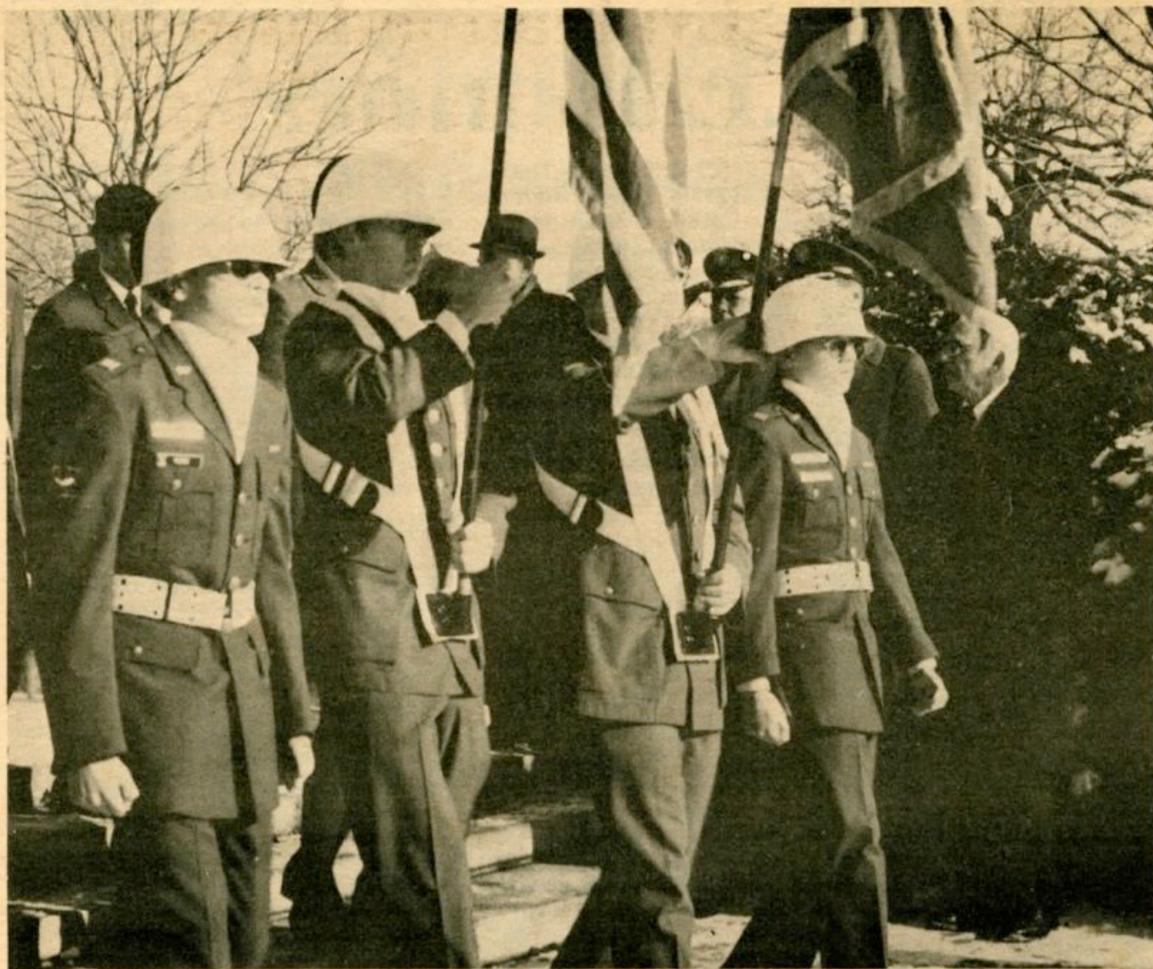
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We suggest you use any extra copies in promoting/advertising Civil Air Patrol by leaving the CAP NEWS where non-members will get an opportunity to read it. (Public Libraries, doctors offices, etc.)



A FIRST — Col. Luther Bogard (left), Southwest Region commander, receives a copy of the first Louisiana Wing Encampment Yearbook, from Sgt. Steven Durr of the Moisant Cadet Squadron. The Yearbook, was edited and published by cadets of the Moisant Cadet Squadron. Proceeds from the book will be set aside in a special fund to help cadets attend encampments, participate in solo flying and other special activities.



WINNING FORM — Members of the Dayton Gentile Composite Squaron 704 (Ohio Wing) perform color guard ceremonies during the Wright Brothers Memorial Services at Dayton, Ohio recently. The squadron also performed during the Aviation Hall of Fame function in Dayton and later won the Great Lakes Region Drill Team competition at Grissom AFB, Ind.

Units Go Into Action

RESTON, Va. — Civil Air Patrol units from Virginia, Tennessee and North Carolina recently went into action in a search and rescue mission (SAR) when an aircraft carrying an entire family was reported missing.

The pilot was en route from Hagerstown, Md., to Atlanta, Ga., and had not filed a flight plan which resulted in his aircraft not being reported missing for several days.

The Herndon Squadron was called into the search mission on a Friday and the burned wreckage was spotted the following day by pilots from the North Carolina CAP unit.

Ground search teams reached the wreckage which was located on the side of a mountain near Hickory, N.C.

There were no survivors of the accident.

Open House Benefits All

TONAWANDA, N.Y. — The TAK Squadron (New York Wing) recently held its second annual Open House for the benefit of the parents, friends and anyone else interested in Civil Air Patrol.

The program was "kicked off" by the unit commander, 1st Lt. Malcolm A. Willard, with a welcome and an explanation of CAP and its mission.

Following this, senior members and cadets in the squadron explained their particular roles and what their unit had to offer. This was followed by a demonstration by the drill team.

Wing Grants Scholarship

KANSAS CITY, Mo. — CAP Col. Donald N. Fulton, Missouri Wing commander recently announced that his wing will again grant a scholarship to a state teacher interested in aerospace education.

The scholarship will allow the teacher to participate in the annual aerospace education workshop at Central Missouri State University.

The workshop is conducted annually by the university as an orientation course for teachers at all levels. It is designed for those who desire to increase their knowledge about aviation and space subjects and use such information to vitalize and enrich teaching.

Civil Air Patrol is a sponsor of the workshop.

Lt. Stepp Is Top Cadet

HAMBURG, Pa. — Cadet 2d Lt. Jonathan Stepp, a member of the Charles M. Schultz Squadron of Hamburg, was recently honored as both the Group 30 and Schultz Squadron Cadet of the Year.

Cadet Stepp has been in CAP two years and has attended the Northeast Region Communications School, Officers Candidate School and the Medical Services Orientation School. He is also the alternate squadron net control officer.

8 Complete RM Course

BIRMINGHAM, Ala. — Eight cadets from the Gadsden Composite Squadron recently completed an 18 hour radiological monitoring course with a average score of 88 percent.

They are presently preparing to begin the advanced aerological monitoring course.

ANOTHER ACHIEVEMENT — CAP Col. Louisa S. Moore, commander of the Delaware Wing, shows her approval as does Lt. Philip A. Van Veen after she presented him with his Falcon Award. The presentation was made during the recent Delaware wing Commander's Call, which was attended by CAP Brig. Gen. William M. Patterson, national board chairman.



BOX SCORE	
Seniors	34,101
Cadets	24,815
GAM	537
Total	59,453
(As of Jan. 31, 1974)	
(1,221 decrease since Jan. 1, 1974)	

SMILIN' KUALA

AERO-ASTRO ANSWERS (25)

LOOK, MISS SUPERSONIC SUE, THAT PLANE LOSE-UM HIM'S TAIL!

NO, FAT STUFF! THAT WAS A FULTON "AIRPHIBIAN" AUTO + PLANE! IT TOOK ABOUT 4½ MINUTE TO DISENGAGE THE-

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MISS DANBURY CONN

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AS AN AUTO, A GEAR SHIFT TRANSFERRED THE POWER FROM THE 150 H.P. ENGINE TO THE REAR WHEELS!

CLIP FOR REFERENCE

NEXT ----- WHY DID LITTLE CIVIL AIR PATROL PLANES CARRY BOMBS AND DEPTH CHARGES IN WW II?

ASKED BY COL. MIKE VERMILYA, LANTANA, FLA.

M's Sweep '73 NCE Honors

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

Anyone with a broken "M" on his typewriter would have a rough time describing the results of our National Commander's Evaluation (NCE) for 1973.

The M's really stole the show. Maryland is CAP's wing of the year; Mississippi is runner-up and Middle East made it two-in-a-row as Civil Air Patrol's top region.

NEW LAURELS FOR OLD LINERS



Although Maryland has been a consistent and strong contender, this is the first time the Old Line State captured first place. It was a well earned victory. My staff joins me in ex-

tending congratulations to the Wing Commander, Col. Stan Moyer, to his staff and to the members of the Maryland Wing. The wing's previous high was fourth place. That was back in '64 when CAP Brig. Gen. Bill Patterson was wing commander.

In taking second place honors, Mississippi made the Comeback of the Year. In 1972, the Magnolia Staters were mired in 41st place. In their tremendous reversal they elevated themselves 39 places as they passed more competition last year than Secretariat.

Here too, as Col. John Vozzo says, it was an operation of unified effort with seniors and cadets and their families working towards a single goal — first place.

CHAMPS EMERGE

Once again, the Middle East is Civil

Air Patrol's top region. This is their second straight title — and the seventh time they've grabbed this highest region honor. (Southeast has won it four times.) A sincere well-done to Col. Jon Hill, the entire Middle East Region staff, and all Civil Air Patrol members in Maryland, Virginia, South Carolina, North Carolina, National Capitol, West Virginia, and Delaware.

Southeast Region finished a strong second with 9,459 points to Middle East Region's winning total of 9,930. As you know, region standings are determined entirely by their wing's performances. It's not surprising to see that the Middle East had three states in the top ten — Maryland (1), Virginia (4), and South Carolina (8). Colonel Oscar Jolley's Southeast Region had two — Mississippi (2), and Alabama (9). Another SER wing,

Puerto Rico, just missed the top ten. The other wings in the top ten are:

3. Illinois
5. Kentucky
6. Oklahoma
7. Utah
10. Minnesota

IT'S YOUR BAROMETER

It's not possible to devise a reporting system that would satisfy everyone or solve all our problems. I think the NCE is as fair and as workable as any I've seen. It's important to remember that the NCE is designed for just one purpose — to help get the job done. It serves as the commander's management tool for the measurement of unit progress and acts as a barometer for all members to see the results of their initiative and hard work.

Laying It On The Line

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

A few days ago, we were in the Pentagon for the annual CAP Advisory Panel.

Let me briefly tell you here and now about that conclave and certain facts presented which we hope will have a tremendous effect on all those present.



A graphic description of CAP's 1973 performance was given by the man most eminently qualified to talk about today's Civil Air Patrol—General Westberg.

Here's some of the things the National Commander told the group about you, your unit and the job you're doing.

QUOTE: In 1973, I was privileged to spend the majority of my time in the field. By that I mean at the grass roots level where the pulse of Civil Air Patrol originates. To reach these people I traveled about 200 thousand miles.

I shivered in Alaska and sweated in Puerto Rico. In between, I rapped with CAP members in nearly all the states while getting to know them at every level. These ranged from region commanders to a young man of 14 who was attending his first squadron meeting. I guess I've missed about 300 home-cooked meals, gone through enough time zones to qualify for a Skylab assignment, and I'm now one of the world's leading authorities on box lunches.

I can sum up my observations with two short statements: One: I would not take anything for the experience; and two: the men and women of Civil Air Patrol are magnificent Americans.

After 16 months as National Commander, I still cannot comprehend the motivation that inspires this tremendous service to

the Nation. I don't think anyone has the answer.

I do know that if we could identify and package these ingredients for all people, this world would be a heckuva better place to live.

Certainly the people of Civil Air Patrol exemplify the true meaning of patriotism. . . love of country and ready to act in its best interests.

(They are) a unique blend of patriots and spread pretty thin across the face of this country. In fact, its total membership of about sixty thousand is less than 1/3 of one percent of the U. S. population. In other words, there is only one CAP volunteer for every 3,500 Americans. If we had to sprinkle them across the four million miles of United States real estate, we'd find just one of them for every 60 square miles.

These statistical references might seem abstract but I assure they are relevant because they illustrate an important point in all Civil Air Patrol operations.

Despite the imbalance of the representative factions I just mentioned, CAP stands ready to serve anyone; any time; anywhere. Rich or poor; on the farm or in the

city; young or old; black, white, yellow, red or any combination thereof. UNQUOTE.

That's some of what the man said — and I wish each of you could have been present to hear his sincerity and see the audience response.

Civil Air Patrol never had a better spokesman!

After General Westberg spoke, it was my turn to take over the podium. If General Westberg was to play the part of the hero — get the girl and ride off into the sunset — there had to be a bad guy, a "heavy" somewhere present in the scenario. I elected to play the part.

I told the gathering that Civil Air Patrol was disappointed with the ever decreasing USAF airlift support, the insidious erosion of manpower resources, the inability of field commanders to provide sufficient encampment sites, the apparent decreasing interest in our IACE program and of the many other minor irritants that are making mission accomplishment most difficult.

Naturally, the energy crisis must be considered and the overall DOD manpower and budgetary cutbacks

must be taken into account. But people are still getting lost, aircraft are going down, search techniques are becoming more sophisticated, maintenance and gasoline prices skyrocketing, cadets still must be motivated and trained and now, more than ever, we need an informed and knowledgeable citizenry in aerospace matters.

Our tasks have not diminished — on the contrary, they now present a greater challenge than at any time in CAP's history. We are going to meet these challenges — head on! But I let it be clearly understood that we need help and that I firmly believe that support of Civil Air Patrol was fast approaching the "irreducible minimum." For this support to be further eroded will not only make our tasks more difficult but could well border on being dangerous in terms of the many and varied programs that are encompassed in our three-fold mission.

You all will recall vividly the story of the boy who cried "wolf." We are of the opinion that there truly is a large timber wolf lurking in the shadows and to continue to ignore him could prove disastrous. I don't believe I was premature, unreasonable, overly apprehensive or overly pessimistic as I played the role of the guy in the Black Hat. I feel it was time for these things to be said and for me, as your spokesman, to say them.

I can only hope that my plea was clearly heard and fully comprehended. Certain signs can no longer be ignored. We recognize that the USAF faces drastic changes in force structure, base closures, manpower reductions, and severely curtailed support in the area of operations and maintenance. But despite all this, there must remain some clearly established level of support of Civil Air Patrol if we are to remain a strong and viable organization and a true Air Force Auxiliary ready to serve anyone; any time; anywhere.

CIVIL AIR PATROL NEWS

☆☆☆☆☆ USAF AUXILIARY ☆☆☆☆☆

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Senior Pilots Spot Crash In 11 Hours

OGDEN, Utha—Ogden Senior Squadron pilots recently spotted the crashsite of a missing Cessna 210 only 11 hours after their forces were alerted.

The Utah wing commander received the alert notification around midnight and immediately began recalling his personnel. Due to the cold temperatures and a recent snowfall, the wing aircraft were iced over and had to be deiced prior to takeoff.

The first two sorties were flown by the deputy wing commander and the wing operations officer accompanied by observers. Both aircraft were airborne prior to 4 a.m.

When the two experienced pilots returned with their reports the search was narrowed down to a relatively small area as the probable crashsite.

Capt. Sherm Legas with Lt. Ken Hanks as observer departed around 9 a.m. and were able to "home in" on the emergency locator transmitter (ELT) within one hour.

The ELT onboard the missing aircraft was first picked up and reported by a commercial airliner.

Members Hear Accident Talk

McCHORD AFB, Wash. — A representative from Washington State Aeronautics Commission was a guest at a recent McChord AFB Composite Squadron meeting.

Malcolm McIver gave a slide presentation on aircraft accidents and electronic locator transmitters (ELTs).

He related the facts behind each of the actual crashes shown and the history of air searches in Washington State.

In addition he demonstrated the proper use and selection of ELT's and explained their function in a search operation.

CAP utilized seven aircraft and 55 personnel in the search.

Pilot Flies Thank You Missions

CHESAPEAKE, Va. — "I want to be 90 percent the man I was." This statement was made recently by a CAP pilot from the Norfolk Composite Squadron.

First Lt. Archer Crittenden lost both legs below the knees some three years ago in an aircraft accident.

Archer resumed flying after he was fitted with artificial legs. Nine months after the accident, he earned his private pilots license.

In mid-December of last year, while flying a search air and rescue (SAR) mission, he was the CAP pilot who located a downed aircraft.

Flying sorties for the Virginia Wing is one of the Archer's ways of saying "thank you." A rescue unit was responsible for his rescue within hours after his accident.

In addition the flying duties he performs for CAP, he also serves as Information Officer for his unit.



BEGINS TRAINING — CAP Capt. Walter R. Sprinkle Jr., recently began training with the Federal Aviation Agency (FAA) to become an Air Traffic Controller. Sprinkle, a rated pilot and certificated flying instructor, became involved with CAP while serving in the Air Force in North Dakota. He is presently a member of the Winston-Salem Composite Squadron (North Carolina Wing) where he serves as a flight instructor and search pilot.



IN BETWEEN — C/MSgt. David W. Alexander, cadet commander of the Carroll Composite Squadron (Maryland Wing) is shown operating a 26.620 MHz radio set at the Clearview Airport near Winfield. The squadron conducted a combination communications training exercise and winter survival bivouac at the airport, and set up their radios between a four-wheel drive truck and a support trailer.

Ranger Officer Acts Instantly

PARMA HEIGHTS, Ohio — Second Lt. Bryan F. Seifert, the executive and training officer of Parma Cadet Squadron 1103 Ranger Team, recently demonstrated his ability to react instantly in a dangerous situation.

While he and a fellow worker were on a job, they noticed the smell of smoke and upon investigation discovered a near-by home on fire.

He pounded on the doors in

hopes of warning anyone who might be inside. When this produced no evidence of persons being trapped, the ranger trained lieutenant entered the burning structure.

After a quick search of the smoke filled first floor and parts of the burning second floor, Lieutenant Seifert found no victims and rushed from the house to notify local fire officials.

The fire was extinguished and according to Parma Cadet

Squadron 1103 Commander, CAP Lt. Bruce L. Bream the "quick thinking and bravery of Lieutenant Seifert averted what could have been a possible tragedy."

CAP Honors Army Command

ST. LOUIS, Mo. — Col. Darwin Beauchamp, chief of staff for the U.S. Army Aviation Systems Command (AVSCOM) was recently presented a CAP Public Service Citation by Lt. E.J. Heeszel, commander of St. Louis Composite Squadron 1.

CAP was recently called upon to search for a mentally retarded lady who had wandered away from her home near Marthasville, Mo.

Due to the heavily wooded area in which the search was being conducted the Army unit was called upon to assist with their helicopters.

Two helicopters were provided, and along with their crew and CAP observers, the lady was spotted less than one hour later and safely returned home.

Close Coordination Is Theme Of Volunteer Units Meeting

YORK, Pa.—Representatives from area Civil Defense, American Red Cross and Civil Air Patrol have been meeting to promote progress in coordinating the efforts of these organizations.

Lt. John Gamber, CAP, of Pennsylvania's Group 30, has attended ARC meetings and demonstrated the capabilities of CAP's 2-meter FM communications. These demonstrations were such a success that the ARC has purchased a set for their members and also asked for a demonstration for the executive committee and board of directors to determine the possibility of purchasing more sets and sign

ing up proposed operators as CAP members.

Also, the Dauphin County Civil Defense hopes to place a CAP 2-meter unit in the county court house and sign up CD members as CAP radio operators. If this is approved the frequency would be monitored 24 hours a day.

This close cooperation was the off-spring of each group's participation in the last CAP-CD Exercise in October 1973, a member of Group 30 stated.

Do You Care Enough?

WINSTON-SALEM, N.C. — Following a recent Search and Rescue mission which involved the Winston-Salem Composite Squadron, one of their new members, 2d Lt. Fred L. Horton, the assistant information officer and assistant chaplain wrote the following in his observations:

"I commented to another CAP member that it seemed that we had gone to a great deal of trouble and expended a good amount of time and energy for such a sad result (all aboard the aircraft were killed). It is in the nature of aircraft accidents that there are few survivors, and the massive expenditures of time, money and work involved in searches often seems incommensurate with the results.

My friend agreed but pointed out that some lives, at least, were saved through our efforts, and then put his finger directly on the issue: "Hell, Horton, when I'm out there, dead or not, I want someone to care enough to look!"



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

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

(As of Feb. 19, 1974)

Number of Missions	34
Number of Aircraft	465
Number of Sorties	750
Flying Hours	1,333
Personnel	2,496
Mobile Radios	443
Fixed Radios	461
Saves	3
SAR Objectives located	14

CONTINENTAL • military supplies

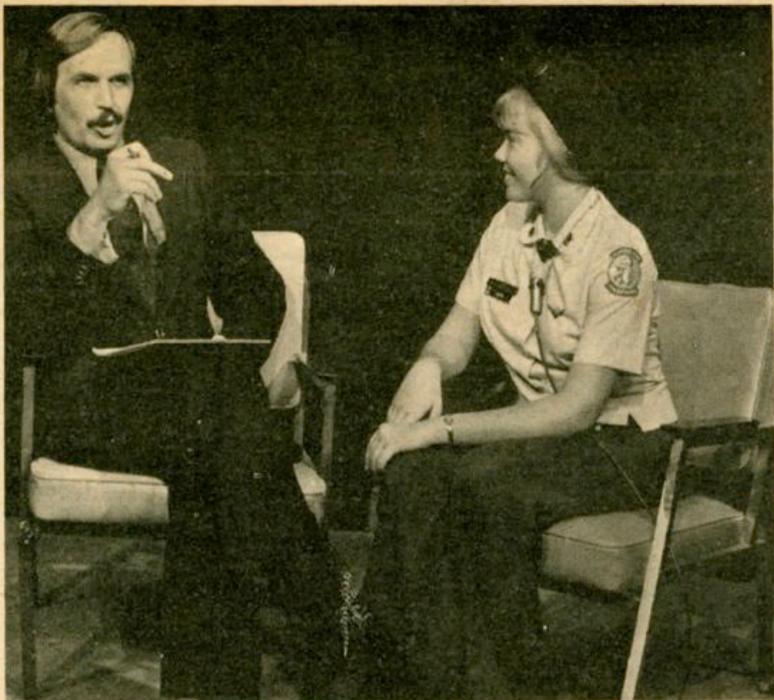
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CAP SHOW — Cadet Betty Davis (right), and moderator George Kay talk about Civil Air Patrol on WLCY-TV's "Involvement 10."

Florida's Group 17 Puts CAP On TV

PINELLAS PARK, Fla. — Members from Florida's Group 17 Civil Air Patrol have taken the CAP story to the air by using local TV time provided them by WLCY.

On a 30-minute talk show Cadet Betty Davis from the Clearwater Composite Squadron discussed her unit with George Kay, moderator of a public service program known as "Involvement 10".

The program was centered around cadet activities and the International Air Cadet Exchange (IACE) program.

On another program CAP Lt. Col. Kenneth R. McMahon, commander of Group 17 and CAP Lt. Col. John R. Parris, Florida Wing inspector, discussed CAP's role in search and rescue missions with Mr. Kay.

The program "Involvement 10" has a estimated viewing audience of 2,000 homes.

OSU Forms Capettes—One Of A Kind

STILLWATER, Okla. — Oklahoma State University's Capettes is the only organization of its kind in the nation, but the members don't act like it.

On the OSU campus are various award-winning women's drill teams which are auxiliaries to the Scabbard and Blade, Pershing Rifles and Arnold Air Society, all honorary fraternities of either Army or Air Force Reserve Officer Training Corps units.

But the Capettes organization requires all of its members to be qualified for and hold senior ratings in the Civil Air Patrol, which makes it unique.

Some of the places the drill team has visited since it was chartered 10 years ago include Homestead AFB, Fla.; Alameda NAS, Calif.; Wright-Patterson AFB, Ohio; New Orleans NAS, La.; Maxwell AFB, Ala.; McConnell AFB, Kan., several times, and annual CAP conventions.

During these visits, Capettes members, wearing eye-catching uniforms, strive to present favorable impressions of the Oklahoma State University student body while presenting their precision marching drills and associating with other people.

And should their services be needed, each member is professionally qualified to assist in air search and rescue activities conducted by the parent Civil Air Patrol Wing, based at Tinker AFB, Oklahoma City, since the Stillwater CAP composite squadron no longer exists.

Sometime in the mid-1940s, a CAP composite squadron was organized at Stillwater and operated as a part of the

Tinker AFB wing. However, it wasn't until 1962 that the first Capettes drill team was formed. The team didn't receive a campus charter until 1964.

Much credit for the idea of a campus Capettes organization goes to Elton Nixon, a Stillwater photographer, who in 1962 was a member of the OSU campus security department and a CAP second lieutenant.

"The only women's drill team on the campus at that time was the Arnold Air

Society sponsored Angel Flight," Nixon explained. "We felt that a drill team composed of women students, picked for their appearance, personality, scholastic ability and dedication to the goals of the Civil Air Patrol, could greatly enhance the image of the university in additional areas.

Nixon said Col. James D. Berry, USAF, OSU professor of aerospace studies during 1962-1966, agreed to the proposal, appointed Maj. Paul Kaylor as

AFROTC faculty adviser, and won approval of the organization from proper authorities.

Since there were no uniforms for the unusual women's organization, the first members wore black skirts, white blouses and comfortable walking shoes during their marching appearances.

Later, a modified WAF uniform was adopted, giving a smart and attractive military appearance to the dedicated Capettes members.

Their 1964 public appearance at Homestead AFB, Fla., won national recognition, resulting in immediate increased membership requests on the campus and continuing interest over the years.

On campus, the members drill frequently, participate in such community activities as March of Dimes, serve as ushers for Allied Arts presentations, host an international tea, march in local and area parades, while continuing to acquaint themselves with their Civil Air Patrol duties through the CAP liaison officer at the Tinker AFB wing headquarters.

During between-semester vacations, some of the members participate in CAP activities in their home towns where there are active CAP squadrons.

This year's 25-member group is commanded by Martha Hendrie, an Oklahoma City junior majoring in elementary education.

Maj. Charles G. Maule USAF, OSU assistant professor aerospace studies, is the Capettes faculty adviser.



CAPETTES — A SPECIAL GROUP
Beth Langhorst, Robyn Parsons, Elton Nixon and Capette Commander Martha Hendrie.

A Unit On The Move



Members of the Leonard Legion Squadron (New York Wing) were busy recently as they receive a briefing on the theory of flight and try their hand at a link trainer (left photo) at Farmingdale University, Farmingdale, N.Y. At right, Capt. Leroy J. Moline, squadron commander, instructs cadets from his unit in necessary steps for pre-flight inspection.

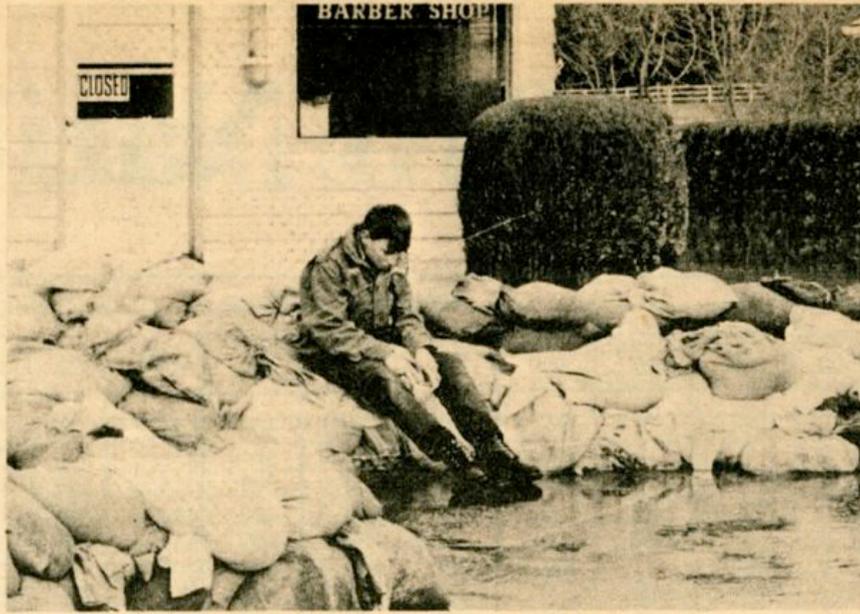


The Day The Floods Hit

C A P

W A S

T H E R E!



A LONG DAYS WORK

Oregon-Idaho In Action

When rampaging flood waters were rapidly covering eight counties of Northern Idaho and three counties in Oregon early this year, members of Civil Air Patrol from these states were there.

As the hours ticked away and the flood damage raised into millions of dollars, CAP along with Civil Defense authorities and numerous other agencies, contributed their efforts in the fight to save lives and property.

In Idaho, communications centers were established in areas where residents were isolated and without electricity and telephone service.

Their needs and the situation of the area were relayed back to the Red Cross emergency operations center.

Law enforcement officials utilized CAP's VHF air-to-ground radios to communicate with aerial support forces.

Cadets assisted the National Guard at the Coeur d'Alene Airport with the refueling and ground support of their helicopters.

Twenty sorties were flown by CAP pilots from Idaho using both CAP and privately owned aircraft in support of the Red Cross, law enforcement and state Civil Defense agencies.

The pilots assessed damage and reported the conditions of rivers. They also located stranded residents and estimated evacuation possibilities.

In Oregon, CAP responded to the call for assistance within two hours after receiving notification and began their operations.

CAP members worked to save Tualatin, Oregon's sewer and water plants valued at one million dollars.

One CAP mission coordinator reported that the cadets who were on duty refused to take time off

and volunteered to work double, even triple, shifts without rest.

They bagged and stacked 11,000 sand bags in efforts to control flood waters, winning praise from the county commissioner.

CAP four-wheel drive units were used to transport volunteer relief workers, emergency operations center personnel and assisted in the evacuation of families from flooded homes.

CAP members also helped man an emergency service information center, stood guard duty and operated a floodlight generator at the threatened Murphy (Oregon) bridge.

Both fixed station and mobile radio gear were used for contact with personnel in the field.

Even with all the work and concern for families and property during the flooding, CAP people found time to deliver 150 pounds of dog food to the Peden Kennels.

During the entire operation in both states, there was no loss, injury or damage to Civil Air Patrol personnel or property.

CAP forces provided more than 600 man-days, utilized 21 mobile and 16 fixed communications units, 11 vehicles and 5 power units during their relief efforts.

Established communications.



Evacuation of families.



Supply delivery.



Transport of relief personnel.



Saves sewer and water plants.



Ground and air damage surveys.



Support of National Guard.



Provides 600-plus man-days.



RADIO CONTACT



TIME OUT

1973 National Com

Item Number Point Value	Membership and Units					Emergency Services					Aero Education			Cadet Program				
	1 750	2 750	3 1500	4 1500	5 500	6 500	7 500	8 530	9 500	10 500	11 500	12 750	13 750	14 1000	15 400	16 500	17 600	18 500
NORTHEAST																		
CONNECTICUT	0	396.8	0	402.0	0	342.1	200	528.6	500	446.5	0	0	0	403.9	400.0	400.0	400	500
MAINE	0	375.0	0	0	0	500.0	40	486.0	500	470.0	500.0	0	0	204.3	222.2	40.0	100	300
MASSACHUSETTS	0	430.5	260.0	377.0	0	500.0	300	530.0	500	313.0	500.0	0	250	221.6	228.6	180.0	0	500
NEW HAMPSHIRE	0	412.3	656.0	203.5	0	0	100	530.0	300	408.0	500.0	0	0	205.3	280.0	100.0	0	246.1
NEW JERSEY	0	426.0	0	0	0	0	20	530.0	400	413.8	500.0	0	0	223.5	320.0	300.0	0	252.0
NEW YORK	0	499.3	0	242.0	0	300.0	400	530.0	500	400.0	0	50.0	250	189.0	310.0	500.0	100	195.5
PENNSYLVANIA	0	487.8	0	218.0	0	0	300	530.0	500	491.1	500.0	27.8	500	210.3	268.4	440	300	167.2
RHODE ISLAND	12.8	488.0	0	0	100	500.0	100	530.0	500	231.9	500.0	0	0	148.8	254.6	20	0	416.7
VERMONT	750.0	141.0	317.0	155.0	100	0	70	374.0	500	375.0	500.0	0	0	187.8	400.0	0	0	388.9
TOTAL	84.8	406.3	137.0	177.5	22.2	238.0	170	507.6	466.7	394.3	388.9	8.6	111.1	221.6	298.2	220	100	329.6
MIDDLE EAST																		
DELAWARE	59.3	720.8	0	708.5	100	291.7	400	480.0	500	485.2	500.0	0	250	332.2	400.0	180	300	500.0
MARYLAND	0	601.5	1362.0	456.5	200	500.0	360	528.3	500	476.4	500.0	100.0	750	480.5	400.0	440	400	500
NATIONAL CAPITAL	0	434.5	6.0	906.5	0	500.0	300	510.0	500	334.9	500.0	0	750	221.6	304.0	140	300	427.6
NORTH CAROLINA	0	357.3	0	0	0	500.0	400	530.0	500	441.7	500.0	500.0	750	233.2	285.7	160	400	421.8
SOUTH CAROLINA	169.3	404.3	507.0	0	100	500.0	240	400.6	500	408.3	500.0	0	750	376.8	400.0	140	100	490.0
VIRGINIA	0	529.5	0	710.5	400	500.0	500	514.7	500	421.7	500.0	150.0	750	285.0	380.0	340	100	324.0
WEST VIRGINIA	0	620.0	0	913.0	0	500.0	250	530.0	500	430.6	500.0	0	250	278.0	400.0	60	0	322.2
TOTAL	32.7	524.0	267.0	527.9	114.3	470.2	350	499.1	500	428.4	500.0	107.1	607.1	315.3	367.1	208.6	228.6	426.5
GREAT LAKES																		
ILLINOIS	0	505.3	77.5	114.0	200.0	472.2	400	530.0	500	429.9	500.0	583.3	500	283.2	368.4	500	200.0	399.0
INDIANA	0	244.8	199.0	0	200.0	500.0	150	315.0	500	436.7	500.0	41.8	750	183.6	164.7	220	300.0	278.3
KENTUCKY	0	469.8	718.5	0	200.0	500.0	200	510	500	451.8	500.0	750.0	750	364.0	400.0	200	0	500.0
MICHIGAN	104.3	558.5	0	696.5	0	500.0	180	448.6	500	406.1	500.0	0	250	201.6	333.3	200	100.0	470.1
OHIO	0	434.0	0	204.0	0	500.0	240	530.0	500	408.2	500.0	138.9	550	242.9	290.0	500	100.0	301.6
WISCONSIN	0	575.8	0	379.0	100.0	34.5	300	463.3	116.6	452.1	500.0	0	0	243.3	227.3	240	0	264.2
TOTAL	17.4	464.7	165.8	232.3	116.7	417.8	245	466.2	436.1	430.8	500.0	252.3	466.7	253.1	297.3	310	116.7	368.9
SOUTHEAST																		
ALABAMA	103.8	355.8	228.5	246.0	0	410.0	100	530.0	500	406.5	500.0	650.0	700	253.0	400.0	100	300	276.1
FLORIDA	0	517.5	349.0	214.0	0	493.9	400	530.0	500	438.1	500.0	0	250	259.9	312.8	500	400	208.7
GEORGIA	0	136.0	0	660.0	100.0	500.0	270	530.0	300	451.0	500.0	41.8	750	180.3	400.0	120	400	222.8
MISSISSIPPI	446.8	289.3	1500.0	0	500.0	500.0	300	530.0	500	425.2	500.0	250.0	750	280.3	311.1	40	0	500.0
PUERTO RICO	196.3	314.3	370.0	0	400.0	500.0	170	530.0	500	381.6	500.0	400.0	750	237.9	400.0	500	0	351.8
TENNESSEE	0	635.0	0	0	0	500.0	280	530.0	500	392.0	500.0	0	750	171.3	243.5	160	100	157.2
TOTAL	124.5	374.7	407.9	186.7	166.7	484.0	253.3	530.0	466.7	415.7	500.0	223.6	658.3	230.5	344.6	236.7	200	286.1
NORTH CENTRAL																		
IOWA	0	422.5	0	537.5	0	260.9	210	374.5	500	335.1	500.0	0	250	198.4	200.0	120	0	189.7
KANSAS	0	199.5	0	400.0	0	0	85	530.0	500	236.0	500.0	0	500	241.1	228.6	80	0	222.2
MINNESOTA	0	476.5	164.0	587.5	0	500.0	100	530.0	500	414.0	500.0	607.3	500	229.5	386.7	200	100	209.8
MISSOURI	0	387.0	0	206.0	0	0	195	530.0	350	374.2	500.0	156.3	0	199.8	160.0	60	0	402.8
NEBRASKA	0	332.5	0	1000.0	100	0	300	530.0	500	358.3	0	0	250	327.7	309.1	280	100	441.2
NORTH DAKOTA	0	508.8	0	500.0	0	0	125	486.0	500	408.7	500.0	0	700	221.5	215.4	40	0	375.0
SOUTH DAKOTA	0	319.8	0	0	0	500.0	220	530.0	500	488.8	500.0	0	750	280.7	400.0	100	100	402.8
TOTAL	0	378.1	23.4	461.6	14.3	180.1	176.4	501.5	478.6	373.5	428.6	109.1	421.4	242.7	271.4	125.7	42.9	320.5
SOUTHWEST																		
ARIZONA	0	427.0	0	0	0	366.5	100	530.0	500	440.2	500.0	125.0	500	207.0	309.1	120	100	93.8
ARKANSAS	0	464.8	0	596.0	0	0	200	520.0	400	455.2	500.0	0	0	247.9	400.0	240	100	259.3
LOUISIANA	0	443.5	95.5	5.0	0	500.0	400	530.0	500	415.6	500.0	0	500	235.0	228.6	260	100	266.7
NEW MEXICO	472.3	419.3	655.0	1000.0	100	263.2	200	530.0	500	379.1	0	0	500	204.4	166.7	120	100	390.7
OKLAHOMA	609.0	33.0	0	0	500	500.0	400	530.0	500	452.0	500.0	187.5	750	241.7	342.8	60	0	500.0
TEXAS	0	108.0	0	0	0	170.1	400	530.0	475	413.0	500.0	0	0	171.8	298.5	440	100	215.4
TOTAL	180.2	315.9	125.1	266.8	100.0	300.0	283.3	528.3	479.2	425.8	416.7	68.8	375	218.0	291.0	206.7	83.3	287.7
ROCKY MOUNTAIN																		
COLORADO	0	375.5	282.5	522.5	0	0	300	530.0	500	383.4	500.0	0	250	231.3	290.9	220	100	209.6
IDAHO	549.0	181.5	621.0	0	0	500.0	250	464.0	500	399.2	500.0	0	0	286.9	400.0	60	0	348.5
MONTANA	750.0	466.3	0	778.0	0	500.0	200	322.0	400	266.0	500.0	150.0	500	132.6	280.0	120	0	321.5
UTAH	492.0	542.3	1500.0	0	300	500.0	225	486.0	500	423.9	500.0	312.5	525	285.1	400.0	40	100	500.0
WYOMING	554.3	277.8	833.5	0	200	500.0	150	444.0	500	443.1	500.0	0	0	315.8	400.0	40	0	500.0
TOTAL	469.1	368.7	647.4	260.1	100	400.0	225	449.2	480	383.1	500.0	92.5	255	250.3	354.2	96	40	375.9
PACIFIC																		
ALASKA	0	500.0	890.0	22.0	0	439.0	100	501.6	500	385.7	500.0	166.7	750	309.3	400.0	20	0	122.2
CALIFORNIA	0	428.8	273.0	313.5	0	121.9	120	379.6	300	384.4	500.0	50.0	250	209.6	338.5	480	100	226.4
HAWAII	338.0	233.3	0	400.0	0	0	0	253.0	150	466.5	500.0	0	500	388.9	389.8	240	100	288.1
NEVADA	66.0	425.5	1500.0	597.5	100	500.0	200	530.0	500	439.6	500.0	0	500	109.5	0	40	0	500.0
OREGON	0	596.3	367.5	351.5	0	500.0	160	510.0	450	424.0	500.0	100.0	600	196.0	363.6	140	0	500.0
WASHINGTON	0	4																

Commander's Evaluation

Logistics			Mission Related Activities				TOTAL 17,330
19 1000	20 1000	21 1000	22 600	23 500	24 400	25 800	
000.0	1000	0	600	446	263.8	511	8740.7
000.0	1000	176	600	395	182.5	533	7624.0
964.3	957	558	500	198	219.0	591	9078.0
0	614	98	600	386	212.8	0	5852.0
0	495	-20	600	141	203.3	554	5358.6
318.2	990	345	600	182	135.5	710	7746.5
424.7	427	83	600	363	187.8	659	7685.1
000.0	1000	178	600	316	292.8	539	7728.6
000.0	1000	171	600	169	204.0	0	7402.7
634.1	831.4	176.6	588.9	288.4	211.3	455.2	7468.5
600.0	1000	271	600	483.0	234.3	0	9396.0
000.0	1000	304	600	325.0	215.5	336	12335.7
111.1	563	-10	600	401.0	221.8	515	8531.0
640.0	950	348	600	327	233.3	109	9187.0
000.0	869	342	600	412	266.0	709	10184.3
000.0	987	437	600	286	256.5	340	10811.9
500.0	915	344	600	338	271.0	547	9068.8
693.0	897.7	290.9	600	367.4	242.6	365.1	9930.7
000.0	982	652.0	600	193.0	133.8	689.0	10812.6
739.1	675	51.0	600	329	204.8	522.0	8104.8
000.0	913	360.0	600	275	126.3	158.0	10446.4
568.2	852	181.0	600	500	190.0	602.0	8942.2
288.1	905	488.0	600	294	216.8	583.0	8814.5
370.4	845	175.0	500	234	175.3	629.0	6824.8
561.0	862	317.8	583.3	304.2	174.5	530.5	8990.9
000.0	830	341	600	446	254.5	417	9948.2
672.4	551	249	600	262	232.0	313	8753.3
000.0	742	340	600	228	216.8	241	8929.7
000.0	1000	200	600	490	204.5	559	11676.2
0	1000	497	400	376	164.5	539	9478.4
0	1000	279	600	303	284.5	588	7973.5
512.1	853.8	317.7	566.7	350.8	226.1	442.8	9459.9
515.4	825	235	600	259	108	563	7304.0
0	195	-20	600	248	70.3	0	4815.7
000.0	857	136	600	438	181.3	685	9902.6
000.0	875	447	0	235	225.8	555	6858.9
750.0	168	0	600	0	192.0	0	6538.8
750.0	701	-10	600	299	236.3	100	7256.7
000.0	1000	238	600	352	156.3	107	8545.4
730.8	660.1	146.6	514.3	261.6	167.1	287.1	7317.4
545.5	737	391	600	183	150.3	386	7311.4
500.0	445	47	600	291	228.8	562	7057.0
777.8	935	167	600	351	153.8	600	8564.5
0	775	340	600	221	148.0	579	8663.7
000.0	1000	673	600	216	225.8	622	10442.8
814.3	934	409	600	74	254.3	495	7002.4
522.9	804.3	337.8	600	222.7	193.5	540.7	8173.6
225.8	697	475	200	139	165.5	337	6935.0
250.0	688	-10	400	245	280.8	513	7426.9
000.0	760	442	0	240	160.0	581	8869.4
875.0	578	141	600	191	182.3	0	10199.1
833.0	560	160	600	487	186	537	9021.5
836.8	656.6	241.6	360	260.4	194.9	393.6	8490.4
000.0	858	217	600	229	180.3	372	9062.8
34.0	695	189	600	182	202.5	572	7150.2
0	295	171	600	316	211.5	230	6071.1
42.9	975	266	600	47	136.8	572	9247.8
000.0	852	401	500	351	302.5	229	9394.4
57.1	720	402	600	460	235.8	238	8795.7
55.7	732.5	274.3	583.3	264.2	211.6	368.8	8287.0

- 20. Aircraft Maintenance
- 21. Aircraft Utilization
- 22. Financial Accounting
- 23. IO Effectiveness
- 24. Chaplain
- 25. Safety

WING RELATIVE STANDINGS

1. Maryland	12,335.7	27. New Mexico	8,663.7
2. Mississippi	11,676.2	28. Louisiana	8,564.5
3. Illinois	10,812.6	29. South Dakota	8,545.4
4. Virginia	10,811.9	30. Nat'l Capital	8,531.0
5. Kentucky	10,446.4	31. Indiana	8,104.8
6. Oklahoma	10,442.8	32. Tennessee	7,973.5
7. Utah	10,199.1	33. New York	7,746.5
8. South Carolina	10,184.3	34. Rhode Island	7,728.6
9. Alabama	9,948.2	35. Pennsylvania	7,685.1
10. Minnesota	9,902.6	36. Maine	7,624.0
11. Puerto Rico	9,478.4	37. Idaho	7,426.9
12. Delaware	9,396.0	38. Vermont	7,402.7
13. Oregon	9,394.4	39. Arizona	7,311.4
14. Nevada	9,247.8	40. Iowa	7,304.0
15. North Carolina	9,187.0	41. North Dakota	7,256.7
16. Massachusetts	9,078.0	42. California	7,150.2
17. West Virginia	9,068.8	43. Arkansas	7,057.0
18. Alaska	9,062.8	44. Texas	7,002.4
19. Wyoming	9,021.5	45. Colorado	6,935.0
20. Michigan	8,942.2	46. Missouri	6,858.9
21. Georgia	8,929.7	47. Wisconsin	6,824.8
22. Montana	8,869.4	48. Nebraska	6,538.8
23. Ohio	8,814.5	49. Hawaii	6,071.1
24. Washington	8,795.7	50. New Hampshire	5,852.0
25. Florida	8,753.3	51. New Jersey	5,358.6
26. Connecticut	8,740.7	52. Kansas	4,815.7

REGION RELATIVE STANDINGS

1. Middle East	9,930.7
2. Southeast	9,459.9
3. Great Lakes	8,990.9
4. Rocky Mountain	8,490.4
5. Pacific	8,287.0
6. Southwest	8,173.6
7. Northeast	7,468.5
8. North Central	7,317.4

'74 Air Force CECs Open To CAP

MAXWELL AFB, Ala. — The schedule for the 1974 Christian Encounter Conferences was announced recently by the National Headquarters Chaplain (Col.) Ralph R. Pace, USAF.

In making the announcement, the national chaplain said that the Air Force, which has sponsored this annual conference for 21 years had again invited CAP cadets and senior members to participate in this summer activity.

The popularity and value of this program has been attested to by increased attendance and participation.

Those who attend return from a week with outstanding clergymen, educators, psychologists, scientists, athletes, musicians, authors and laymen with a new mental attitude and spiritual growth, Chaplain Pace said.

The conference is designed to appeal to the "now" person, the youth who must learn to cope with the demands of today's society.

The week-long program includes presentations on relevant issues and are followed with "buzz" sessions in small groups.

The conference is not all work though. Opportunities are offered to participate in the choir, youth sings, fireside rap sessions, drama, interaction groups, swimming, hiking and other sports and tours to places of interest.

These conferences continue to augment the national CAP chaplain program and stimulate the moral and spiritual development of the cadet, the chaplain added.

The conferences will be conducted in 10 locations and are open to all cadets. There are no requirements of award achievement and a physical examination is not necessary.

The conferences will be held at:

California Lutheran College, Thousand Oaks, Calif., June 17-21, for persons in Southern California, Arizona and those located around Nellis AFB, Nev.

Silver Bay, N.Y., July 8-12, for persons in Delaware, New Jersey, New York, Pennsylvania, Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, the District of Columbia and Maryland.

Squaw Valley, Calif., July 8-12, for persons in Northern California.

Estes Park, Colo., July 10-14, for persons in Colorado, Utah, New Mexico, Wyoming, Kansas and those around Reese and Webb AFBs, Tex., and Vance AFB, Okla.

Ouchita Baptist University, Arkadelphia, Ark., July 15-19, for persons in Arkansas, Louisiana and those around Columbus AFB, Miss., Whiteman AFB, Mo., Scott AFB, Ill. Sheppard, Carswell, Perrin and Dyess AFBs, Tex., and Altus AFB, Okla.

St. Olaf College, Northfield, Minn., July 15-19, for persons in Michigan, North Dakota, South Dakota, Nebraska, Minnesota, Iowa, Wisconsin, Illinois (excluding those around Scott AFB), and those persons around Richards-Gebaur AFB, Mo.

Whitworth College, Spokane, Wash., July 22-26, for persons in Idaho, Oregon, Montana and Washington.

Lake Yale Baptist Assembly, Leesburg, Fla., July 22-26, for persons in Georgia, Florida, Alabama and those around Keesler AFB, Miss.

Mo. Ranch, Hunt, Tex., Aug. 5-9, for persons living around Goodfellow, Bergstrom, Kelly, Randolph, Brooks, Laughlin, Lackland, Ellington and Laredo AFBs, Tex.

Ridgecrest, N.C., August 29 through September 2, for persons in North Carolina, South Carolina, Tennessee, Kentucky, Indiana, Ohio, Virginia and West Virginia.

Cadets must apply by submitting a CAP Form 31 to reach National Headquarters at least 30 days prior to the beginning of the desired conference. The form should be mailed directly to the National Chaplain, Headquarters Civil Air Patrol, Maxwell AFB, Ala. 36112.

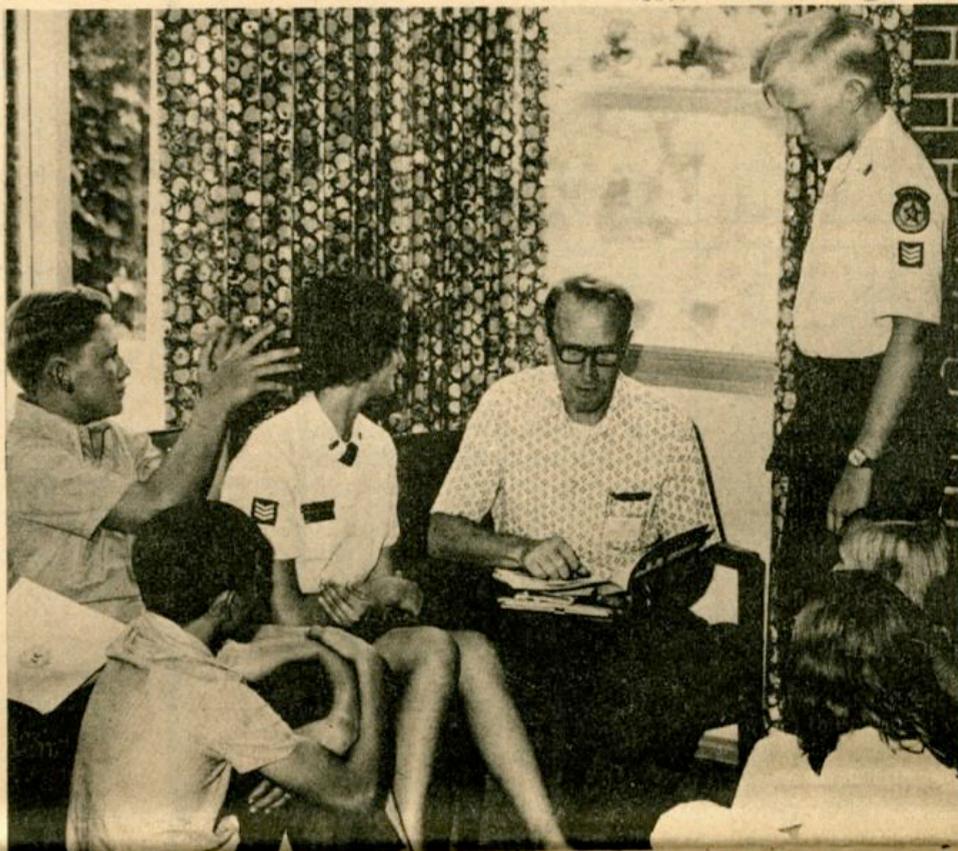
A \$20 fee is required for each CAP member for each conference.

Senior members who wish to apply for escort duty will be required to submit

their application on CAP Form 70. Senior members must be 21 years old prior to the first day of the conference to qualify. At least one escort is required for each 10 cadets.

All applications will be approved on a first-come, first-paid basis.

Application forms and other information for these conferences is available from the National Chaplain, Headquarters Civil Air Patrol.



RAP SESSION — Cadets have a "healthy" session with CAP Chaplain (1st Lt.) Stephen Harris (center) during the Ouachita Christian Encounter Conference, Arkadelphia, Ark., last year.



16

WAYS

FUEL

TO SAVE

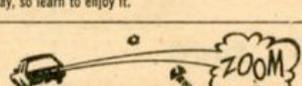
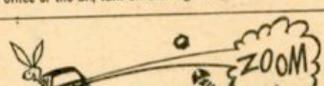
GAS

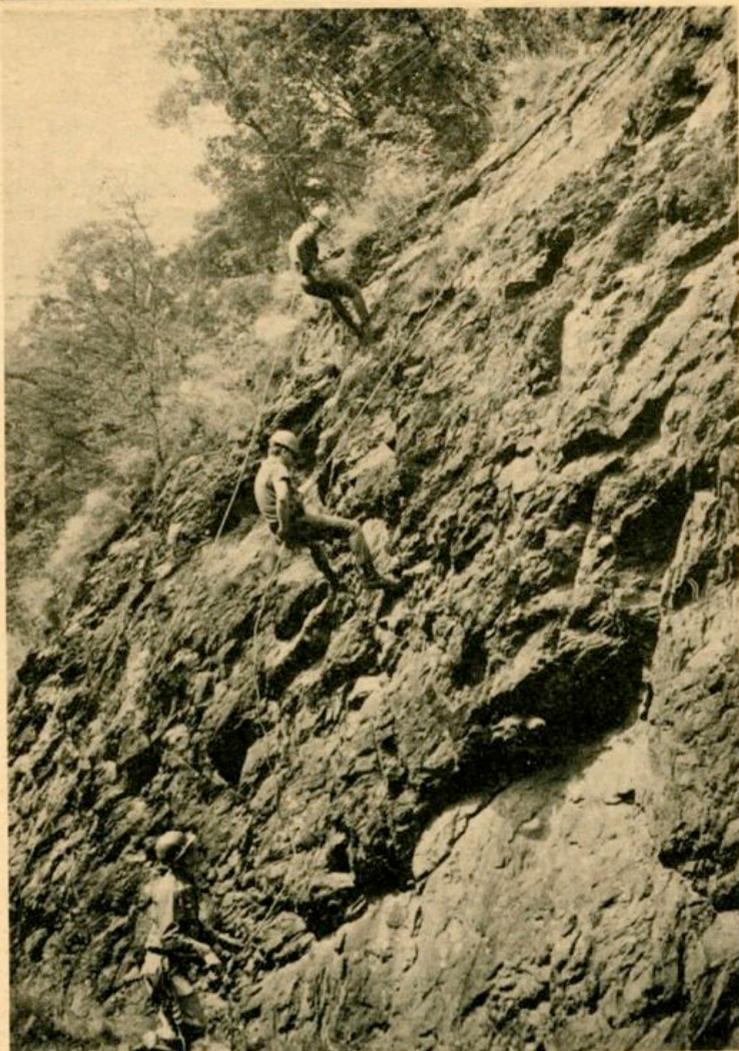
FUEL



Suddenly gas rationing looks real. And even if we manage to avoid rationing, fuel prices are sure to go up. Whatever happens, these practical tips will help you get the most miles to the gallon.

Provided courtesy of the Editor, DRIVER MAGAZINE

- | | | | |
|--|--|--|--|
| <p>1. </p> <p>Keep your car well-tuned and properly maintained. Follow the periodic maintenance procedures recommended in the owner's manual.</p> | <p>2. </p> <p>Go slower. Reducing speed from 60 mph to 50 mph can get you 10 or so free miles for every 100 you drive. Legal speed limits are going to be reduced anyway, so learn to enjoy it.</p> | <p>3. </p> <p>Don't let the engine idle for long periods. If you're waiting for someone outside the office or the BX, turn off the engine.</p> | <p>4. </p> <p>Look ahead to upcoming traffic lights. When approaching a red light, slow down if traffic permits and give the light a chance to turn green. A full stop means wasted gas getting the car in motion again.</p> |
| <p>5. </p> <p>Fast stops cost fuel. They waste coasting time that otherwise could have rolled you up to a red light or stop sign with practically no use of gas.</p> | <p>6. </p> <p>Keep your speed as steady as possible. Economy driving calls for smooth operation of the car. Quick acceleration demands an extra squirt of gas into the engine. Anticipate slow-downs and speed-ups and avoid gas-eating spurts.</p> | <p>7. </p> <p>If you have the "jack-rabbit-start" habit, break it. Fast starts when the light turns green waste gas with either automatic or manual transmissions.</p> | <p>8. </p> <p>Keep the carburetor adjusted to factory specs. It doesn't have to be leaned out to extremes for good economy.</p> |
| <p>9. </p> <p>Don't ride the brake pedal for slight slow-downs, and don't use the brake pedal as a rest for your left foot.</p> | <p>10. </p> <p>Plan your errands so that one trip can take the place of two or three.</p> | <p>11. </p> <p>Organize a car pool, not just to get to work but for recreational activities as well. Why should everybody drive to the bowling alley or the golf course in his own car? Car-pooling offers a fringe benefit—it can be fun.</p> | <p>12. </p> <p>Watch tire inflation. Underinflation increases rolling resistance, and that means more gas to drive the car.</p> |
| <p>13. </p> <p>A dirty air cleaner restricts the flow of air to the carburetor, causing the engine to run on a richer mixture—a higher-than-normal ratio of fuel to air.</p> | <p>14. </p> <p>Spark plugs that misfire only 2% of the time (not even noticeable to the average driver) spew raw gasoline out the exhaust pipe. Check plugs regularly.</p> | <p>15. </p> <p>A dirty or faulty carburetor or a sticking automatic choke wastes gas (and contributes to air pollution, too).</p> | <p>16. </p> <p>The cooling system thermostat is a factor in fuel economy. A faulty thermostat can waste gas by prolonging engine warm-up in cold weather.</p> |



Rapelling At Hawk Mt. Ranger School

Pa. Rangers Announce Plans For '74 Summer SAR School

HAWK Mt., Pa.—Civil Air Patrol's most comprehensive school on ground search and rescue — Hawk Mt. Ranger School—has announced the dates for its 1974 nine-day school—July 6-14.

The school, commanded by CAP Lt. Col. John McNabb of the Pennsylvania Wing Ranger Section, has held the school each summer and winter for the past 21 years.

Thousands of cadets and senior members have successfully completed one or more of the courses offered. The school is directly credited with the establishment of ranger SAR programs in more than nine states due to the training received at the school.

The courses offered are: Basic (males) for cadets that have little or no SAR training. Advanced (males) for cadets who have passed the basic course or have equivalent SAR training. Expert or Special Advanced for cadets who have passed the Advanced

Course. The basic and advanced courses are also offered to female cadets.

A senior training squadron is available for senior members that offers leadership and command training as well as the regular SAR training. Both male and female seniors are eligible to attend.

Now is the time to make your plans to attend. With the interest

created by this SAR school many squadrons have been able to develop a solid cadet program.

Other schools have been formed to carry on the work begun at Hawk Mountain and interest in SAR and the cadet program of CAP has grown directly because of this effort to qualify cadets in the important work on search and rescue, Colonel McNabb said.

To: Lt. Col. John McNabb
Pa. Wing Ranger Section
526 Acorn Street
Philadelphia, Pa. 19128

Sir:
I am interested in attending the 1974 Summer Ranger School at Hawk Mt. Please send the necessary registration forms and any other information that you have of the school.

NAME	SQUADRON	
ADDRESS		
CITY	STATE	ZIP

Sgt. Goes To 'Thunderbirds'

HUGHESVILLE, Pa. — Air Force SSgt. Michael W. Peterman, a former member of Civil Air Patrol's Hughesville Composite Squadron, has been selected for what he calls the "best honor in the Air Force." Sergeant Peterman was selected to join the Air Force Aerobatic team — the Thunderbirds.

Presently stationed at Osan Air Base, Korea, Peterman was a quality control supervisor with Ford Motor Company prior to joining the Air Force. He has also served at Lowry AFB, Colo., and Cannon AFB, N. Mex.

A graduate of Penn State University, Peterman is presently working in the Material Control section at Osan AB.

'Mr. Rescue' Talks On Rescue

ROCHESTER, N.Y. — "Unforgettable Flight and Rescue" was the theme used for the Rochester Cadet Squadrons annual military ball held recently.

The theme was in honor of special guest Air Force Col. Royal A. Brown, "Mr. Rescue" who led the daring night raid on the San Tay prisoner of war camps near Hanoi, North Vietnam.

The colonel who serves as Southeast Region Liaison Officer, gave a presentation on helicopter rescue which included movie footage of an actual rescue.

Cadets from throughout the state attended the ball which netted over \$300 to be used for the cadet flying fund.

Masons Honor Chap. Bowen

BALTIMORE, Md. — Chaplain (Capt.) Kenneth F. Bowen of Maryland's Northwest Composite Squadron was recently honored by Civil Air Patrol and another national known organization — the Masonic Order.

He received his appointment to the rank of captain and full status as a CAP chaplain during the same month he received the 32d Degree at the Scottish Rite Temple in Baltimore.

He received a gold Masonic ring in recognition of achieving the second highest Masonic Award. Also present to receive the same award was Baltimore's Mayor William D. Shaffer.

Kohler Will Council Cadets

BOYERTOWN, Pa. — The Gen. Carl A. Spaatz Squadron recently announced the appointment of Steven P. Kohler to the career guidance council of the unit.

In his second year at the U.S. Naval Academy, Midshipman Kohler will aid CAP cadets of the local squadron who decide to pursue careers in aerospace engineering or naval aviation by providing educational materials and guidance.

CAP Volunteers Not Overlooked

LINDEN, Pa.—Civil Air Patrol's volunteer work doesn't go unrecognized as evidenced by the following item which appeared on the editorial page of a Williamsport, Pa., newspaper following a search by members of CAP's Group 1100 (Pennsylvania Wing.)

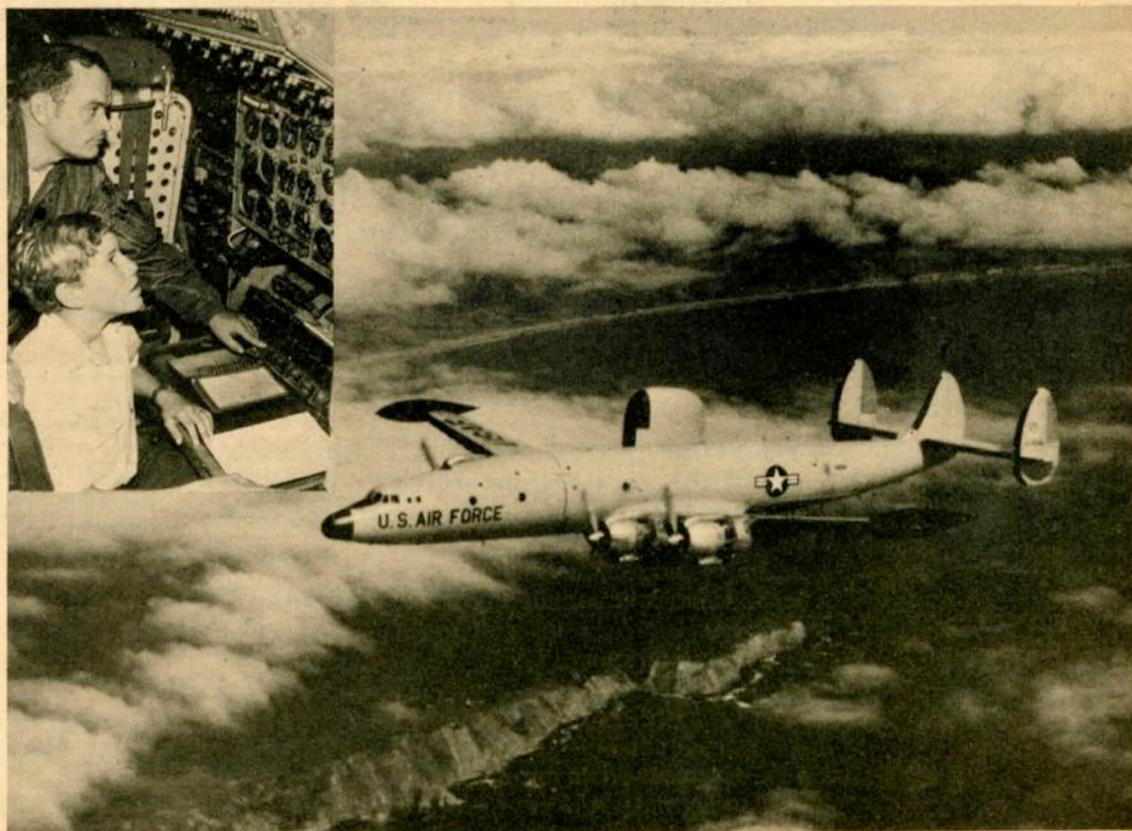
"Deserved expressions of appreciation are being heard throughout the community for the many volunteers of all ages who helped in the search for the missing South Williamsport girl.

"Although the girl's disappearance had a tragic end, citizens discovered anew the kind of community service and leadership the Civil Air Patrol provides."

"It was not the first time the patrol has responded to a need. It turns out regularly and its members are most generous with their time to hunt for downed planes and assist in other emergencies."

"A spirit of cooperation, understanding and organizational expertise have become hallmarks of the CAP's brand of community service. Hundreds of hours of training and volunteered duty by their members enable the CAP to do a fine job."

"This area can be proud that it has such an organization upon which it can depend and which is so ready to give so much."



ORIENTATION — Cadets from the Sacramento Valley Group 4 (California Wing) recently received an orientation flight on one of the 552d Aircraft Early Warning and Control Wing's EC-121 aircraft. Cadet Roy Wilson (see inset) gets a first hand look at one of the aircraft's control panels.

The Case Of The Overdue Memberships

For many months you have heard that the declining membership is going to "bottom out" We at the CAP NEWS have reported this optimism on several occasions and had felt it was true. Well, we have just learned that there are another 60,000 members of Civil Air Patrol. The only problem is that they are lost in the mails (sound familiar?).

Recently, the HQ CAP-USAF Personnel people brought an actual situation to our attention that would make a good story for Earle Stanley Gardner. For the purposes of this article, we can call it, "The Case of the Overdue Memberships." As you read, remember—IT HAPPENED THIS WAY!.

People's Exhibit No. 1: You will notice the CAP Form 15 to the right. On 5 February 1972, potential cadet Randy Youngman applied to become a member of Civil Air Patrol. In the interest of providing guidance and direction to this young recruit (*—star that word ladies and gentlemen of the jury), the unit commander, Capt. I. Got Mine, CAP, approved and signed the form on 15 February 1972. However, the application and a check were not immediately sent to National Headquarters. Which leads us to...

People's Exhibit No. 2 (See right):...an application for CAP membership from Mr. I. M. Oldenough dated 21 October 1972. The application was approved and signed by Captain Mine on 21 October 1972 (that same day). Captain Mine's unit, Redoubtable Composite Squadron Number 8, in a burst of recruiting fervor, then provided the system with...

People's Exhibit No. 3...another CAP Form 15 for prospective cadet J. Walter Eager dated 28 October 1972. Captain Mine's designated representative, 2d Lt. Mildred Perfectform, the admin officer, signed and approved the Form 15 on 4 November 1972. By a strange coincidence, on that very day, Lieutenant Perfectform approved the CAP Form 12 (hereafter known as People's Exhibit No. 4, (right) for prospective senior member, Richard A. Fuming.

Now, ladies and gentlemen, if I can reCAP the situation for you, let us recall that between 2 February 1972 and 4 November of that same year four (4) different people were recruited into Redoubtable Composite Squadron Number 8. Of that number, not one (1) application form had been forwarded to Headquarters Civil Air Patrol. In like manner, dues for these four people were not forwarded either. (We have it on reliable information that a check to cover these four (4) was written on 7 December 1972, but never sent.)

Now ladies and gentlemen, let me show you how to CAPpound a felony.

People's Exhibit No. 5 (left): On 30 June 1973, prospective senior member I. Am Unaware filed a CAP Form 12 to join Civil Air Patrol. F-I-V-E months later, on 3 November 1973, Captain Mine, our hero, approved the application. At that point in time, he also approved Mrs. Jennifer Unsuspecting's CAP Form 12.

People's Exhibit No. 6 is Mrs. Unsuspecting's application. You will notice that she filled out the form on 9 September 1973. Her form was approved two (2) months later on 3 November 1973.

The curtain rings down on this tense drama with People's Exhibit No. 7, a check for all the applications dated 23 January 1974. If you have been following this chain of events, we rest our case.

(Editor's Note: This case is representative of several we know about. What, may you ask, does this have to do with you? Just this, the next time you recruit someone or process an application for membership in Civil Air Patrol, do yourself, the applicant and CAP a favor: insure the form is processed accurately, correctly and quickly. A service organization such as ours does a disservice all around if incidents of this type are allowed to be repeated.

If any of the above individuals (names were changed to shield the innocent and protect the guilty) are still in Civil Air Patrol, it is a miracle. If they are not still with us, can you blame them?)

SIGNATURE OF APPLICANT <i>Randy Youngman</i>		DATE 2/5/72
TO BE COMPLETED BY PARENTS OR GUARDIAN		
APPROVAL I certify that applicant is eligible and is accepted as a member of Civil Air Patrol and membership commences on the date indicated below.		
UNIT NAME AND ADDRESS Redoubtable Composite Squadron #8, CAP, Any Wing, USA		
NAME AND GRADE OF COMMANDER OR DESIGNATED REPRESENTATIVE <i>I. GOT MINE, Capt., CAP</i>	SIGNATURE <i>I. Got Mine</i>	DATE 2/15/72
CAP FORM 15 JUL 69 PREVIOUS EDITIONS ARE OBSOLETE EXHIBIT # 1		

SIGNATURE OF APPLICANT <i>I. M. Oldenough</i>		DATE 21 Oct 72
TO BE COMPLETED BY PARENTS OR GUARDIAN		
APPROVAL I certify that applicant is eligible and is accepted as a member of Civil Air Patrol and membership commences on the date indicated below.		
UNIT NAME AND ADDRESS REDOUBTABLE COMPOSITE SQUADRON # 8, Any Wing, USA		
NAME AND GRADE OF COMMANDER OR DESIGNATED REPRESENTATIVE <i>I. GOT MINE, Capt., CAP</i>	SIGNATURE <i>I. Got Mine</i>	DATE 21 Oct 72
CAP FORM 12 JUN 71 PREVIOUS EDITIONS ARE OBSOLETE EXHIBIT # 2		

SIGNATURE OF APPLICANT <i>J. Walter Eager</i>		DATE 28 Oct 72
TO BE COMPLETED BY PARENTS OR GUARDIAN		
APPROVAL I certify that applicant is eligible and is accepted as a member of Civil Air Patrol and membership commences on the date indicated below.		
UNIT NAME AND ADDRESS Redoubtable Composite Squadron # 8, CAP, Any Wing, USA		
NAME AND GRADE OF COMMANDER OR DESIGNATED REPRESENTATIVE <i>Mildred Perfectform, 2d Lt., CAP</i>	SIGNATURE <i>Mildred Perfectform</i>	DATE 4 Nov 72
CAP FORM 15 JUL 69 PREVIOUS EDITIONS ARE OBSOLETE EXHIBIT # 3		

SIGNATURE OF APPLICANT <i>Richard M. Fuming</i>		DATE 4 Nov 72
TO BE COMPLETED BY PARENTS OR GUARDIAN		
APPROVAL I certify that applicant is eligible and is accepted as a member of Civil Air Patrol and membership commences on the date indicated below.		
UNIT NAME AND ADDRESS Redoubtable Composite Squadron, CAP, Any Wing, USA		
NAME AND GRADE OF COMMANDER OR DESIGNATED REPRESENTATIVE <i>Mildred Perfectform, 2d Lt., CAP</i>	SIGNATURE <i>Mildred Perfectform</i>	DATE 4 Nov 1972
CAP FORM 12 JUN 71 PREVIOUS EDITIONS ARE OBSOLETE EXHIBIT # 4		

SIGNATURE OF APPLICANT <i>I. Am Unaware</i>		DATE 6-30-73
TO BE COMPLETED BY PARENTS OR GUARDIAN		
APPROVAL I certify that applicant is eligible and is accepted as a member of Civil Air Patrol and membership commences on the date indicated below.		
UNIT NAME AND ADDRESS Redoubtable Composite Squadron, CAP, Any Wing, USA		
NAME AND GRADE OF COMMANDER OR DESIGNATED REPRESENTATIVE <i>I. GOT MINE, Captain, CAP</i>	SIGNATURE <i>I. Got Mine</i>	DATE 3 Nov 73
CAP FORM 12 JUN 71 PREVIOUS EDITIONS ARE OBSOLETE EXHIBIT # 5		

SIGNATURE OF APPLICANT <i>Jennifer Unsuspecting</i>		DATE 9-9-73
TO BE COMPLETED BY PARENTS OR GUARDIAN		
APPROVAL I certify that applicant is eligible and is accepted as a member of Civil Air Patrol and membership commences on the date indicated below.		
UNIT NAME AND ADDRESS Redoubtable Composite Squadron # 8, CAP, Any Wing, USA		
NAME AND GRADE OF COMMANDER OR DESIGNATED REPRESENTATIVE <i>I. GOT MINE, Capt., CAP</i>	SIGNATURE <i>I. Got Mine</i>	DATE 3 Nov 73
CAP FORM 12 JUN 71 PREVIOUS EDITIONS ARE OBSOLETE EXHIBIT # 6		

EXHIBIT # 7		432
DATE 23 January 1974		61-36/622
PAY TO THE ORDER OF National Headquarters	\$76.00	
Seventy-six and 00/100		DOLLARS
FOR Membership Dues	<i>John Doe</i> Sgt. JOHN DOE, Co1., CAP Wing Commander	

CAP Co-Sponsors 1-Day Symposium

MAXWELL AFB, Ala.—More than 200 students and educators recently attended the annual one day Aerospace Education Symposium held at Lowry AFB, Colo.

The event is sponsored by the Colorado Air Force Association-Aerospace Education Committee and the Civil Air Patrol.

CAP was represented by the Aravada Composite, Englewood and South Platte Squadrons.

Two programs were conducted during the symposium. One for the Colorado senior high school aerospace student, the CAP cadet, the USAF Junior ROTC cadet and the U.S. Navy Sea cadet.

The second was for the aerospace educator including USAF-CAP liaison officers, senior members, high school aerospace education instructors and AFA members.

Miss Sue Vieham a local student was presented the annual scholarship award in the name of Air Force Capt. Ryland Todhunter Dewey, who was killed in an aircraft crash, to assist her in obtaining a private pilot's license.

The award was presented to her by the Korean Veteran's mother, Mrs. Elliott Todhunter Dewey.



SYMPOSIUM TALK — Noel A. Bullock (left) Aerospace Education Symposium director and Rocky Mountain Region DCS for Aerospace Education, chats with high school students Lorraine Olson and Paul Aqlietti during the annual symposium held at Lowry AFB, Colo.



HONORARY MEMBER — North Dakota Governor Arthur A. Link(left), receives an honorary membership in Civil Air Patrol from CAP Col. Erling A. Nasset, commander of the North Dakota wing.

Deputy Commander Reiterates 'Follow Command Channels'

(Editor's Note: Following is an excerpt from a letter from CAP Col. A. Rufus Applegarth, deputy commander of the Northeast Region, which we felt was pertinent to all members of Civil Air Patrol. He was referring to the item which appeared in the Dec. 4, 1973 Monthly Bulletin on Congressional Inquiries and Grievances.)

"I would like to call attention to the unfortunate results of such actions, not only when carried to Congressmen, but whenever normal channels of command are bypassed."

"As the Deputy Commander, Northeast Region, I have had to conduct several hearings in recent years in which Senior Members with grades ranging to full colonel have seen fit to jump normal CAP channels with their grievances. It has become so prevalent that some CAP members cite this fact in support of their having done so."

Following is a repeat of the item:

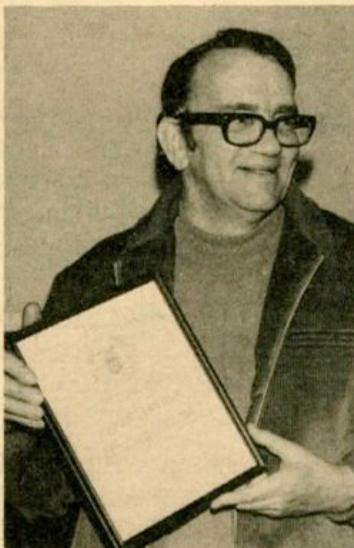
CONGRESSIONAL INQUIRIES AND GRIEVANCES

An excessive number of Congressional inquiries, grievances, and complaints continue to be received at National Headquarters, which means that the grievance system established in CAPR 123-2 is not working. This is unfortunate inasmuch as the system established in this regulation is by far the swiftest and most practical and economical means yet devised

for an individual to obtain satisfaction on a grievance.

CAPR 123-2 directs that a grievance first be taken to one's immediate commander. If the problem cannot be satisfactorily resolved at this level, the regulation stipulates that the individual may refer it through higher levels of command to the region commander. Grievance committees are established at wing and region level to assure fair review of each complaint.

When this system is circumvented and the individual goes directly to some member of Congress with his complaint or grievance, a long chain of unnecessary paper work starts. Because the congressman knows nothing about the problem he generally refers it back to National Headquarters where many hours must be spent gathering the background data necessary to make a reply. This oftentimes necessitates going back to the complainant's unit or wing commander for solution. All this costs National Headquarters many manhours and dollars, and, in the end, the individual only loses time in obtaining a solution to his grievance.



THANKS — Tom Wood, editor of the SUBURBANITE newspaper, was recently presented a Civil Air Patrol Certificate of Appreciation by the Winston — Salem Composite Squadron (North Carolina Wing), for outstanding support to the squadron's program. Lt. Col. Holli Nelson, squadron information officer, made the presentation.

CAP commanders at all echelons have the capability through briefings and various publicity means to familiarize their personnel with the proper procedures for routing complaints and are responsible for convincing them that the system will work.

The primary objective of the grievance program is to assure prompt and fair resolution of problems at the lowest level possible. If managed correctly, the program will help bring about a closer-knit, smoother-operating, more efficient unit.

INSURANCE

Choose Number of Units Desired

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

Annual Cost

	1 Unit	2 Units	3 Units	4 Units	5 Units
Non-Pilot	\$10.00	\$20.00	\$30.00	\$40.00	\$50.00
Pilot	20.00	40.00	60.00	80.00	100.00

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 Ser. No. Pilot Non-Pilot

Beneficiary Relation

No. Units Applied For Premium \$

I Certify I Am A Member Of The Wing, CAP

Signed Date

Make Check Payable To Turner-Weaver-Wilson
P.O. Box 6010, Nashville, Tennessee 37212

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134 MAIN ST.
HEMPSTEAD, N.Y. 11550
PHONE (516) IV 3-6159

IDEA MART

Safety: What Does It Mean?

by Col. G.M. Tartaglione, CAP
Commander, Ohio Wing

In 1973, the Civil Air Patrol experienced 27 major aircraft accidents and 20 aircraft incidents. These chilling statistics translate into an average of 3 major accidents and more than 2 incidents per CAP Region last year. Were all these accidents necessary? Of course not.

What does Safety really mean to you? Does it mean a Safety Officer making unit visitations and briefings? Does it mean accident prevention posters on the Squadron wall? Does it mean a thorough preflight and professional mission planning? Sure it does; but, there's much more to it than that.

One aspect of Safety that receives little publicity but is critically important over the long run, is aircraft management; i.e. programs, policies, and attitudes of Wing Commanders and their Staff regarding the composition and quality of their fleet.

Are your corporate aircraft accurately tailored to the needs and abilities of your Wing? For example, during these past few years the Department of Defense has made available to CAP several different types of aircraft. One of these aircraft is the U-6 Beaver, which is a high horsepower, high cost per hour aircraft. Modification of this bird to civil certification is expensive and involved. This aircraft is best suited to Wings working high density altitudes, short runways, and have sufficient financial resources to support it. Does your Wing fit? It takes a strong Wing Commander to say "no" to a free airplane, but it may be his best move down the stretch. The funds expended certifying this bird might have paid much higher dividends if invested in a smaller, standard civil aircraft. Tailor your aircraft to the needs of your Wing.

How old are your corporate aircraft? Do you have antiques that are becoming increasingly difficult and expensive to maintain? An airplane that is out of manufacture for many years may require extensive down time for parts and repair. Your Wing is spending money for repair and your pilots are losing proficiency every time this bird is out of commission. Wings attempting to carry on a true CAP mission with 1935 Stinson Station Wagons, for

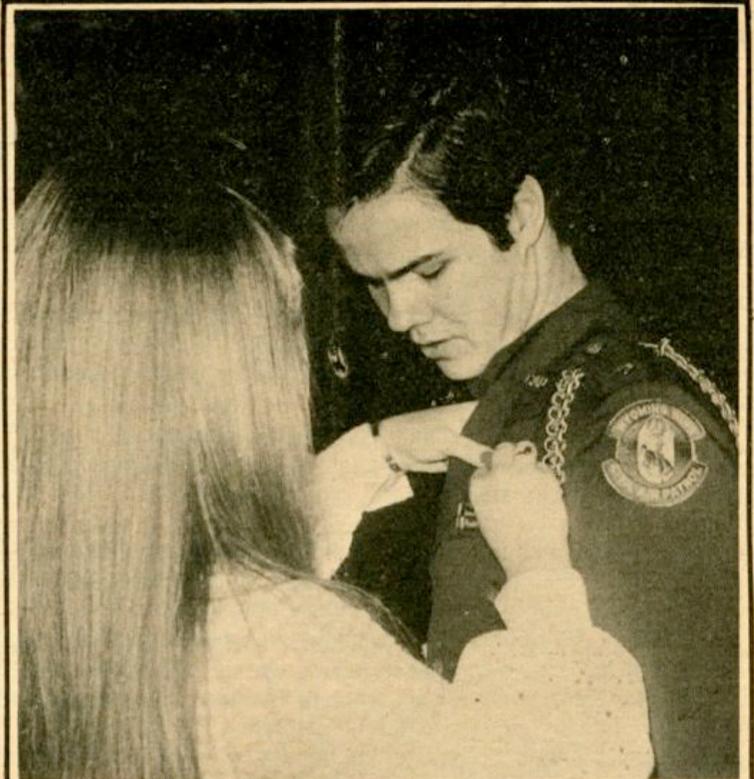
example, can only be fooling themselves. Check your maintenance costs, your aircraft utilization rates, and your REDCAP attendance and see if these oldies measure up to the standard. Perhaps a more efficient operation (and a safer one) will result if two or three of these antiques are sold and one newer model purchased. Upgrade your fleet.

You have a PA-18 that has failed its' fabric check. A repair station may charge you up to \$1,600.00 to recover this plane with a new Ceconite fabric. Would this money be better spent on purchase of radio navigation aids, transponders, or DF 88's for your newer aircraft? A judgement decision must be made here, but normally, for a Wing without external financial assistance, the answer is obvious; trade quantity for quality. Update your fleet.

What is your Wings' attitude towards CAPM 60-1 Annual Check Rides? Are you getting a good percentage of your pilots into the check ride business? If so, you are probably in good shape. An excellent way to accomplish this is through an internal flight clinic. Have your Wing and Group check pilots become Accident Prevention Specialists in conjunction with the new FAA program. Your local GADO office will bend over backwards to assist you in these programs. Hopefully, your pilots will attend these clinics with the positive attitude they are going to learn something new from their exposure, not that they are there to be embarrassed. Upgrade your pilots.

Accident prevention is a state of mind. Good quality airplanes and good quality pilots don't "just happen". They are a by-product of an enlightened management philosophy that starts at the top and sells itself throughout the entire Wing. This emphasis on Safety demands quality planning right down the line. Tailor your aircraft to your needs and abilities. Upgrade and update your fleet. Upgrade your pilots to their highest level of proficiency.

Our experience here in Ohio has proven that with a better quality aircraft fleet, our utilization rates have climbed, our total flying time has increased, our down time for maintenance has decreased, and most important our accident rate has sharply declined.



SWEETHEART PINS SOLO WINGS
ON CADET WO STEVE REPP

Change-Of-Command Feature Of Conference

CHEYENE, Wyo. — The Wyoming Wing recently held its Wing Conference at Rawlins, Wyo., which featured a change-of-command ceremony for the wing.

Col. R.R. "Red" Kelso, CAP, editor of the Cheyenne Sunday Eagle-Tribune, retired as wing commander and Lt. Col. Albert Lamb, CAP, assumed the position as interim commander.

Also included was a Awards Night Banquet honoring cadets and senior members with special awards for their contributions to CAP programs. This included solo wings to a number of cadets.

A special event during the conference was that all new cadets were given an opportunity to take their first airplane ride.

Ohio CAP Unit, AFB Honor 'Captain Eddie'

COLUMBUS, Ohio — Announcement was recently made that Lockbourne AFB and Civil Air Patrol's Whitehall Cadet Squadron 803, both of Columbus, are to be renamed for World War I hero Capt. Eddie V. Rickenbacker.

Air Command air refueling wing. The base presently is named for the nearby town of Lockbourne.

Captain Rickenbacker, who died July 23, 1973, at age 84, won the Medal of Honor in World War I when he was the top American ace with 26 air victories to his credit.

The effective date of the renaming of Lockbourne AFB, has not yet been determined but the CAP cadet unit was renamed in December.

Lt. Col. Leon Dillon, Ohio Wing chief of staff, presented the charter to 1st Lt. Freida Miller, squadron commander, during the squadron Open House celebration.

The Air Force Base, located 11 miles southeast of Columbus, is the headquarters of a Strategic

Local News Media Gets Helping Hand

ST. PAUL, Minn.—Civil Air Patrol's South St. Paul Squadron went into action recently when a propane tank exploded in an apartment complex in West St. Paul, Minn.

Maj. Tom Boyer, CAP, flew over the area with a news photographer from a local TV station in order to obtain aerial news shots of the area.

He was accompanied on the flight by the squadron's Information Officer Lt. John Dressler.



TWO WINNERS—Cadet Colonels Thomas C. Sadauskas (center) and Dennis R. Cookish (right), receive the highest cadet award—the General Carl A. Spaatz Award—from Brig. Gen. G. Russo, assistant adjutant general for the State of Connecticut. Cadet Sadauskas has been in CAP since 1966 while Cookish joined in 1971. Both have served as commander of the New Britain Cadet Squadron (Connecticut Wing).

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Cadet Directorate Answers Questions

PROBLEM: Why must cadets who have completed the program remain assigned to squadrons? In many units there are not enough positions of real responsibility for them because cadets still working on contracts must fill those jobs to meet their program requirements.

SOLUTION: While there are responsible positions in a squadron that cadets can fill, even after completing the program, it is possible to run out of such jobs. CAPM 50-16, dated Feb. 6, 1974, now authorizes cadets who have completed all 15 achievements to be assigned above squadron level.

PROBLEM: When I received my packet three, it contained contracts three and four. Was this in error?
SOLUTION: This was a test designed to avoid delays in cadet progression. It didn't work. It is being superseded.
NOTE: As quickly as you finish a contract and mail it you are authorized to start on the next achievement with no delay at all. You already have the Leadership Lab, Physical Fitness, Moral Leadership, and activities requirements. They are described in your Cadet Handbook, CAPM 50-2.

PROBLEM: Even though the achievement contract system has been changed, my squadron commander still requires the cadets to get signatures of counselors on the contract. Is this permissible?

SOLUTION: A cadet must still complete all requirements for a contract in order to finish it, and the squadron commander is responsible for insuring that the requirements are met. If the commander determines that the

counselor should sign the contract, this is permissible, although it is no longer a requirement.

PROBLEM: Can our wing Cadet Advisory Council elect anyone to one of the offices?

SOLUTION: CAC officers are elected by the Council from within the Council membership.

PROBLEM: In 1971, I went to Austria on the IACE and would very much like to visit there again. Therefore I have applied for IACE again this year. What are my chances of being assigned to Austria if I am selected?

SOLUTION: Cadets who have previously participated in IACE are ineligible to apply again as cadets. Upon becoming a senior member and reaching your twenty-first birthday, you may then apply for IACE escort duty, and, if selected, you could possibly be assigned to the country of your choice.

PROBLEM: I have just received my Billy Mitchell Award and would like to apply for Cadet Officer School this year. My squadron commander tells me I am not qualified for Cadet Officer School because I didn't complete my contract No. 7 Before Dec. 31, 1973. Is this true? If so, I don't think it is fair, because I worked hard and only missed the deadline a few days.

SOLUTION: As stated in the 1974 Application and Selection Brochure, the minimum required achievement contract must be dated and signed on or before Dec. 31, 1973. This should not be considered unfair, as a deadline must be established and adhered to for all cadets. Having completed four achievements in Phase II, you are basically qualified for many special activities this year and for all but IACE next year.



THEIR QUEEN — Cadet Sharon Lisa Rock was recently crowned queen of the Minnesota Wing during their annual military ball. Sharon is a member of the Aeromets Squadron and was crowned by out going Queen Beth Erickson of the St. Paul Squadron. Sharon is presently a junior at Highland Park High School. (Photo by G.H. Tucker)

Sq. Conducts Student Program

MUSCLE SHOALS, Ala. — Interest in Civil Air Patrol has been developed in local Junior High School students by cadets from the Muscle Shoals Composite Squadron.

More than 475 seventh and eighth grade students, both boys and girls, of the Forest Hills Junior High School were recently presented a CAP interest development program by Cadets Lt. Col. Joe McKinney and SSgt. Johnny Powell.

topics covering the aerospace education program, orientation flights, community service, field trips, officer candidate schools and special activities, such as the International Air Cadet Exchange program and cadet flying encampments.

The program was developed and presented with the purpose of acquainting young men and women of the great and varied possibilities gained by CAP volunteer service. Information was given to the students on

As a follow-up to the presentation, literature and invitations were issued to the assembled students. The program will also be presented to other Junior High Schools in the Muscle Shoals area.

Unit Enjoys 3-Day Bivouac

RICHARDSVILLE, Va.—The Mount Vernon Cadet Squadron (National Capital Wing) recently enjoyed a "Spiritual Life Bivouac" under the direction of their unit chaplain, Capt. Ronald Liston.

The encampment was conducted over a three-day period at the Salvation Army's camp near Richardsville. The theme was "Directions for Life" with practical experience in map and compass, survival, woodsmanship and conservation. Communications were established and the Chaplains Net was monitored.

Chaplain Liston first conceived the idea of a Spiritual Life Bivouac while serving as chaplain of the Charleston, W. Va., cadet squadron from 1969 to 1971. He suggests that other chaplains might use the same idea in their Moral Leadership programs.

Unit Holds Parents Night; Presents Squadron Charter

FORT ATKINSON, Wisc.—The newly formed Daniel Klitzman Memorial Cadet Squadron of Madison, Wisc., recently held its first parents night.

The highlight of the evening was the presentation of the squadron charter to Mr. and Mrs. Stuart Klitzman, parents of Daniel, for whom the unit was named. Daniel was killed in a plane crash in 1968.

Mr. Klitzman presented a sizable donation and trophy, on behalf of his family. The money will be used to buy new uniforms for cadets in the squadron while the trophy will be designated as a travelling trophy and an incentive to all young cadets in the Wisconsin Wing. It will be awarded annually to the cadet who has soloed, shown the best leadership qualities and the best of other qualities required in the CAP cadet program.

Two cadets were also presented their solo wings during parents night. They were A1C Brian Luther and WO Richard Stephen.

Cadets Restore 'Blue Canoe'

BOISE, Idaho — Cadets of the Boise Composite Squadron will soon have their own 'Blue Canoe' restored.

Although it may never be fished from or sailed on water, it will enhance their cadet program.

'Blue Canoe' is the nick-name given by the cadets to a WW II flight simulator. The simulator has undergone repairs in the pneumatic and electronic section.

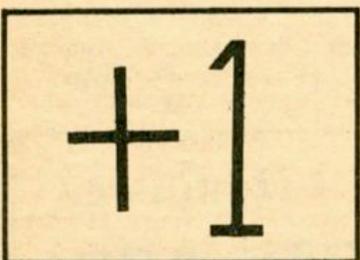
They are presently adding the finishing touches, washing, sanding, patching and painting.

Cadet Waller Is AFA Nominee

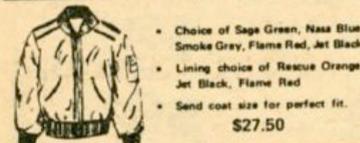
ST. JOSEPH, Mo. — A member of the St. Joseph Composite Squadron, Cadet George Philip Waller, has been named a nominee for the Air Force Academy.

Cadet Waller is now a senior at Central High School in St. Joseph where he is active in the AFJROTC honor guard and drill squad.

He is also a member of the rifle team and was selected best drill cadet in a recent ROTC review.



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Eric L. Abbott	02086	Wanda T. Pendergraft	32048
Mike L. Gregory	03040	Dennis P. Shirk	34037
Emmett V. Webster	04046	Kevin C. Mollis	34046
Howard M. Foley	04287	Terry K. Ruble	34051
David W. Riggins	04287	Gregory P. Cook	34115
Chris N. Burns	05041	Steven N. Stefanidis	34197
Bernhard W. Jager	09065	Terry W. Preston	34207
Nina A. Rossini	11011	David A. Ritchey	35033
Karl M. Hemmer	11020	Darryl L. Brawn	36007
Melvin C. Jay	11056	Patrick E. McNamee	36065
Suzette L. Tomasek	11113	William D. Patterson	41094
Chris Ruehman	11268	Geoffrey K. Vogel	45089
R. Keith Martin	12079	Kenneth S. Crumpton	45095
John C. Walker	18071	Robert L. Hayes, Jr.	47058
Frank A. Tramontozzi	19064	David C. Pollard	49018
Robert F. Schwager	20038	Robert W. Cowgill II	50043
Glenn E. Overby II	20038	R. R. Gaillardetz	50043
Paul O. London	20096	Jose R. Cantrell	52002
David J. Hartsell	20145	Mireya Alamo	52090
Susan J. Kelley	21010	Hector L. Cuadrado	52090
Kenneth V. Worland	23005	Julio Oquendo	52090
Jeffrey W. McCammon	26038	Margot Velez	52090
		Ana M. Esquelin	52096
		David E. Walker	01016
		Christopher C. Good	04282
		Jose R. Carrizales	08090
		Diana T. Cangelosi	11090
		William E. Powers	11189
		Robert H. Castle	11189
		Russell M. Jandt	11213
		Charles M. Kidd	12079
		Kevin A. Long	13002
		Kenneth W. Bosley	18013
		Susan J. Vandenberg	20119
		John D. Rockett	23016
		Robert M. Zeisler	25054
		Robert G. Hahn	31187
		Thomas L. Williams	31187
		James C. Mayes	42098
		Donna L. Osgood	42098
		Robert P. Niess	45002
		Steve A. Bryson	45025
		Julia D. Bohnke	45064
		Leonardo Cordero	52002
		Jaime A. Rivera	52062

Energy Crisis

A Sputnik-Like Challenge

WASHINGTON, D.C. — The energy crisis is called "a sputnik-like challenge." The international aspects of the energy crisis affecting the United States were noted by Secretary of State Henry Kissinger recently. He said:

"... We must bear in mind the deeper causes of the energy crisis: it is not simply a product of the Arab-Israeli war; it is the inevitable consequence of the explosive growth of worldwide demand outrunning the incentives for supply.

"The Middle East war made a chronic crisis acute, but a crisis was coming in any event. Even when prewar production levels are resumed, the problem of matching the level of oil that the world produces to the level which it consumes will remain.

"The only long-term solution is a massive effort to provide producers an incentive to in-

crease their supply, to encourage consumers to use existing supplies more rationally and to develop alternate energy sources.

"This is a challenge which the United States could solve alone with great difficulty and that Europe cannot solve in isolation at all. We strongly prefer, and Europe requires, a common enterprise.

"To this end, the United States proposes that the nations of Europe, North America and Japan establish an energy action group of senior and prestigious individuals, with a mandate to develop within three months an initial action program for collaboration in all areas of the energy problem. We would leave it to the members of the nine whether they prefer to participate as the European community.

"The group would have as its goal the assurance of required energy supplies at reasonable cost. It would define broad principles of cooperation, and it would initiate action in specific areas:

- To conserve energy through more rational utilization of existing supplies;

- To give producers an incentive to increase supply;

- To coordinate an international program of research and develop new technologies that use energy more efficiently and provide alternatives to petroleum. The United States would be willing to contribute our particular skills in such areas as the development of the deep seabed.

"The energy action group should not be an exclusive organization of consumers. The producing nations should be invited to join it from the very beginning with respect to any matters of common interest...

"The United States is prepared to make a very major financial and intellectual contribution to the objective of solving the energy problem on a common basis. There is no technological problem that the great democracies do not have the capacity to solve together — if they can muster the will and the imagination.

"The energy crisis of 1973 should become the economic equivalent of the Sputnik challenge of 1957. The outcome can be the same. Only this time, the giant step for mankind will be one that America and its closest partners take together for the benefit of all mankind.

"We have every reason of duty and self-interest to preserve the most successful partnership in history. The United States is committed to making the Atlantic community a vital positive force for the future as it was for the past. What has recently been taken for granted must now be renewed. This is not an American challenge to Europe; it is history's challenge to us all." (AFNS)

New Form 17 Is Available

MAXWELL AFB, Ala. — Senior Training officials have announced that a new CAP Form 17, Application for Senior Member Activities, has been published.

The new form, dated January 1974, must be used in making application for the 1974 CAP National Staff College as well as the one-week National Search and Rescue School, at Governors Island, N.Y., on July 29-August 2, they said.

CAP units are responsible for ordering CAP blank forms in accordance with the provisions of CAPR 5-4. CAP Form 8 is the vehicle to be used in requisitioning the Form 17 from National Headquarters.

Local reproduction of CAPF 17 should not be necessary, but is authorized if desired.



TOP SENIOR AWARD—CAP Lt. Col. Herbert M. Wood (right) happily accepts the Gill Robb Wilson award from CAP Brig. Gen. William M. Patterson. The National Board Chairman made the presentation during a recent Delaware Wing Commander's Call.

Unit's Action Earns Award

DENVER, Colo.—As a result of CAP member's actions during recent floods, the South Platte Cadet Squadron received the Unit Citation Award.

Cadets of the unit responded rapidly when alerted of conditions at the Arapahoe County School.

They participated in the removal of vehicles and equipment, dug ditches, maintained pumping operations and removed supplies from flooded areas.

In addition, they maintained watch over an overflowing canal and reinforced the canal embankment at the point where water was coming over.

They also helped traffic move on a vital bridge and gave up-to-date briefings on the situation at a local emergency control center.

As a result of their action, the Board of Education passed a resolution commending the squadron for its assistance.

The unit citation was presented by CAP Col. Thomas G. Patton, commander of the Colorado Wing.

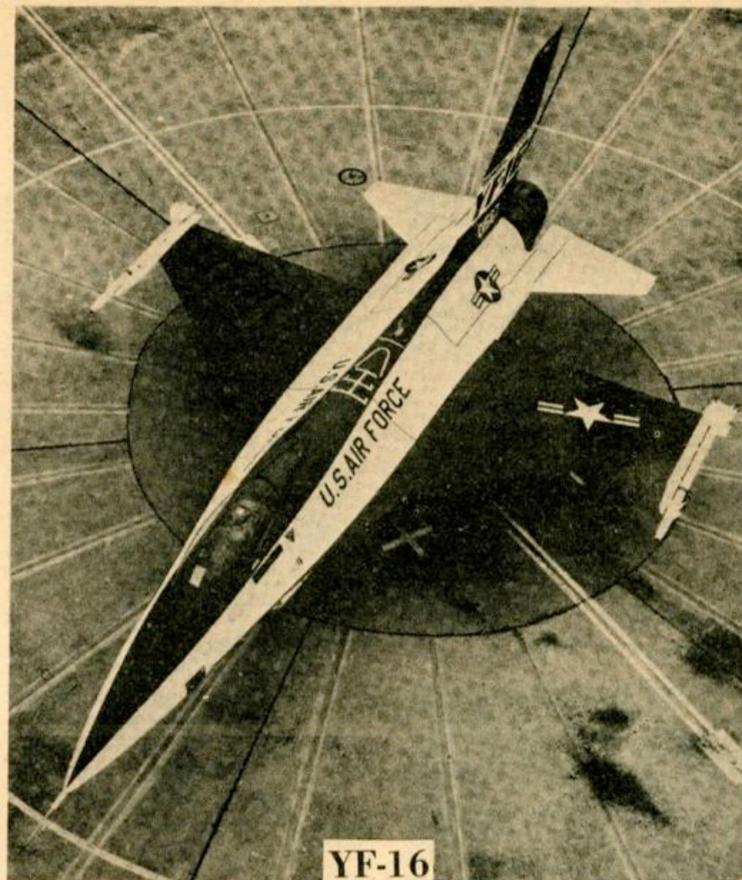
Va. Unit Holds Survival Course

HAMPTON, Va. — A survival training exercise was recently conducted at Fort Eustis, Va., for members of the Peninsula Composite and Hampton Roads Composite Squadrons.

Classes were conducted on ground team and ground search procedures including land navigation.

Also included in the training was a winter survival course, first aid and obstacle course.

Upon completion of the training, the members participated in a practice search and rescue mission along with a night exercise.



YF-16 Makes First Full Scale Flight Test

WASHINGTON—The General Dynamics YF-16 lightweight fighter has made its first full-scale flight test at Edwards AFB, Calif. The prototype aircraft flew for 90 minutes, reaching an altitude of 30,000 feet and a speed of 400 miles per hour.

Actually, it was the second flight for the YF-16. It made an unplanned flight recently during a high-speed taxi test. The pilot then decided to make a full takeoff for safety considerations at that time, then landed immediately.

The YF-16 is 47 feet long and has a 30-foot wingspan. With a design combat weight of about 17,000 pounds, the YF-16 is designed to have a transoceanic ferry range of more than 2,000 nautical miles.

The aircraft, which met all test objectives, will be joined by another prototype, the YF-17, soon to be rolled out of Northrop Corporation's Hawthorne, Calif., plant. Both aircraft will be evaluated during a 12-month flight test program at Edwards AFB.

The first full-scale flight test marked the beginning of the first Air Force effort in an advanced development prototype program which places more emphasis on demonstrated hardware and less reliance on paper studies. (AFNS)

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