

Latin American IACE Mapped

NATIONAL HEADQUARTERS—Five USAF officers from CAP Headquarters are visiting South American countries to firm 1963 plans for the IACE with participating nations—Peru, Chile, Brazil and El Salvador. During the trip they will also attempt to interest other Latin American nations in the Exchange program.

Headed by Col. Paul C. Ashworth, CAP national commander, the group included Col. Russell F. Ireland, Lt. Col. Harold A. Wicklund, Lt. Col. Foley D. Collins and Lt. Col. Joseph H. Friedmann.

Among the cities and countries to be visited are Howard AFB, Canal Zone; Bogota, Colombia; Guayaquil, Ecuador; Lima, Peru; LaPaz, Bolivia; Santiago, Chile; Buenos Aires, Argentina; Caracas, Venezuela and San Salvador, El Salvador.

CAP Times

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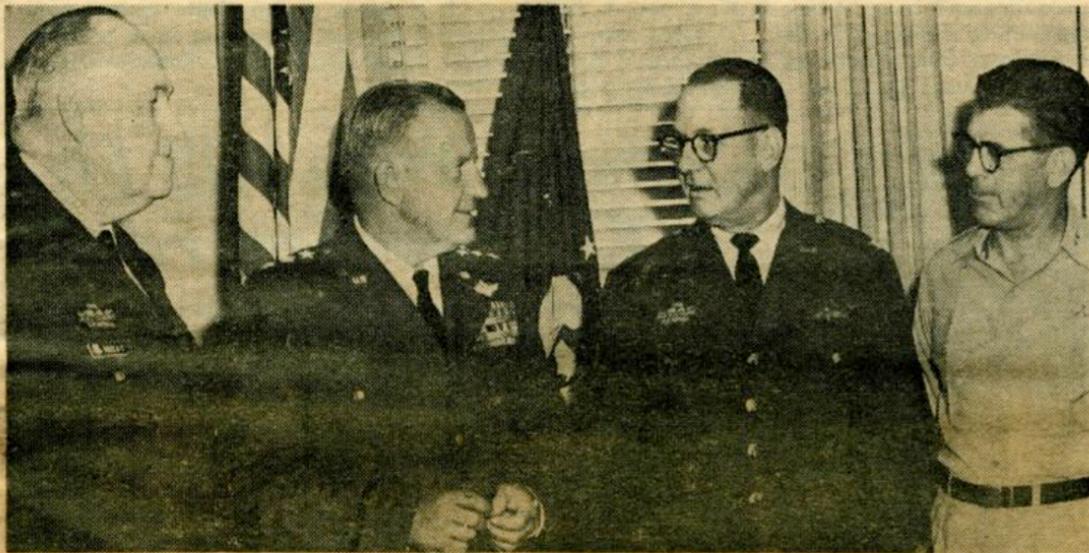


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Alaskans Make Heroic Rescue



CONAC MEETING—CAP's National Chairman, Col. Paul Turner, recently visited Continental Air Command headquarters to discuss corporation matters. From left, are Col. Ward Reilly, Southeast Region commander; Lt. Gen. Edward J. Timberlake, CONAC commander; Col. Turner; and Maj. Gen. Harold R. Maddux, CONAC vice commander. (Official USAF Photo)

Three Seniors Nominated For CAP's Highest Honor

KOTZEBUE, Alaska — Three senior members of the Alaska Wing were recently nominated for CAP's Medal of Valor for heroic action in making a dangerous rescue mission north of the Arctic Circle earlier this year.

All members of the Kotzebue CAP Squadron, the three seniors are Lt. Warren Thompson, commander; Lt. Deane Brandon, executive officer; and SM William Nix, supply officer.

The successful mission was carried out under extremely hazardous conditions. It began when a search emergency developed when two aircraft returning from a polar bear hunt off the northwest Alaska coast became lost.

One aircraft was provided bearing information into Cape Beaufort and successfully reached that landing area. The second aircraft, with pilot Bontragger and hunter Grant Gurnsey aboard, ran out of fuel short of Cape Beaufort and crash landed. They were able to report by radio that both pilot and passenger had survived the crash landing, but were unable to give their location.

Lt. Thompson and Brandon, with SM Nix as observer, immediately took off from Kotzebue in a CAP L-20A search aircraft to attempt to locate the downed men. As no refueling facilities were available beyond Kotzebue, extra fuel in five gallon cans was carried aboard the L-20.

About one hour after take-off, pilot Thompson picked up a weak radio signal from the downed aircraft, advising that a low overcast condition was settling at the crash site. The signal was too weak to use for homing, but a low overcast

(See THREE, Page 15)

IN MICHIGAN

Aerospace Education To Expand

NATIONAL HEADQUARTERS—Members of the Michigan Aerospace Education Curriculum Committee met with officials of the Aerospace Education Office, CAP-USA Headquarters, from Oct. 25-27 for the purpose of furthering the development of aerospace education at all grade levels and in all curricular areas within the state of Michigan.

Chairman of the Michigan Committee is Mr. Rex Wedel, of the Jackson County Board of Education. Vice-chairman is Mrs. June Gabler, principal of the Greenwood Elementary School, St. Claire Shores, Mich. Secretary of the Committee is Mr. Max Cochran, who works with the Department of Public Instruction in Lansing.

The conference took place at Ellington, AFB, Texas, with the first session opening on Oct. 26 where the structure and purpose

(See AEROSPACE, Page 15)

Ex-Members, Now in AF, Start Aerospace Cadets of Europe

NATIONAL HEADQUARTERS—Although they were not granted a charter and were unable to use the name of Civil Air Patrol or wear the CAP uniform, former members of CAP now stationed with the Air Force at Evreux-Fauville Air Base, France, have succeeded in establishing a youth program comparable to CAP for American children living in Europe.

A1C Lawrence L. Loos, former

member of the Forbes AFB Cadet Sq., in Kansas was transferred to Evreux Air Base and after observing youth programs there decided the American youngsters needed a program that emphasized aviation that none of the existing ones provided.

He, along with other former members of CAP now in the Air Force, met frequently and devised a plan whereby they could recruit members for their organization

from students attending the base school and nearby Druex American High School.

Assemblies were held during the latter part of 1961 and the first part of 1962 at the schools. CAP Headquarters was kept advised of the plan to establish a training program on aerospace education and asked for material to assist the fledgling organization.

Recruiting drives netted 30 students from each of the schools.

A meeting room was located in the Evreux American Youth Activities building on base and Saturdays were established as meeting days. The cadets were divided according to age groups: Seniors (adults); cadets (12 to 18) and junior cadets (10 to 13).

Training program for the cadets included military subjects on customs and courtesies, aviation, and elementary drill. Cadets were soon forming a color guard and a drill team.

At first cadets wore civilian clothing to meetings. It was decided that dark trousers and white shirts for the boys and dark skirts and white blouses for girls would be the new uniform. Rank was

(See FORMER, Page 15)

Cadets Given Briefing On Aerospace Facilities

HILL AFB, Utah — Fifteen cadets from the Rocky Mountain Region were the first CAP members to take part in a program of orientation briefings at military experimental and civilian aerospace development centers. Host companies for the briefings were Hercules Powder Co., Thiokol Chemical Corp., Boeing Company, and Sperry Rand.

Cadets from five Wings—Colorado, Idaho, Montana, Utah, and Wyoming—attended meetings at each of the four participating industries in Utah. Corporation officials explained their roles in the nation's aerospace program and conducted tours of plant facilities including research and development labs and production and testing facilities.

During a formal banquet given the cadets at Hill AFB, Mr. Bennett Meador, training supervisor of the industrial relations unit of

Boeing and Mr. William Jones, employment division of Thiokol Corp. spoke concerning the type of people their corporations desire to employ.

Guests present were Col. Joseph Bergin, Utah Wing commander; Lt. Col. Eldon Harding, deputy commander for cadet training, Utah Wing; Col. W. M. Bower, Major M. W. Heard, Major Leroy Phipps, and Capt. Lanis Pinchuk, Rocky Mountain Region LO staff.

Cadets taking part in the program were: Nancy Foster, Bill Kelly, and James Force, Colorado Wing; Carol McCrery, Mitchel Latia, and Joe Holinka, Idaho Wing; Marilyn Tripp, Ronald Susott and James Webb, Montana Wing; Judy Huffman, Kelly Healey and Normany Barnes, Utah Wing; Linda Farrar, Richard Steinhour and Wayne Winninger, Wyoming Wing.

Oregon Wing Responds Fast To Emergency
See Story Page 7

California Group Joins Search for Legislator

MT. DIABLO, Calif. — When the Piper Apache carrying U.S. Congressman Clem Miller of Corte Madera, California, went down during bad weather in the Chaparral Mountains the Mt. Diablo Group 8 of the Civil Air Patrol mounted one of the largest search and rescue operations ever conducted by their organization.

Word of the downed aircraft was first sent to Lt. Col. E. O. Musser, deputy for communications, by radio from the Western Air Rescue Center at Hamilton AFB, Calif., and within the hour Col. Musser had alerted all communications operators over the entire northern section of the state and search and rescue operations were in action.

Congressman Miller, representing the First District of California, was on a flying campaign trip for re-election for a third term in Congress. Piloting the aircraft was

retired Air Force Major George Head. Major Head's twelve year old son was also on board.

The Piper Apache left the Santa Rose airport at 3:27 on the afternoon of the crash and was last heard from one minute flying time out of Crescent City, Calif. The weather was reportedly bad with low overcast, rain squalls and high, gusty winds.

Despite these weather conditions 25 civilian and CAP aircraft, 3 flying boats and 2 helicopters were in the air by daybreak the next morning.

Coast Guard ships and fishing fleets searched the coastal waters from Crescent City to the Oregon border.

The wreckage was finally spotted on the southern slope of Chaparral Mountains about 30 miles east of Eureka. There were no survivors.

Mission commander was Major Ervin Hadley.

Florida Wing Obtains Cruiser for Rescues

CARRABELLE, Fla. — The recently formed Civil Air Patrol squadron in this Florida town has recently come into ownership of a forty-six foot pleasure cruiser for use as a search and rescue boat along the northern Gulf Coast of this state.

The story of the volunteer efforts of CAP members and civilians not in CAP is a long one and begins with Carrabelle Squadron commander, 1st Lt. Charles A. Dixon, who learned that this sea-worthy craft was available for use by the Carrabelle CAP Squadron if they wanted it.

Interest within the squadron grew and arrangements were made to accept delivery of the boat in Jacksonville, Fla., where it was berthed. Contributing funds for initial expenses of operating the boat were Carrabelle merchants and citizens along with residents of Dog Island and the retirement village of Lanark.

ORIGINAL owner of the boat was Mr. Stuckey of Georgia. He is connected with the chain of candy stores bearing the same name. Mr. Stucky, realizing the need for rescue work along the northern Gulf Coast, gave the boat and all its equipment to the Carrabelle unit.

A crew of six traveled to Jacksonville to pick up the newly named "Bilinda" and bring her back to "home base." His Honor, Mayor Burns of Jacksonville, was present the day the Bilinda set sail along with hundreds of spectators and newspaper and TV reporters.

The trip home was 900 miles with 15 stops and the Bilinda used 950 gallons of gasoline. Major Beutlich, Florida Wing LO, rode aboard the Bilinda from Jacksonville to Sarasota. The Junior Chamber of Commerce assisted the Bilinda crew during the trip.

In Jacksonville the JC's gave the crew a token check, in St. August-

ine they donated 100 gallons of gasoline. In Daytona Beach, the crew received two life preservers from local JC's and in Sarasota the JC's donated a pair of binoculars to the good ship Bilinda.

Some work remains aboard the Bilinda, but citizens of Carrabelle, along with CAP members of the Squadron, know they have added another service in search and rescue operations in the Gulf area if it ever becomes necessary.



ASTRONAUT'S VISIT—USAF Major Gordon Cooper, astronaut with the United States National Aeronautics and Space Administration, paid a visit to CAP members during their summer encampment at Tinker AFB, Okla. Pictured here talking with Astronaut Cooper are (l. to r.) Cadet Captains Don Meyers and Mike Strack, Arkansas CAP Wing; Cadet Capt. Barbara Overstreet and Cadet Lt. Elaine Chlapowski from the Oklahoma Wing.



DONATED AIRCRAFT—Col. Louisa Morse, Delaware wing commander, drops the keys to the Piper Colt seen behind her into the waiting hands of Col. Stanhope Lineberry, (left) commander of the Middle East Region in recognition of the Region's superior record for cadet orientation flights in 1961. Col. Lineberry then presented the keys to Col. John Taylor, commander of the South Carolina Wing for that wing's similar record. The South Carolina Wing will use the aircraft for one year at which time it will be awarded the wing gaining the best record for 1962. Col. Morse donated the \$5000 aircraft to be used for this award.

California Wing Will Fly TV Christmas Seal Family

SAN FRANCISCO — The Tuberculosis and Health Association of California, and its 54 county associations, have bestowed the title of "The 1962 California Christmas Seal Family" on the television clan of MacRoberts.

Thus one of television's most widely-acclaimed new households has been enlisted to participate in the official statewide kick-off of the 56th annual Christmas Seal Campaign.

Audrey Totter, Frank Maxwell, Rickey Kelman, Regina Groves and K. C. Butts, co-stars of ABC-TV's hilarious new domestic comedy series, "Our Man Higgins," will be flown by California CAP Wing to selected key communities on Tuesday, Nov. 13, to present sheets of autographed Christmas Seals to the "first families" of all neighboring counties.

Each local tuberculosis association will have selected their first family prior to the airport ceremonies. Representatives of press and television will be invited to cover the events.

Video's Duncan MacRoberts "family" is well aware that the 1962 Christmas Seal Campaign is a respected voluntary effort, raising funds to wipe out tuberculosis, and control other respiratory diseases.

Prominent physicians have pointed out that this year Californians must expand their efforts to find all the unknown cases of TB lurking in the state; increase efforts to help ex-TB patients get back on their feet and stay there; and extend the educational program so that people of all ages will learn how to protect themselves from tuberculosis and other respiratory diseases.

The use of Christmas Seals makes these goals, and the continuation of important medical research programs, a possibility.

The Civil Air Patrol has offered whole-hearted support and cooperation in calling public attention to the opening of the 1962 Christmas Seal campaign. CAP will provide the "wings" to transport the MacRoberts family around California.

Other CAP units across the nation are responding to the drive, as in 1961, to offer the widest possible aid to this most worthy cause.

Henry Ackerman, vice president of Screen Gems (producers of Our Man Higgins) and Col. Herbert Barnett, California Wing commander, are coordinating the project with the Tuberculosis and Health Association of California.

CAP Bumper Emblem

NATIONAL HEADQUARTERS — A new automobile bumper emblem is being offered by the S. Mitchell Co., of New York, for Civil Air Patrol members.

The emblem is a CAP insignia made of heavy gauge metal in three colors. It is four inches high and has a lustre finish that serves as a reflector.

Address of the S. Mitchell Co., is 8 West 26th Street, New York, N.Y. Price is \$1 each.

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Units Urged to Forward Renewals Without Delay

NATIONAL HEADQUARTERS — Last year renewal applications were mailed from National Headquarters during the month of September, but the bulk of these applications were not returned until February.

Receiving such a large amount of renewals at one time caused many members a long delay in receiving their annual membership sticker.

All renewal applications were mailed before Sept. 7 this year either directly to members or to Region or Wing Headquarters. Mailing them this early should make it easier to sign up all present CAP members for '63 during October.

Every effort should be made at all levels to process and forward renewal applications as they are received rather than allowing them to accumulate. If this is given full attention members will receive their 1963 membership sticker earlier. National Headquarters CAP will be able to process them in an orderly fashion if applications are received between October and January.

ALL UNIT commanders are urged to plan a membership meeting in November. With a minimum amount of preparation, procedures may be arranged to accomplish renewals for all members during one meeting.

The procedure for renewal ap-

plications is the same this year as it has been for the past two years. It should be familiar enough so that all members of CAP units can be signed up as soon as possible.

Approximately 12,000 senior members failed to renew for 1962. So far during 1962 CAP has only been able to sign up approximately 9000 new members. Compared to this time last year we are 969 seniors short. And 7,800 short of our 1962 national goal of 40,000.

Renewal of membership on time is important also to continued reception of CAP TIMES. CAP members are urged to insure their renewals are processed as soon as possible in order to avoid delays or interruptions in the delivery of their CAP TIMES.

Chaplain Committee Holds Conference at National

NATIONAL HEADQUARTERS — The National Commander's Chaplains Committee met Oct. 23-25 at Ellington AFB, Texas, under the chairmanship of Chaplain (Lt. Col.) James E. O'Connell. Representing National Headquarters at the meeting was Chaplain (Lt. Col.) J. Norman McConnell, national chaplain for CAP-USAF.

Special guest was Chaplain (Col.) Stephen T. Mayer, staff chaplain, Continental Air Command. Also from CAP-USAF Headquarters was Chaplain (Lt. Col.) Meredith P. Smith, assistant national chaplain.

Members of the national committee who met at Ellington were: Col. Walter A. Markowicz, chaplain for the Great Lakes Region; Col.

Herbert H. Stahnke, North Central Region chaplain; Lt. Col. Albert Plotkin, member-at-large, NCCC; Lt. Col. Reuben M. Katz, Northeast Region chaplain; Lt. Col. Ray R. Soper, Southwest Region chaplain; Lt. Col. Paul Kennedy, Pacific Region chaplain; Lt. Col. Kenna T. Trout, member-at-large, NCCC; Lt. Col. Joseph M. O'Malley, Rocky Mountain Region chaplain; Lt. Col. W. C. Nolen, Southeast Region chaplain; and Lt. Col. Amel Shultz, Middle East Region chaplain.

OTHER CAP chaplains attending the three day meeting were Lt. Col. Joseph P. Mardian, North Central Region deputy chaplain; Lt. Col. Harold M. Best, California Wing chaplain; Lt. Col. Phillip B. Hawley, Rocky Mountain Region deputy chaplain; Lt. Col. Henry J. Gernhardt, North Dakota Wing chaplain; Lt. Col. Daniel U. Scovanner, Great Lakes Region deputy chaplain; and Lt. Col. Edgar A. Anderson, Wisconsin Wing chaplain.

Also attending were: Lt. Col. Aurolian C. Elliott, Virginia Wing chaplain; Maj. Olney N. Todd, Alabama Wing chaplain; Maj. Robert A. Godfrey, West Virginia Wing chaplain; Capt. Paul E. Jones, Colorado Wing chaplain; Capt. Milton Popp, Southeast Region deputy chaplain; and 1st Lt. George H. Dupuis, Vermont Wing chaplain.

CAP Calendar

CAP Events

Civil Air Patrol 21st Anniversary	Dec. 1, 1962	National Observance
Middle East Region Conference	Aug. 23-25 1963	Hotel DuPont Wilmington, Del.
North Central Region Conference	Sept. 21 or Sept. 28, 1963	St. Joseph, Mo.

Aviation Events

National Aerospace Education Conference	July 7-11 1963	Deauville Hotel Miami Beach, Fla.
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Special Events

Veterans Day	Nov. 11	National Observance
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Two Killed on Search in January Found in Mission Financed by Utah

BLANDING, Utah — The bodies of two CAP members, who disappeared on a search mission last January, were discovered recently during an "all out" search financed by the Utah Aeronautics Commission. The wreckage of the Cessna 170, containing the remains of pilot, Melvin Morrill and observer, SM Terry Courtwright, was finally located on Chippean Ridge in the Manti-La Sal National Forest about 15 miles north of Blanding.

The plane apparently had plunged straight in without shearing any of the pine trees surrounding it, and ground party members indicated that the wreckage probably could never have been seen from the air.

The two CAP members disappeared January 10 while searching for a lost California pilot. The wreckage of the 170 was found within the grid limits of the area assigned to them during the search. Lt. Col. Ott Webb, Wing Deputy for Emergency Services, who directed many of the subsequent searches, always felt the men had gone down within their assigned area and kept search planes over the grid almost continuously.

Civil Air Patrol combined with other agencies such as the Utah Jeep Search and Rescue Association to organize a three-day search to locate the missing Utah members. They were aided by a \$900 grant from the state commission.

More than 200 volunteers scoured the area by air, jeep, horseback and on foot. The wreckage was finally sighted by Jesse Grover and Kenneth Helquist, members of the Elk Mountain Riding Club of Blanding. So rugged is the terrain in that area, however, that news of the find could not be relayed until late that afternoon.

Maj. Dean Despain, commander of Headquarters Senior Squadron, was one of the "on foot" searchers who could attest to the roughness of the terrain. Maj. Despain stated, "This just proves once more that you cannot give up looking even though an area has been covered again and again. Due to the determination and faith that the lost men were in their assigned area, the search was successful."

The search for Morrill and Courtwright has been carried out throughout this year, and was one of the most extensive in the history of the state.

Ground searchers spent vaca-

tion time in the area in hope of sighting the downed Cessna. Pilots flying over the area have kept a lookout in hopes of sighting some clue that might lead to a find.

The area in which the two went down is listed as Grids 18 A and C of the Grand Canyon Sectional chart.

The DOWNWIND, official Headquarters Squadron, Utah Wing, publication praised the efforts of

the volunteer searchers. Referring to the two missing pilots, the publication stated, "These two (Morrill and Courtwright gave their lives in the highest traditions of Civil Air Patrol—trying to save the life of another."

Funeral services were held for Lt. Morrill in his city of Farmington, while SM Courtwright's services were held in Centerville.

FAA Deputy Visits Units While on Trip to Alaska

ANCHORAGE, Alaska — On a visit to Alaska recently Lt. Gen. Harold W. Grant, deputy administrator of the Federal Aviation Agency, had an opportunity to visit Civil Air Patrol units and talk with many CAP members. He expressed the desire to see closer ties between CAP and the FAA.

Many FAA personnel, their wives and children are already members of CAP, but General Grant, along with Mr. Najeeb Halaby, FAA administrator, expressed the desire for even more participation by FAA members.

A survey was completed at the request of Mr. Allen Hulén, assistant administrator for the Alaska Region of FAA, to determine participation by FAA employees and families in Civil Air Patrol.

As a result of that survey it was learned that as of July there were 505 senior members and 404 cadet members active in the Alaska Wing. Of these, 98 are FAA employees in the senior ranks and 32 youths of FAA employees are in cadet ranks. Forty-three of these seniors are pilots. Twenty-one hold officer ranks.

There are sixteen wives of FAA employees in CAP. They serve as pilots, observers, instructors and in administration.

According to Col. James E. Carter, Alaska Wing commander, nine out of 32 units in the Wing were established by FAA employees.

Lt. Col. Robert G. Livesay, AF-CAP liaison officer for the Pacific Region credits FAA employee participation in CAP as critical to the program in Alaska.

He credits FAA-CAP members as often times being the only source of reliable and capable members in remote areas.

TV Show on Florida Search Activities Scheduled for National Aviation Week

By LT. VEE HARTMAN IO, Group I

MIAMI, Fla. — A documentary film, based on CAP's search and rescue program, is slated for South Florida viewing on November 18 in connection with National Aviation Week.

Entitled "Rescue Alert," the 30-minute production is the mutual project of Florida Group I headquarters and ABC Television Station WLBW in Miami.

Filmed against the background of the formidable Florida Everglades, it depicts the events leading to and including CAP air search and rescue. It is aimed

at both the aviation and non-aviation television audiences of South Florida.

The facilities and personnel of Miami area units were utilized to portray the spontaneous effort loosed by CAP in an action-demanding emergency. In this case the illustration was occasioned by a "lost" private aircraft.

The film was photographed and narrated by WLBW newscaster Jack Walker, who is also a CAP pilot and warrant officer. The SARCAP saga was directed and supervised by WLBW producer-director Orm West and Lt. Vee

Hartman, Group I information officer.

Exceptional air and in-flight sequences were made possible through the use of a DC-3 executive plane, loaned by Lt. Col. Hal duPont, Group I commander. Col. duPont also provided a Cessna 175, the "private plane" which became the subject of the realistic film mission.

Observance of legal and practical safety rules required ingenuity on the part of the film company personnel to produce effects and actions familiar to all pilots in a manner that could not be criticized as inaccurate or unrealistic.

ACTUAL FLYING in the "weather" scenes was performed by North Dade Squadron's SM Toni Wakes, who portrayed the wife-mother role for the "ill-fated family vacation." Student pilot Bill Dunstall of WLBW sat in briefly as the husband, while future pilot Dick Hartman, whose parents are both CAP members, played the child in scenes establishing the reason for the simulated mission.

Scenes featured the use of Miami Squadron II all white insignia aircraft, and Hollywood Squadron's air-conditioned mobile communications shack complete with its own generator.

Use of the combined personnel and materiel of area squadrons emphasized the dedication and readiness for a rescue alert.

After shooting on the film was completed, many of the pilots remained to give orientation flights to Florida cadets who had reported to assist in manning the mission ground support positions.

Personnel of the Florida Wing concerned in the film undertaking found their sense of accomplishment was heightened by the knowledge that theirs was an attempt to capture such wide-scoped activity—on the scene and as it happened.



DISTINGUISHED SERVICE—For distinguished service as South Dakota Wing commander, Mr. Joe Floyd (left) head of Keloland Radio and Television Stations, Sioux Falls, S. D., was presented with a plaque by Col. John E. Page, present wing commander. Floyd was wing commander in 1954 and aided in expanding the wing and securing state funds for the purchase of communications equipment. His stations have contributed thousands of dollars worth of free information about CAP in programs and spot announcements. Mr. Doug Hill news director of Keloland stations, was also presented with a certificate of appreciation for his cooperation in broadcasting CAP information. Hill was not present for the photograph.

Radio Net Valuable Aid To AF Recruiter in Ohio

CLEVELAND, Ohio — One big problem for Air Force Recruiters is how to get out into rural areas of responsibility and still keep their office open for business. SSgt. Herbert Clark, USAF recruiter assigned to Plainville, Ohio,

with assistance from CAP, has resolved this problem in his area.

Two Civil Air Patrol cadets who had been helping SSgt. Clark put their talents to work and installed, at their own expense, a two-way radio communication system in the recruiting office and in the Air Force staff car assigned to Sgt. Clark.

With a flick of a switch Clark can now talk with CAP personnel manning his office while he is in the field. In this way Clark can keep in direct contact and know what is going on in his main office.

This radio system has given the Air Force recruiter additional time for meeting more people and selling the Air Force program. CAP cadets too have benefited from the radio system since there is always a volunteer to man the office and operate the radio.

"This is a fine example of the outstanding assistance from a group of young citizens who are willing to serve their community and generation as well as the Air Force," commented Sgt. Clark.

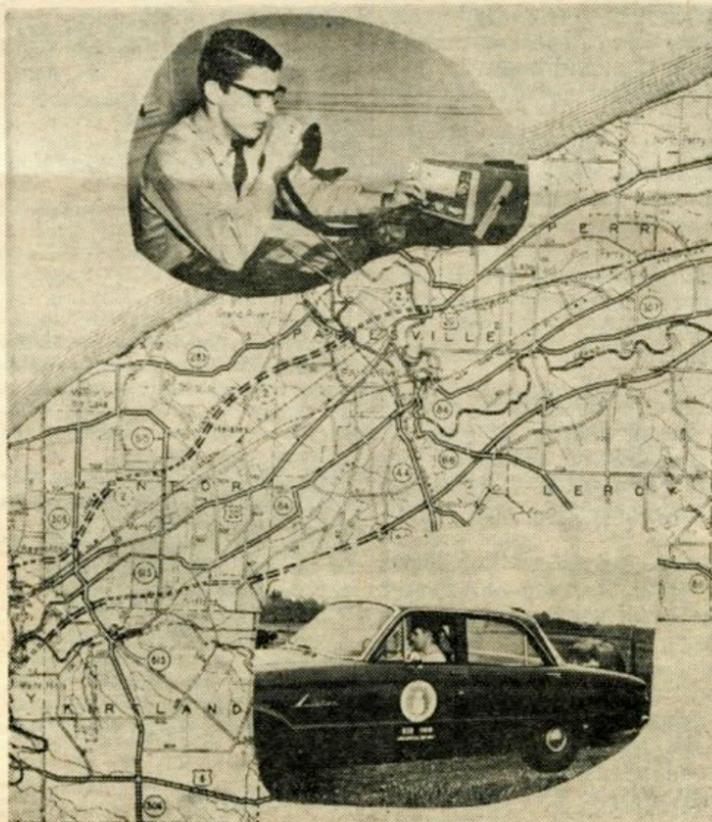
California Tops In Flying Sorties

NATIONAL HEADQUARTERS — According to a break down of SAR missions flown by Civil Air Patrol units for the period of Jan. 1 through June 30, 1962, the California Wing recorded the most sorties with 1249 to their credit for a total of 1992 manhours.

Second place in these totals was the Alaska Wing with 1049 sorties flown for a total of 1799 hours.

The Utah Wing was next with a recorded total of 878 sorties for 1738 manhours.

CAP is listed as having flown a total of 4457 sorties altogether during this reporting period.



CAP CADET Mark Connor transmits office business to Painesville, Ohio, Recruiter-Salesman, SSgt Herbert Clark on the newly installed radio communication system. Pictured is the recruiter's area of responsibility.

Civil Air Patrol Times

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Retention Remedy: Renewal

H. G. WELLS, writing in 1931, warned: "... we have come to rely upon a comfortable time-lag of 50 years or a century intervening between the perception that something ought to be done and a serious attempt to do it."



ASHWORTH

Obviously, this time-lag observed by Wells can only be applied to Civil Air Patrol when centuries are compressed into decades. Thus, a century in this concept would equal 10 years in the life of CAP; a time-lag of 50 years would be the equivalent of five years in CAP.

We can ill afford the luxury of a time-lag of from five to ten years between the "perception that something ought to be done" in CAP and "the serious attempt to do it." We cannot afford the luxury of even one year's time-lag between perception and action.

Let's take a look at the membership quota and retention rate which CAP established for itself under the Long Range Plan.

According to National records, we are making satisfactory progress in both cadet enrollment and retention. By satisfactory, I mean that cadet membership is up 5294 over this same time last year, with a current total of 40,122. At this rate, we can achieve the 1963 goal of 45,000. But then the picture changes. "Satisfactory" will no longer be good enough. After reaching 45,000 in '63 we must attract an additional 13,000 cadets for '64; 17,000 in '65; and 25,000 in '66 if we are to reach our national goal of 100,000. If we can continue the momentum that we now have going in our cadet program, I am optimistic enough to believe that we can achieve these goals.

Conversely, the senior enrollment and retention picture is discouraging. Nationally, senior membership as of 30 September 1962 is 969 less than that of 30 September 1961—and 7800 short of the national goal of 40,000 for 1962. We now have 32,200 seniors.

You saw the need for action and accepted the Long Range Plan as the vehicle to accomplish the recognized goals. Adopting plans and setting goals are not in themselves enough to provide the answer to retention and recruitment.

The annual renewal period for 1963 is October 1, 1962 through January 31, 1963.

We have less than three months in which to check a declining senior membership and to retain those members we now have. We also have less than two months in which to redouble our efforts to cut down the deficit of 7800 charged against our 1962 goal.

Renewal means retention, and retention of the present senior enrollment will check our current back-sliding, but recruitment of quality membership and better leadership is of vital importance if the senior program is to do more than hold its own.

As I stated above, you are presently 7800 short of your 1962 senior goal. You are also faced with a '63 goal of 44,000 seniors. This adds up to a deficit of 12,800 seniors staring us in the face for the next 14 months—a deficit of more than one-third your present membership. This handicap demands positive action.

The OPS program was designed to attract civilian pilots into CAP and although it can help to increase our senior membership, it cannot provide the quality of leadership or senior members with a sincere interest in our cadet program that we must have. CAP must look to the professional people—the teachers, doctors, lawyers, businessmen, clergy, youth leaders and citizens with something to contribute—to build the senior membership to the desired level of quality and leadership needed to strengthen our ranks.

NOW IS THE TIME TO RENEW YOUR 1963 MEMBERSHIP and bring a new senior into the program with you. If every senior brings in one new member for '63—with EMPHASIS ON QUALITY AND LEADERSHIP—you will have exceeded your membership goal for 1966. More than that, you will have shown the Air Force and the nation that when faced with a job, CAP can and will do it. Renew now!

Letters

Oldtimer

SAN ANTONIO, Tex. — I was reading one of your CAP TIMES letters from the "Old-Timers" and I thought I would write you a letter and give you a run-down on one of the old timers in CAP with the Alabama Wing.

As you can see by my serial number (CAP 464) I was the fourth applicant approved in the CAP program when it was first inaugurated in December 1941. I have been active in the program since that time except when I was on active duty in World War II and recalled in the Korean Crisis.

I have held positions from senior member to supply officer, commandant of cadets, squadron executive officer, squadron commander, group commander and then promoted to wing staff as Deputy for Cadet Training.

During my administration with the Alabama Wing in the cadet program, we progressed to near the top of the program insofar as cadet activities were concerned. I was fortunate enough to be selected in 1960 as a senior escort in the IACE program. I escorted a group of cadets to Greece and I will say, without a doubt, that this is one of the best programs in the country for young boys and girls.

In August, 1961, I was transferred to San Antonio, Tex., and at that time retired due to the fact that my activities would not allow me to be as active as I would like to be in the program. I am, at present, on retired status but keeping my membership through the Alabama Wing.

As soon as time permits, I will get back into the program and do my part in helping our young boys and girls become better citizens through CAP work. (I hold a senior pilot's rating, and enjoy flying cadets on orientation rides in view of the fact that they enjoy the flying activity so much.)

I watch our Alabama Wing activities through the CAP TIMES and through contacts with the wing administration. We do appreciate the good work that you are doing in connection with our program.

LT. COL. WILLIAM B. HAYES, CAP (Retired)
 519 Carolina St.
 San Antonio, Texas

(Ed Note — Units in the San Antonio area might keep in contact with Col. Hayes. As both a senior pilot, and experienced CAP officer, he would prove to be an asset to a unit. Alamo City recruiters make a note!)

Guide Praised

HONOLULU, Hawaii — Your speakers guide (CAP Speakers Guide distributed in July) is the greatest thing to hit CAP since Hawaii was admitted to the union.

I have had the chance to use it on two occasions and my talks went like clockwork. I have also been using the guide as an outline for my fourth classmen.

You did a real great job on this and may I be one of the first to say a job well done.

MAJ. FRANCIS G. GOMES, CAP Commander, Maryknoll Group, 1402 Punahou St., Honolulu, Hawaii

(Ed Note — Many thanks for the kudos for the guide. Other units might also find the kit an excellent training aid as well as a means of preparing speeches.)

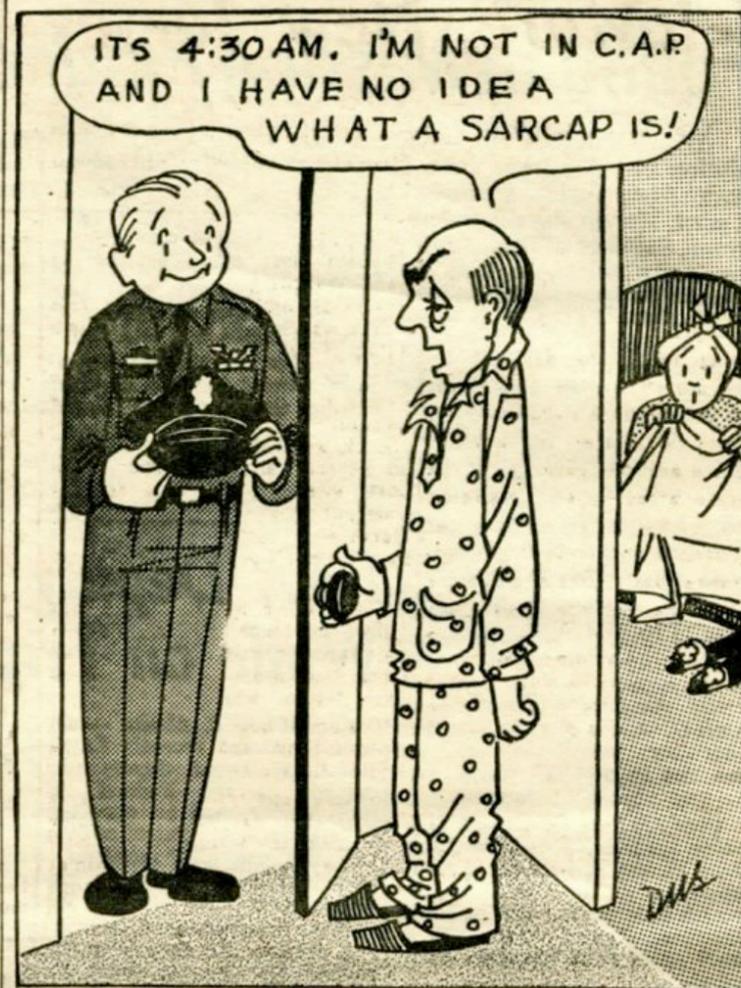
AFA Query

DAYTON, Ohio — In reference to an article that appeared in the July, 1962, issue of CAP TIMES; please send information on the AFA (Air Force Association), es-

(See LETTERS, Page 19)

CAP Capers

By Maj. Dorothy Swain



NEW TITLE . . . To simplify references to female cadets, CAP TIMES will utilize the title "Cadettes" in all future issues. When young CAP members are referred to collectively, however, the term "cadet" will still be used.

NO CAPTIONS . . . Information officers in the field in many cases still continue to send in photos for use in CAP TIMES without proper captions. Specifically, there is a failure to include complete names, ranks and duty assignments. Without this complete data, photos are not usable, and must be discarded.

ANNIVERSARY KITS . . . The 21st CAP Anniversary Kits were put into distribution late last month. This year's theme will be "The Coming of Age." Units planning special local observances such as banquets, military balls, open house and similar fetes, should notify CAP TIMES by Nov. 15. This data will be compiled into a roundup on anniversary activities to be printed in the 21st Anniversary (Dec.) issue.

NEW BOOKLET . . . A handy dictionary-type booklet entitled "Can You Talk The Language of the Aerospace Age" has been sent to all CAP units. Published by the USAF Recruiting Service, the booklet includes data on U.S. missiles and is a fine source of reference.

RADIO SPOTS . . . Spot announcement records are now in the hands of radio stations across the nation. Special Anniversary spot announcements for radio will also be included in the anniversary kits. Two special anniversary television slides will be in the hands of television stations approximately the first week in November. IOs should contact local TV stations to encourage promotion of the slides during the anniversary period.

MINIMUM AGE . . . All CAP members were reminded this week that the new minimum age for cadets is now set at 13 years, instead of the previous 14 years for cadet recruitment. This was one of the recently adopted changes to the Constitution and By-laws made by the annual National Board meeting.

CHANGE OF ADDRESS . . . Each issue of CAP TIMES carries a change of address form for those changing location. Many changes of address are being sent to National, without utilizing this form. Those not receiving their copies of the paper, or having similar problems, should use this form to register changes.

CHAPLAINS . . . Plans are now in progress for the Local Area Chaplains Conferences to be held in 1963. Cards have been mailed to region and wing chaplains, and all members of the National Commander's Chaplain Committee to be filled out. These should be returned to National without delay.

Delaware, New Jersey Wings Seek Missing Light Plane

NEWARK, Del. — The Delaware and New Jersey Wings were called into a search for Gurn Bradfield, piloting a green and yellow Cessna 140. The aircraft departed Bakersfield Airport, Middletown, Del., en route to Cape May County Airport, New Jersey. The weather at time of departure was two miles visibility and closing — the pilot did not file a flight plan.

During the three days of intensive search by the U.S. Coast Guard and Civil Air Patrol units from the two States, the weather prevented accurate coverage of the suspected areas by air. However ground parties covered most of the shoreline on foot and in jeeps. The entire coastal area of Delaware Bay and the Atlantic Ocean was searched to no avail.

The aircraft was presumed down in the water and the Coast Guard suspended the mission due to the probability that the pilot could not have survived.

JACKSONVILLE, N.C. — A green and white PA-18, piloted by Robert Busque, Berlin, N.H., was reported missing in flight between this city and New York City. The pilot had filed a complete flight plan. The CAP wings of Delaware, New Jersey, New York, Connecticut and Massachusetts were alerted to the search.

A U.S. Coast Guard vessel located and salvaged remains of the aircraft which was positively identified as the SAR objective. The deceased pilot and PFC Daniel Feyler, USMC, one of the two passengers were recovered.

Adverse weather conditions hampered the search throughout the 10 days. Hundreds of CAP personnel had joined with the Coast Guard in the 5-state effort.

MIAMI, Fla. — The Florida Wing was called on to assist the Coast Guard in the search for a Cessna 150, reported missing after departure from Tamiami for a local flight. The pilot had four hours fuel on board.

The crashed white and blue plane was located by a Coast Guard helicopter and the two injured persons on board were flown to a hospital.

MAINE, N.Y. — The New York CAP lent an assist to the State Police in the search for a 17-year-old boy reported missing after an automobile accident.

The youngster was located in the Nanticoke Creek by the combined searchers. He did not survive the ordeal.

SALISBURY, Md. — Twice within one week in September, planes from Salisbury Squadron searched the choppy waters of Chesapeake Bay for lost fishermen. They found a Salisbury physician and an insurance man marooned on an island with their disabled boat during the first search mission, but the second search wasn't as easy. The two men they were looking for didn't know they were lost.

Captain Edward J. Wainwright of Salisbury Squadron sighted the disabled 18-foot outboard motor boat of Dr. Hunter R. Mann, Jr., almost in the center of Bloodsworth Island, on September 19, and attracted the attention of another boat in the Bay, which took the disabled craft in tow to nearby Deal Island.

Dr. Mann and his fishing companion, William P. Jackson II of Salisbury, had been reported missing the evening before when they failed to return to their homes

get relayed until the search by Coast Guard, Tidewater Fisheries, Patuxent Naval Air Station and Civil Air Patrol was under way.

Lt. Colonel Craig Horton, commander of Maryland's Group Four, and Captain Wainwright of Salisbury Squadron flew the CAP plane in the search.

ALBUQUERQUE, N.M. — An Owner-Pilot-Specialist Swede Axelson, of the New Mexico Wing, located the crash site of a plane flown by Sgt. A. T. Holt, USMC. The marine did not survive the accident.

Holt filed a flight plan and had plenty of fuel for his flight, however the weather was marginal during the flight time and search period later. Heavy rain showers were reported in the area.

The downed aircraft did not sustain heavy damage, indicating the pilot made an unsuccessful attempt to land the plane. An Air Force helicopter from Kirtland AFB landed at the site and confirmed the identity of both the Cessna 140 and the pilot.

WARSAW, Ind. — Members of the Indiana CAP Wing recently took part in the search for sur-

vivors and aircraft parts of an Air Force B-58 which crashed near Butlerville, Ind.

Only ground personnel and equipment were used. More than 60 CAP members were involved. The missing aircrewman was located and the search parties concentrated on locating missing parts of the aircraft.

The area searched was heavily wooded, hilly and very rough terrain, all factors contributing to a difficult search effort.

AGATE, Colo. — Mr. L. Billingsley, with two passengers, Cris A. Kaplan, 13, and Joseph Kaplan, 19, left Colorado Springs, presumably for Denver, died in the crash of their Piper Comanche.

The doctor did not file a flight plan and reports indicated that he lost his bearings. He landed the plane at Limon, Colo., late at night and asked their location and directions to Denver.

The search was hindered by high surface winds and heavy brush. The crash site was located by Dan Edwards, owner-pilot-specialist of the Colorado Wing.

TYLER, Texas — B. A. Skipper of Longview, Texas, flying a blue

and white BE-50, left Waco for Longview, but never reached his destination. He did not file a flight plan, so the entire assumed flight path was searched.

The Texas CAP Wing was called on to help locate the lost flyer. The U.S. Army and Navy and Texas Department of Public Safety also participated. An Army L-19 finally located the site of the accident.

Texas CAP flew 104 sorties for approximately 300 hours.

SCOTTS BLUFF, Neb. — A Mooney Mark 21 piloted by Charles Hughes was reported missing in flight between Bozeman, Mont. and Imperial, Nebraska.

The last known position was the pilot's report to Scotts Bluff radio. The aircraft was erroneously reported safely down at Douglas, Wyoming. The search mission was halted and resumed when the report was declared false.

Two Civil Air Patrol OPS members flying their own aircraft located the crash. The plane had burned and the pilot and one passenger lost their lives.

MEEKER, Colo. — A tri-state search, involving Utah, Arizona and Colorado CAP wings was launched in search for Clay Broadbent, El Centro, Calif., flying a green and cream Cessna 185.

Broadbent left Craig, Colo., with the assumed destination of Prescott, Ariz. Bad weather and high winds made the search extremely difficult. Lack of a flight plan added to the difficulty.

The scene of the crash was finally located by Howard Robinson, a sheepherder. The pilot did not survive the crash.

AMARILLO, Texas — A last-minute message from Central Air Rescue Center was received at press time, October 15, 1962. . . . Mooney 21 white and gold . . . — no flight plan, departed Amarillo, Texas . . . pilot Bell, Amarillo . . . 15-minute local flight, 5 plus 50 fuel . . . unheard from since takeoff. Four persons on board. Plan aerial and ground search. Mooney 21 located by Cecil Ingram, Texas CAP. No survivors, four deceased. This constitutes final mission report.

LOS ANGELES, Calif. — A four-day search was suspended recently for a father and his ailing son. Donald E. Roark, commercial pilot and employee of North American Aircraft, had rented a plane to fly his son from Compton Airport to Palmdale, Calif., for medical treatment.

Members of the San Fernando Airport Squadron 35 took part in the search together with the Los Angeles Sheriff's Aero Detail, U.S. Coast Guard, Border Patrol, California Highway Patrol and FAA units. Because no flight plan was filed, the search covered all land and nearby water areas. All leads were negative and the search was halted pending additional information.

BAYVIEW, Wash. — The Washington Wing, CAP, was called on to assist in the search for a Canadian aircraft missing in flight from Caselbar, British Columbia to Victoria, B.C.

CAP conducted its search along the Canadian border within the State of Washington.

The crash was located by Canadian search forces. The pilot, the only person aboard, was severely injured and was rushed to the Hospital Princeton, B.C.

Rescue Is Daily Job in Alaska

ANCHORAGE, Alaska — Civil Air Patrol in Alaska continues to play a vital role in the hundreds of search and rescue missions that are launched annually in this northernmost State. The following reports are only a portion of the many missions participated in by CAP members and units during the month of September 1962, based on reports of the Western Air Rescue Center.

Mr. Charles H. Shenkel, CAP member-at-large, of Moses Point was contacted by radio from the village of Elim requesting air evacuation of Walter Daniels, a 7-year-old native boy who had been bitten severely by dogs. The mission was assigned to Mr. Shenkel who flew the boy to Moses Point and arranged commercial transportation on a Wein Airlines aircraft with a doctor aboard to Nome. The patient was admitted to the Nome Hospital for treatment.

The AAC/RCC was requested by the 17th Coast Guard District to issue a mission number to Juneau CAP for participation in the search for two men, Earl Hunter and Arthur Harold, missing in Holkam Bay. The men's 12-foot aluminum boat was found beached by a 50-foot cabin cruiser, but no trace was found of the occupants. The mission was suspended by the Coast Guard.

Mrs. Nelson, wife of one of a party of four duck hunters, notified the RCC that her husband, Victor Nelson and three other men, Frank Martin, Charles Vance and Dale Goann, were overdue on a hunting trip across Cook Inlet. The search mission was assigned to the Anchorage CAP. Investigation revealed that the hunters were waiting for the water to calm before crossing the inlet in their small boats. There were four other hunters stranded in the same area for the same reason.

Sgt. Rash, the Air Force medic at Fire Island, notified the Rescue Center that A2C Eric Allcock was missing in a small lake after a 12-foot boat he was riding in overturned. Two other men who had been with Airman Allcock were rescued by personnel in another small boat. The mission was assigned to the 5040 ATS and the Anchorage CAP. A USAF H-21 with scuba diver (Sgt. Gray) and an Anchorage CAP PA-18 flown by Calvin Gooding, CAP, were dispatched to the scene. Darkness halted the search and it was presumed that Airman Allcock had drowned. The deceased airman was recovered by two scuba divers.

The 17th Coast Guard District notified the AAC/RCC that Rev. David K. Fison was overdue from a hiking trip. The Coast Guard requested the Ketchikan CAP be used for an aerial search. Rev. Fison was located approximately 4 miles up the White River. He was returned to Ketchikan by a helicopter in good condition. He had become disoriented while on a hiking trip.

A request was received from Sgt. Hardin, the Air Force medic at Galena AFSTA, to air evacuate Ralph Nelson, a 41-year-old native. The mission was assigned to Galena CAP and Nelson, suffering a compound fracture of the tibia of his right leg, was flown to Tanana and admitted to the Native Service Hospital.

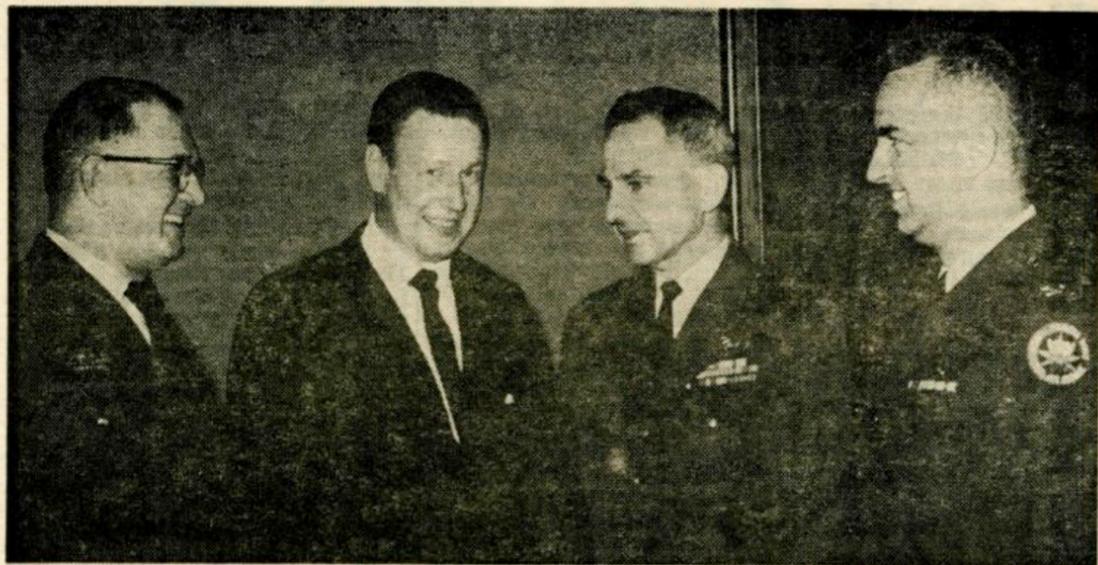
The Rescue Center was notified by Major Kipp, CAP, of the Kenai Squadron, that Dr. Isaac of Kenai was requesting medical evacuation of Donald E. Peck, 44, from Kenai to Anchorage. Mr. Peck had sustained a broken arm and hip in a fall from an oil storage tank. The mission was assigned to the Kenai CAP.

Mr. Davidson, FAA Kotzebue, notified the Rescue Center that they received a MAYDAY call from a Wein Airlines Aero Commander. The aircraft had crashed at Candle, Alaska, on takeoff. Kotzebue Civil Air Patrol dispatched an L-20 with a doctor on board to the scene. The pilot of the CAP L-20 reported back to Kotzebue upon arrival at Candle that 6 people were injured, two were believed to be in serious condition. The CAP took the two seriously injured back to Kotzebue, and an AF C-47 took them on to the Nome Hospital. Jacqueline Erickson, 8 weeks old, did not survive the trip to the hospital.

The Rescue Center was notified by Lt. Otte, the H-21 Section at Eielson AFB, that a T-34 belonging to the Eielson AFB Aero Club was overdue on a flight to Chandalar Lake and return. Capt. (Dr.) William B. Reinhold and his wife were aboard the aircraft which was seen by a bush pilot taking off from Chandalar Lake. The downed aircraft was located by a 5040th C-123 and a Ft. Yukon CAP aircraft at Beaver Lake, but were unable to establish contact. Low ceilings had forced the T-34 to land at Beaver and the pilot remained there waiting VFR conditions for the return flight to Ft. Wainwright. The lost aircraft arrived at Ft. Wainwright safely.

Major Kipp, Kenai CAP, notified the RCC that Cordova Airlines flight 5 reported a blue and white J-3 Cub down. The pilot was signalling with flares; his aircraft was down on a sand bar in Resurrection Creek approximately ten miles northwest of Seward and appeared to have a collapsed gear. Lt. Guilliland of the Seward CAP located the downed aircraft and evacuated the pilot, Wyman Owens, and his passenger, Ervin Tressler, to Seward. Neither person was injured. The landing gear of the Cub had collapsed on attempted takeoff.

During the month of September, the Alaska Wing of Civil Air Patrol flew 89 sorties on 23 missions for a total of 120 hours. Forty-nine lives were involved and nine lives were saved as a direct result of CAP efforts.



A MEETING OF LEADERS—His Honor, Mayor Hershel Lashkowitz of Fargo, North Dakota, (in civilian clothes) meets with officials of the Civil Air Patrol in Fargo during the North Central Region Conference. Representatives of CAP seen talking with Mayor Lashkowitz are (left to right) Col. Paul Turner, national board chairman; Mayor Lashkowitz; Col. Paul C. Ashworth, USAF-CAP national commander; and Col Stanley C. Frank, North Dakota wing commander.

Seminar Series Open to Officers By Application

Moon Flight This Decade, Louisville Conferees Told

WASHINGTON, D.C.—The National Security Seminar is a series of conferences conducted by the Industrial College of the Armed Forces which covers a broad area of subject matter relative to national security. Qualified CAP members are eligible to participate in this program.

The Seminars are designed to increase general understanding of the need for cooperation and preparation in times of national danger.

This seminar series seeks to inform and encourage application of the highest level of skill, intelligence and imagination of all citizens to the complex problems which must be solved if freedom is to be secure.

The Seminar began in September and will continue until May 1963. Application for military members to attend one of the conferences may be made through proper channels. Civilians interested in attending, including CAP members, must submit application to the National Security Seminar, Civilian Membership Committee, Fort Lesley J. McNair, Washington 25, D.C.

Conferences so far this year have been held in Bolder, Colo., Tucson, Ariz., Springfield, Mo., and Pocatello, Idaho. Further conferences will be held in the following locations:

Gary, Ind., from Nov. 26 through Dec. 7; Amarillo, Tex., from Dec. 8 through Dec. 14; in Montgomery, Ala., from Jan. 14 through Jan. 25, 1963; in Houston, Tex., from Jan. 21 through Feb. 1; in Tulsa, Okla., from Feb. 18 through Mar. 1; in Sacramento, Calif., Feb. 25 through Mar. 8; Sioux Falls, South Dakota, from Mar. 25 through Apr. 5; Dayton, Ohio, from Apr. 1 through Apr. 12; Missoula, Montana, Apr. 29 through May 10; and in Kingston, N.Y., from May 6 through May 17.

Recruiters Laud Unit

PAULSBORO, N. J. — The Gloucester Composite Squadron, New Jersey Wing, was recently presented a Certificate of Appreciation from the Air Force Recruiting Service.

The certificate was for the squadron's outstanding support to local recruiter-salesmen and the entire 209 detachment.

Lt. Col. Clifford R. Evenson, USAF, detachment commander made the presentation to Capt. Walter E. Stanton, CAP, squadron commander.

LOUISVILLE, Ky.—Nearly 500 CAP members and distinguished guests gathered at the Sheraton Hotel in Louisville, Ky., for the annual Great Lakes conference recently.

Dr. Helmut F. Bauer, a leader in the Saturn manned-space flight program, was the principal speaker at the banquet which followed the general assembly and section meetings.

Dr. Bauer told his audience that he is "pretty confident" that the United States will land men on the moon in this decade.

"Now is the time to push ahead into the dark unknown," he said. "It is our duty to do so, or our civilization will decay."

Dr. Bauer is chief of the flutter and vibration section of the aeroballistics division at the Marshall Space Flight Center, Huntsville, Ala. He used slides and movies to illustrate his talk on the U.S. program to land men on the moon.

Another speaker, Oscar Bakke, New York assistant administrator of the FAA's eastern division, discussed the growing problem of the nation's airports.

"People want aviation facilities," he said, "but they don't want jet airfields near them."

Bakke asked CAP members to help FAA "enlighten the American public on the growing dependence they have on aviation."

THE CONFERENCE opened with a general assembly Saturday, Sept. 29, and was presided over by Col. Francis A. Blevins, host commander of Kentucky Wing. He introduced Col. John Swarts, Great Lakes Region commander, wing commanders, and Col. Joe Mason, deputy commander of National Headquarters, who was accompanied by members of the headquarters staff.

Col. Mason, representing Col. Paul Ashworth, the national commander, told the delegates that "CAP could and should be a lot better than it really is."

"Civil Air Patrol has committed itself to progress and expansion in the Long Range Plan," he declared. "It will have to make good on this promise if we want CAP to continue to live..."

Answering the question of how to get the CAP program going, Col. Mason said: "I think a large part of the answer is that we must have better motivation, less complacency, better discipline and loyalty in commanders and leaders at all levels."

During the banquet ceremonies,



COLONEL SWARTS

Col. Mason and other CAP dignitaries were made honorary Kentucky Colonels by Col. Harlan Sanders. Col. Mason and Dr. Bauer were also presented with "commissions" in the "Light Un-horsed Cavalry of the Confederate States of America" by "Commanding General" Dean Lambert of Beria, Ky.

Among the head table guests were Mayor William O. Cowger of Louisville; the Honorable Frank Burke, congressman from Kentucky; Brig. Gen. William Ott, Air Adjutant General, Kentucky National Guard; Brig. Gen. Phillip Arbery, USAF, Office of Information, Hq., USAF; and William Hagggett, Educational Service, NASA.

Unit Wins Praise From Legislator

BOYERTOWN, Pa. — Congressman George M. Rhodes of Pennsylvania was given some first hand information about the Civil Air Patrol from members of the Gen. Carl A. Spaatz Sq., #807, when he met with CAP officials and the former mayor of Philadelphia, Richardson Dilworth, in Boyertown.

Dilworth praised the Civil Air Patrol's wartime record and termed the current work being done as "invaluable."

Congressman Rhodes inquired into the aviation training being given cadets through the CAP program and assured members of his long-standing interest in the Civil Air Patrol.

FAA Calls for Unity To Boost Airpower

PROVIDENCE, R.I. — Civil Air Patrol and the Federal Aviation Agency together "can present a formidable spokesman on behalf of the nation's future and its security through aviation," more than 500 delegates to the recent Northeast Region Conference were told.

Speaking at the conference banquet in Providence, R. I., Oscar Bakke, Assistant Administrator of FAA's Eastern Region, said that the FAA and CAP should join hands to further general aviation. The banquet, held at the Sheraton-Biltmore Hotel, climaxed the 20th Annual Northeast Region Conference. Host was the Rhode Island Wing, Colonel Edward A. Mercier, CAP, commanding. Colonel Edwin Lyons, CAP, Northeast Region Commander, led the assembly session and introduced Colonel Paul C. Ashworth, USAF, National Commander of Civil Air Patrol.

The National Commander reviewed the Long-Range Plan of Civil Air Patrol and said that during the past year 5,000 cadets had been added to the CAP ranks but that adult membership showed a decline of about 1,000. He said that Civil Air Patrol owes the Air Force the equivalent of a "five-year promissory note" to justify its existence in accordance with the recruiting plan, apportioned for each region and wing.

In his banquet address, Mr. Bakke proposed that representatives of FAA and CAP meet periodically to exchange ideas for the betterment and survival of civil aviation. "The public," he said, has developed "impatience with aviation" and that this nation had a "critical dependence on aviation."

He asked the banqueteers "why should we destroy the few opportunities we have to encourage aviation growth?" He referred specifically to the closing down of Mitchel AFB, New York.

Mr. Bakke said that CAP has the "nucleus of a great operational agency." He said there is room for more coordination between the Federal Aviation Agency and Civil Air Patrol and recommended that the organizations confer on prospective planning.

LT. COL. WILLIAM V. DUBE, director of materiel for the 143rd Troop Carrier Group of the Rhode Island National Guard, extended greetings from Rhode Island's Governor Notte. The Director of Aeronautics for Rhode Island, Albert R. Tavani, was honored for his efforts in furthering aviation in the state. Colonel Ashworth received a silver bowl as a token of appreciation from Colonel Lyons. Mr. Bekke also received an award for his "outstanding assistance to CAP."

Mr. Tavani termed CAP one of the "best instrumentalities for promotion of aviation—especially for its cadet program." He asked CAP to continue to bring aviation to the attention of the general public.

Representatives of each staff section from National Headquarters, Ellington AFB, served as advisors at the 15 section conferences held during the week end. Both the CAP-USAF deputy commander, Colonel Joe L. Mason, USAF, and the chief of staff, Colonel Chris H. W. Rueter, USAF, attended.

The Connecticut Wing commander, Colonel James F. Kavanaugh, CAP, was represented by CAP Lt. Colonel Clinton G. Litchfield; Lt. Colonel Arthur S. Denning, CAP, represented Colonel Conrad A. Lacaillade, CAP, commander of New Hampshire Wing, and Lt. Colonel John W. Mills, CAP, deputy commander of Pennsylvania Wing, represented the commander, Colonel Phillip F. Neuwiler. Wing commanders present were Colonel Paul E. Burbank, Maine; Colonel John B. Slate,

Massachusetts; Colonel Nanette M. Spears, New Jersey; Colonel Jess Strauss, New York; and Colonel Duncan H. Benham, Vermont.

Boland Springs, Maine, will be the site for the Northeast Region conference next October, it was announced.

Seniors, Cadets Eligible to Join Ranks of AFA

NATIONAL HEADQUARTERS — A number of inquiries received at National Headquarters from CAP members ask one basic question; how to join the Air Force Association?

The volume of letters indicate a growing interest on the part of seniors and cadets to further their aerospace education and to affiliate themselves with an organization designed particularly for people with an active interest in aviation.

In a recently issued brochure the AFA outlined its objectives and organization as well as types of membership. There are actually four categories of members. Two of these are open to CAP members.

Seniors may join the Air Force Association as Associate Members. These are persons interested in furthering the aims of the Association and dues are \$6 a year.

Cadets may join as cadet members with dues of \$3 a year. The AFA lists persons who are U.S. citizens enrolled as cadets in the USAF ROTC program, the AF Academy, or the Civil Air Patrol as membership potential.

Each membership includes a year's subscription to AIR FORCE/SPACE DIGEST, a monthly magazine of which Jimmy Doolittle has said, "It is the finest publication of its kind in the country... an important instrument for airpower education."

THE FORMAL purpose of AFA are outlined as:

- To assist in obtaining and maintaining adequate aerospace power for national security and world peace.

- To keep AFA members and the public abreast of developments in the field of aerospace power.

- To preserve and foster the spirit of fellowship among former and present members of the United States Air Force, the Air Force Reserve and the Air National Guard.

The organization of AFA is similar to that of the Civil Air Patrol. It is set up on national and local levels.

On the local level, AFA closely resembles CAP. The AFA is organized into Regions which are further subdivided by states into wings. Under the wing come squadrons—20 or more regular members to form a squadron—and flights—10 to 19 members. Each region, wing, squadron and flight is run by a group of elected officials.

For complete information about membership and organization interested CAP members may write to the Air Force Association, 1901 Pennsylvania Ave., N.W., Washington 6, D.C. The national headquarters will be able to advise prospective members of local squadrons or flights already operating or assist in the formation of new ones.

Wing's Capability in Emergency Put to Test by Oregon Disaster

PORTLAND, Oregon — Oregon Wing's emergency assistance capability was tested to the maximum following a disastrous 100 mph wind which swept over the state, destroying homes, wiping out power and lights and leveling hundreds of trees. As soon as the governor declared a state emergency, the Oregon CAP members went into action. St. Helens Squadron put a 500 watt gasoline-driven generator in operation to keep such locations as the food stores and police station open. The city had lost all power.

Medford Squadron became the only communications link between Bandon, Gold Beach and Newport, and handled radio traffic for such agencies as the Red Cross and Civil Defense for nearly four days.

Civil Defense requested Coos Bay Squadron to make an aerial survey at Powers, Oregon. In spite of bad weather, the CAP crew made the survey, and reported such information as hangars blown over and a plane smashed at the airport. A CAP ground crew was also dispatched to the same area but could not make it through.

Washington County Squadron I borrowed two 500 watt generators from Laurelwood Academy, and they were used for the emergency at North Plains, this city being without water or lights.

Street cleanup was the big project of the Multnomah Squadron I, which used five winch-equipped jeeps to clear fallen trees from the arteries of southeast Portland. Portland Squadron reported loss of the unit's L-16 when the winds hit.

Oregon Wing headquarters reported that sixteen CAP radio stations, housed in CAP facilities, kept continuous disaster reports flowing in for three days.

Portland Squadron 1 dispatched a radio-equipped vehicle on a 65-mile sortie to St. Helens to report on damage and conditions in that area.

OREGON radio stations played a vital role during the emergency. Hood River Squadron's "Beaver Fox 25" was control station on Channel Six and later Channel Four. Hood River served as Pacific Region relay station. Other stations included Beaver Fox 22-23, Beaver Muskrat 5, Fir 460. Red Cross priority 2 was operated through Washington and Oregon and Gold Beach on five relays.

The wing estimated that aircraft loss in Oregon as 175 light aircraft destroyed. CD indicated the CAP generator operated the only sources for water in North Plains.

This disaster proved beyond doubt that the Oregon Wing can survive a severe disaster and still go on 24 hour alert, according to Lt. Col. Hugh Angle, Wing Information Officer.

Winter Aviation Seminar Stresses Use of Facilities

CHICAGO, Ill.—Safety and greater utilization of existing Federal Aviation Agency facilities for pilots is the theme of a four part winter seminar on aviation held at Midway House, Midway Airport, Chicago, which began Oct. 31.

Other subjects to be covered in forthcoming segments of the program are weather (Dec. 5), Aircraft Performance (Jan. 25, 1963), and Navigation Aids (March 15, 1963).

Purpose of the first meeting was to make known to private and commercial pilots some of the important services offered by the FAA and encourage pilots to make better use of these facilities. Among these are air traffic control and flight service stations.

Addressing the first meeting of the services was Herbert R. Tyree, air traffic control specialist of the Chicago Air Route Traffic Control Center, and Henry P. Talbot, proficiency development officer of the Joliet

Flight Service Station. Both are on FAA's Chicago staff.

The seminar is sponsored by Pilot Training Devices, Inc., in cooperation with the FAA, Air Traffic Management Division. Pilots from Illinois and surrounding states have been invited.

John C. Kamper, president of Pilot Training, said the seminar was developed in response to an informal survey which revealed a strong interest among pilots for more information and training on a variety of aviation subjects.

According to Kamper, flight service stations were selected as one of the lead off topics because they are among the least understood of the many FAA services available to pilots. The stations are set up to provide any type of information and in-flight assistance the pilot may require anywhere in the country.

It is almost obligatory, Kamper holds, that both private and commercial pilots keep themselves at top efficiency in training and skill, particularly in using busy urban airports where there may be thousands of air movements every day.

The meetings are open to the public free of charge. Pilots and others interested in further details on the seminar are invited to write or contact Richard M. Sherrill, Pilot Training Devices, Inc., 6323 S. Central Ave., Chicago 38, Ill. Pilots are reminded that there are no landing fees at Midway Airport for light aircraft.

Detroit Squadron Puts on Displays For 'Gala Days'

DETROIT, Mich. — The Northwest Detroit Sq., took part again this year in the annual "Northwest Gala Day" celebration in Detroit with displays and movies about CAP and the USAF.

The organization and operation of the CAP displays were under control of cadets from Squadron 4, Group 21.

A "crowd catcher" at the display was a tent used by cadets to show movies about Civil Air Patrol.

A TM-76 Mace missile was on display and cadets handed out CAP and USAF materials to spectators who viewed this Air Force weapons system. There were also a crew from Wright-Patterson AFB, Ohio, who answered questions about the Mace.

On the evening of the event CAP cadets assisted at a beauty contest by escorting contestants for the "Miss Northwest Detroit" title on to the stage during the judging.

Mother Teaches Son to Fly

SOCORRO, N.M.—It is traditional for a pilot's mother to pin his wings on at graduation and that is what happened to Cadet 1st Lt. George E. Nicholas II, recently when he earned his CAP Solo Badge.

The oddity in this situation is that Cadet Nicholas' mother was his instructor while learning to fly.

Instructor Jean F. Nicholas is also commandant of cadets for the Socorro Squadron. To make it a family affair, 2nd Lt. George V. Nicholas, Cadet Nicholas' father, is the squadron commander.



RECOGNITION—A distinctive pin and signed certificate in recognition of 20 years of federal service were recently presented to Mr. Charles Johnson, CAP Hq., by national commander Col. Paul C. Ashworth. Mr. Johnson is director of photographic services for CAP-USAF Headquarters and works in the Information Office.

Ashworth Urges Cadets To Try Technical Fields

NATIONAL HEADQUARTERS—There are approximately 15,963,000 teenage boys and girls in America today who are missing the opportunity to learn early the techniques and philosophies of the Aerospace Age which all of us must live with the rest of our lives. Of the roughly 16 million in their teens, just 37,000 have found Civil Air Patrol a way of life, a source of fun, adventure, and serious preparatory education in tune with the future.

Colonel Paul C. Ashworth, USAF, national commander and administrator of CAP, pinpointed the importance of today's youth in the exploding technological age in a recent address.

The National Commander told the cadet representatives from almost every CAP wing that "I don't expect all of you to become scientists and engineers, but I hope all of you who are interested in scientific and technical careers will give it a good college try."

Over cafeteria tables and from barracks bunks, several CAP cadets in their late teens talked about themselves.

The key word expressed by most of these young men is "opportunity." They see opportunity in CAP that exists nowhere else.

Typical of space age cadets are boys like these:

WAYNE H. KELLNER, cadet captain and commandant of 80 cadets of the Milwaukee (Wis.) Composite Squadron. Kellner was attending his fourth CAP encampment, the third Wisconsin Wing encampment at Chanute.

When the space age course began last August 27, he simply moved his barracks bag from one side of Chanute to the other as Wisconsin's honor cadet for the SAOC. Kellner went to Denmark on the 1961 International Air Cadet Exchange. He is a graduate of Milwaukee Lutheran High School and is now working full time to save money for more flying lessons and a college education. He has soloed in a Cessna 150, has 45 hours in the air, passed his written exam, has three hours instrument flying and needs only to take

the FAA flight test for his private license.

Kellner says he feels indebted to CAP.

"Phase I training makes the squadron of the future," he philosophized, "and it must be done right. The first presentation is most important to get young cadets' interest—and hold it."

To earn his flying time, Cadet Kellner has worked as restaurant busboy, "chicken cook," grillman. But he says "cooking is not for me." He is now a sales clerk with a paint and hardware store in Milwaukee. I want to have a career in aviation, but I'm not yet sure it will be in the military."

EDWARD G. GIBBONS, Cadet 2Lt, Squadron Commander of Phila. Composite Squadron 103, of Philadelphia, Pa., is in his second year at La Salle College, Philadelphia. He plans to study law then hopes to go with the Federal Aviation Agency. Awarded a \$500 scholarship by the Aero Club of Pennsylvania, Gibbons wants a career in the administration of civil aviation.

JOHN C. FLENNIKEN, Cadet 1Lt, Commander Washington County Squadron #1, of Portland, Ore., is a freshman at Multnomah College, Portland, majoring in electrical engineering; his minor is math.

FleNNIKEN volunteered, "Frankly, I didn't know at first what this space age course really was. Imagine studying two missiles, sometimes three, a day. I was an alternate nominee, but looking to the future, and what the man of the future needs to know, I believe I would choose this course over all of the special summer activities CAP has to offer. It's like a star to a navigator."

During the question-answer period the final day of the course, cadets asked if there couldn't be a follow-up to the Space Age Orientation Course, or if a longer course could be presented. Maj. Gen. Lloyd P. Hopwood, Chanute Technical Training Center commander and CAP enthusiast, said that Chanute's commitments are many, but that he would not discourage a study of the feasibility of more space age orientation.



HONORARY MEMBER—Lt. Gen. F. W. Farrell, USA (Ret.) third from left, director of New York State Civil Defense Commission, receives a plaque making him honorary CAP member for his outstanding Civil Defense work done with CAP. Presenting the award is Col. Jess Strauss, New York Wing commander. The ceremony was held at the Griffiss AFB Officers' Club where 150 CAP and civil defense representatives attended a business luncheon meeting. From left are: Lt. Col. Louis S. Frank, CAP advisor to N.Y. Civil Defense; Major Christ Pappas, Wing liaison officer; Gen. Farrell; Col. Strauss; Raymond Barbutti, director of administration for NY state Civil Defense and Maj. William T. Thompson, Rome-Utica CAP Group commander.

Establishing Operational Policies Object of Wing Parley in Seattle



BIRD'S EYE VIEW—Lt. Col. Iris I. Pickens, coordinator for women's activities, Washington Wing, and Chaplain (Lt. Col.) Norman E. Hoskinson, also of the Washington Wing, receive a briefing on the terrain served by the 8640th Air Force Reserve Recovery Group by Maj. Neil Hines, the group's information officer. These three officers were part of the 250 members of the Washington Wing who met for a three-day conference in Seattle.

SEATTLE, Wash. — More than 250 senior and cadet members of the Washington Wing, CAP, met recently for the Washington Wing Conference-Staff College held in Seattle. This was a three-day event which included a general meeting and specialized seminars directed toward establishing clear cut policy in all areas for the coming year.

Topics of discussion at the general meeting were CAP's increased role in Civil Defense, the aerospace education program, emergency services and the USAF Air Reserve Recovery Program.

Following the general meeting, staff sections met in separate sessions to discuss and plan their programs.

The Washington Wing Cadet Advisory Council also met during the conference and were given briefings on the new testing program, the aerospace education program, cadet training, and cadet finance and personnel.

Special guests attending the three day conference included Maj. Gen. E. M. Llewellyn, USA (Ret.), state director of civil defense; Maj. Neil Hines, information officer for the 8640th AFRes Group; Mr. Neil Farquhar, vice-president of the Wenatchee Chamber of Commerce; Mr. William Rich, chief of the Wenatchee police; Mr. William A. Gebenini, state director of the Board of Aeronautics; Mr. Cully Coffman, state director of education for the Board of Aeronautics; and Mr. Ted Garlatz, president of the Washington State Pilots Association.

At the conference banquet Col. Joseph J. Princen, wing commander, presented an Exceptional Service Award to Lt. Col. Thomas M. Forsythe, executive officer, for his varied activities in Wing's marching and symphonic band, the format for Teacher Training Clinics and the inter-wing exchange during encampments.

The Meritorious Service Award was presented to Maj. Robert A. Harris for his work in the Kansas Wing.

OTHER AWARDS presented by Col. Princen included Meritorious Award to 2nd Lt. Pauline Young for her work in directing construction of buildings and preparation of 22,000 meals at the Wing's field training area.

The Wenatchee Composite Sq., received the Washington Wing Outstanding Service Award for gain in membership, fulfillment of training requirements and conditions of vehicles, records and headquarters.

The Wing's Service Award was also given to Maj. Gen. George M. Hackett, adjutant general, for his assistance to the CAP program, especially the cadet portion.

Senior member George R. Oaks received the Wing's Service Award for his work in search missions and Capt. Ronald H. Markarian received the Wing Award for his contribution toward the cadet and senior training programs.

Community Help Given By Cadets

NORTH CANTON, Ohio — The Canton-Massillon Composite Sq., of the Ohio Wing recently volunteered its assistance for the "Sabin Oral Sunday" in Stark County, Ohio.

Twelve cadets assisted police while seven cadettes worked in the various stations checking forms, accepting donations and administering oral vaccine.

Getting Your Paper?

IT IS important to successful accomplishment of the CAP mission that members be kept abreast of news and policies developing at the Headquarters and in the units.

If you are a senior member, or a cadet or patron with a subscription to CAP TIMES, you should be receiving a copy of the paper each month.

If you are not getting your paper, fill in the following form and mail it to: CAP Times, Subscription Department, 2020 M St., NW, Washington 6, D.C.

To insure continued on-time delivery of your paper, report all address changes promptly.

If this is a request for a change of address, please use form on Page 18.

Name:

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—Senior —Cadet —Patron —Other (Specify)

Nebraska Member Builds Single-Seater in 4 Years

FREMONT, Neb. — Major C. H. Gilligan, CAP pilot and commandant of cadets for the Fremont Composite Sq., likes to fly so well that he built his own plane and has been using it for business and pleasure since 1960.

The home-made aircraft — body length of 17 feet with a wing span of 22 feet — was entirely constructed by Maj. Gilligan, a few CAP members and some friends in their spare time. Maj. Gilligan estimates that he put in a total of 1,000 manhours on the plane.

The low-wing, single seater is presently valued at \$3,000 to \$3,200 and took four years to build. The 115 horsepower engine and the original blue prints were purchased commercially.

"My plane cruises at 140 miles an hour compared to regular planes which have speeds of 125 to 130 miles. Speed was increased by adding wing, tail, and wheel fairings," explains the Major.

Special rib stitching permits him to stunt fly with his plane. Preliminary flying tests were made near Fremont under Federal Aviation Agency approval. On his test flight Maj. Gilligan took his plane to 12,000 feet where he flew slow rolls, loops, spins, and dives at 250 miles an hour.

Last summer Maj. Gilligan flew to Pennsylvania from Nebraska to visit relatives. Along the way he visited with CAP units in Illinois, Iowa, Indiana, Ohio and Pennsylvania.

While on the 1,800-mile round-trip Maj. Gilligan attended a meeting of the Experimental Aircraft

Association at Rockford, Ill., where 450 home-made planes were present from the United States and foreign countries.

Falcon Stadium Dedication Held

COLORADO SPRINGS, Colo. — The three and one half million, 40,783-seat capacity Falcon Stadium, home gridiron for the United States Air Force Academy was dedicated on Oct. 20 when the Academy eleven were hosts to the University of Oregon team.

Official dedication took place the morning of the game. Later, on national television, Academy Foundation member C. R. Smith, who spearheaded the fund drive for construction money, presented the stadium deed to Maj. Gen. Robert H. Warren, Academy superintendent, during halftime program.

Top Air Force and civilian officials were among the 40,000 spectators at the official home opener.

Air Force officials present included Secretary of the Air Force Eugene M. Zuckert and Chief of Staff, Gen. Curtis LeMay. Commanders of all 18 major USAF commands were also invited to attend.

Plaques, citing those who contributed to the construction, located near the stadium entrance, were unveiled by Secretary Zuckert, General LeMay, Colorado Governor Steve McNichols, and Mr. Smith.

Group Visits Fort Hood For Firepower Display

FORT HOOD, Texas — A helicopter flew toward the officers of Group XII, Texas Wing, CAP, at an altitude of about 10 feet and fired machine guns that kicked up little fountains of dirt and grass in a line toward the waiting spectators.

Luckily this was only a demonstration and the bullets fired by the

helicopter-mounted guns were only blanks. Percussion caps buried in the grass and set off in succession gave the appearance of an actual strafing mission.

This was all part of a firepower demonstration given by the U.S. Army at Fort Hood, Texas, as part of an anniversary celebration marking the Fort's 20th year of operation.

The demonstration centered around the air show demonstrating the mobility and striking power of a sky cavalry unit.

Following the demonstration Lt. Col. James Hughes, USA, took the CAP members on an inspection tour of aircraft used during the show.

Officers from Group XII attending were Lt. Col. T. L. Blasche, commander; Major F. R. Stevenson, chaplain; Major Hobson Wood, operations officer; Capt. T. H. McBrayer, finance officer; and 2nd Lt. William D. Hobbs, information officer.

Capt. Clayburne Dunning and SM James Witt of the Waco Composite Sq., also attended.

Communications Meet Held By Vermont

RUTLAND, Vt. — The Vermont Wing held its first communications conference at Wing Headquarters at Rutland recently. The Bennington squadron brought a communications trailer for use by those attending the conference.

Purpose of the meeting was to lay ground work for reorganization of the communications system within the Wing.

The radio trailer has three radios equipped to operate on any frequency allocated to the Wing. It is also equipped with two one-man rubber boats, a tent, extra power supply, flares, lanterns and food supply for a three-day mission.

Maryland Unit Get VFW Aid

BALTIMORE, Md. — The cadet activities program of Eastern Baltimore Sq., was aided by a \$100 donation from the Gray Manor Post 9743 of the Veteran of Foreign Wars of Baltimore.

Presentation of the check was made to Major Leonard T. Gostomski, squadron commander, by youth activities chairman Frederick A. Hall and post commander, Charles Rode. Some of the money has already been used to purchase aerospace manuals for cadets.

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HOME-MADE PLANE—Major C. H. Gilligan, commandant of cadets for the Fremont, Nebr., Composite Sq., is shown here climbing into the cockpit of his home-made aircraft. Maj. Gilligan spent an estimated 1,000 manhours in constructing the low-winged craft. (Photo by Fremont Guide and Tribune.)

Gabriel Band Plays World's Fair; Unit in Detroit Performs at Fete

ARCADIA, Calif.—Twelve months of preparation was climaxed when Li'l Gabriel Cadet Band Squadron 11, California Wing, directed by Lt. Col. Marie Oliva, was invited by Seattle World's Fair officials to perform as "band of the day." The cadet band, color guard and girls' precision drill team made the trip from Arcadia to Seattle by chartered bus after months of effort to finance the \$3000 trip.

Constant practicing for flawless performances paid off when Fair officials changed the schedule from performance of a stadium show and concert. Instead they played for the dedication of the United Nations Pavilion by Ambassador Adlai Stevenson.

The same day a concert was given for Governor Albert Rosellini of Washington and the State Chambers of Commerce Hospitality Day event, honoring cities throughout the nation.

Because of an extended performance for Ambassador Stevenson, the band had to cancel a performance for the Michigan State delegation.

Col. Oliva said that among the many compliments received from Fair officials were the statements, "This is one of the most outstanding groups we have hosted and it's a pleasure to see a large group of young people with good heads on their shoulders." Another official said, "Out of all the bands that have performed to date, this is the only band to wear its uniforms correctly and with pride and dignity. A truly outstanding group."

THE EIGHT SENIOR escorts and 58 cadets made such a favorable impression on the 76,000 attending the Fair that to answer inquiries as to identity of the group, the unit was announced over the public address system.

While in Seattle the group toured the University of Washington campus, rehearsed in the university's gigantic indoor stadium and made a tour by boat of harbor facilities.

Often mistaken for Fair guides and to save embarrassing those who stopped them for information, the cadets took on a new "job" and assisted in guiding people about the Fair.

Li'l Gabriel Cadet Band filled a role of Ambassadors of Good Will for CAP, through good musicianship, good grooming, and courtesy, according to Col. Oliva.

In addition to a letter from Governor Rossellini, the band is to receive a citation from the Seattle World's Fair for its official "band of the day" duties.

DETROIT, Mich.—For the third consecutive year the Michigan Wing Civil Air Patrol Band appeared at the Michigan State Fair and presented a concert to an estimated crowd of 1000 persons.

Lt. Col. Thomas C. La Forge, director of the band, accepted the third trophy the band received for these appearances.

The band was organized in 1958

and since then has appeared at many civic functions such as memorial services for the Wayne County Council of the VFW, concerts at convalescent homes, troop reviews for the 403d Troop Carrier Wing, USAF Reserve, Christmas parties for AFL-CIO families,

entertainment at the Great Lakes Regional conference, and appearances in the St. Patrick's Day parade in the city of Detroit for the past three years.

The band is composed of senior and cadet members of the Detroit Composite Sq. #6313-2.

Two Wings Give Support To Civil Defense Tests

NATIONAL HEADQUARTERS—Conducting test missions in cooperation with local Civil Defense organizations brought two Civil Air Patrol Wings into direct support of national or state security recently.

NEWARK, N.J.—In New Jersey the emergency communications

set up came under complete control of CAP for one hour.

Purpose of this communications check was to determine the efficiency and capabilities of the radio stations throughout the state and report to Civil Defense officials the ability of the New Jersey CAP Wing to meet its commitments in times of domestic emergencies.

There were 100 stations involved in the test consisting of land, mobile and airborne units.

The test was in preparation for a statewide CAP-CD coordinated test later this fall. Lt. Col. Robert Q. Tiedje, CAP coordinator for civil defense, directed the test. The Wing's communications section was responsible for conducting the actual check.

MT. PLEASANT, Mich.—An annual CAP-Civil Defense effectiveness mission was conducted in Michigan to test cooperation and effectiveness of these two organizations in times of emergencies.

The State Police, who operate the civil defense program, set up a simulated problem—a tornado—and asked CAP to lend a hand.

It became the Michigan Wing's responsibility to make damage surveys, check water levels, evacuate the injured and fly in medical and other emergency supplies.

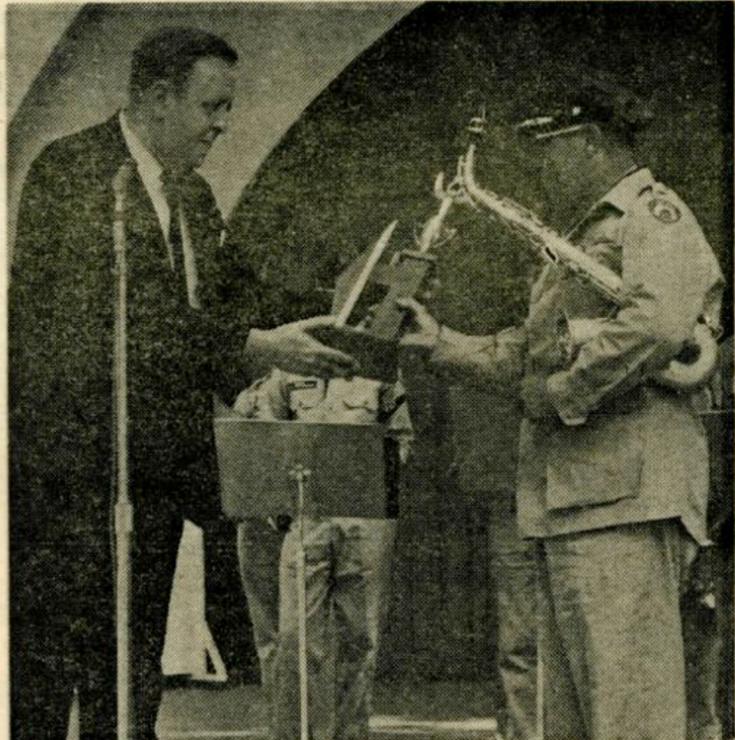
Mission commander was Col. John E. Issit of the Otsego-Plainwell Senior Sq.

The Honorable John B. Swainson, governor of Michigan, visited the site of the mission and talked with cadets and seniors about their various functions.

It was also possible for CAP pilots to give many of the cadets on the mission orientation flights.

Busy Schedule

SALT LAKE CITY, Utah—So far this year members of the Utah Wing, Civil Air Patrol, have flown 745 sorties for a total of 1,593 flying hours. They racked up a total of 14,951 manhours during ten search missions to reach this record.



FOR THE THIRD TIME—Lt. Col. Thomas C. La Forge, director of the Michigan Civil Air Patrol Band accepts the trophy presented to the band for appearances at the Michigan State Fair. Mr. Homer Lindsay, state fair official makes the presentation. The CAP Band appeared before a crowd of 1000 persons to give a concert. This was the third consecutive year for the band at the fair.

OBITUARIES

Kitty Hawk Flight Reporter Succumbs in Manteo at 87

MANTEO, N.C.—The man who flashed the success story of the Wright brothers' first flight at Kitty Hawk, Mr. Alpheus W. Drinkwater, died last month at his home in Manteo. Mr. Drinkwater was 87 years old and reportedly the oldest member of Civil Air Patrol at the time of his death.

Drinkwater joined CAP in 1948, following his retirement as correspondent for the Associated Press. He was communications officer for the Manteo unit.

During his life time Drinkwater operated the telegraph key for the U.S. Coast Guard, the U.S. Signal Service, Western Union, the U.S. Weather Bureau and the U.S. Life-saving Service.

His biggest story was the message he transmitted for the Wright brothers. Other exciting news stories he sent over the wire included the wreck of the Belgian steamship Antigonon near False Cape in 1905, news accounts of coast line storms and hundreds of wrecks which occurred along the Outer Banks shores, known as the Graveyard of the Atlantic.

A particular telegraphic reply Mr. Drinkwater is said to have treasured was the reply from Cleveland, Ohio, following his Kitty Hawk story. Bruce Smalley, reporter, wired, "Cut out the wild cat stuff!"

Drinkwater was buried in his CAP uniform in the family plot at Manteo Cemetery.

MADISON, W.Va.—After returning home from a two-day SARCAP mission in the Middle East Region, CAP Maj. Athol McNeely of Madison, W.Va., was suddenly stricken with a fatal heart attack. He died within a few minutes.

He is survived by his wife, Capt. Dora McNeely, and a married daughter, Frances.

McNeely was 56 years old at the time of his death and had been in CAP since 1948. The McNeelys

were well known in the Middle East Region as net control for the West Virginia Wing.

During his career with CAP Maj. McNeely served as squadron commander, group training officer, and group communications officer. He also graduated from the ECI Officers Candidate Course.

Maj. McNeely was employed by the U.S. Postal Department in Madison.

Following the funeral service, to which 50 CAP members in uniform attended along with a number of Postal employees who were also in uniform, Col. Klair Back and Lt. Col. Joseph Poole, Middle East Region LO chief and assistant, from Shaw AFB, S.C., presented the national colors used to drape the coffin to Mrs. McNeely.

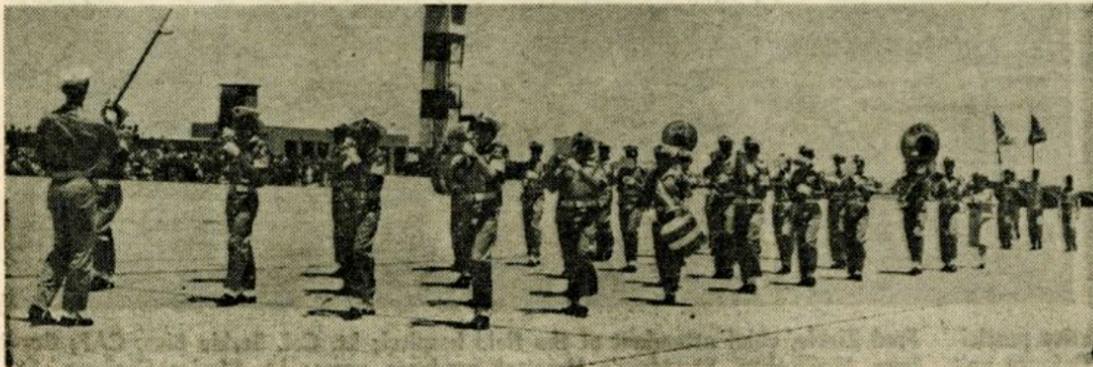
OKLAHOMA CITY, Okla.—Dr. Neil W. Woodward, medical officer for the Oklahoma Wing, CAP, died this past summer ending a successful career in medicine since 1929 and a career in CAP that began in 1942.

Dr. Woodward was a graduate of the University of Oklahoma medical school and did his internship at Kansas City General Hospital before returning to Oklahoma City to begin private practice.

He held a pilot's license in the local Civil Air Patrol Squadron and served CAP members in many capacities during his career.

He is survived by his wife, Velma, who is a major in the CAP ranks; a son, Dr. Neil Woodward Jr., of Chicago; a sister, Mrs. Mary Lockwood of Oklahoma City; and a brother Dr. Carl S. Woodward of Johnson City, Tenn.

1st Lt. Alfred C. Mauren, operations officer for the Albuquerque Composite Squadron #1 of the New Mexico Wing died recently. Lt. Mauren was a member of Civil Air Patrol since 1957 and was a veteran of World War II.



LI'L GABRIEL CADET BAND, official CAP band of the State of Calif., gave performances at the Seattle World's Fair on invitation of Fair officials. Among appearances at military installations the band, directed by Lt. Col. Marie Oliva, is shown in an appearance at Edwards AFB prior to its Seattle engagement.

CAP News in Views



NEW PATRON—Miss Betty Sauer, leading soloist and First Pianist for the Chicago Symphony Orchestra, recently became a Contributing Patron member of CAP. Her membership card was presented to her back stage, following a recent concert, by Lt. Kalman J. Kahn, assistant Illinois Wing Information officer. (Photo by Douglas Hunter)



ANOTHER CAP FAMILY—Four members of the Hal Mortus family of Twinsburg, Ohio, are unanimous in their endorsement of Civil Air Patrol. Patrick Mortus (second from right) was first to join CAP and through his many activities interested the rest of his family. Hal Mortus, his wife Dawn, and their other son Russell recently joined the Twinsburg Sq., as senior members.



CAP HONOR CADETS—Twelve cadets from five southeastern states and Puerto Rico tour USAF's aerospace simulation facilities at Arnold Engineering Development Center. Cadets inspected eight of 26 high-speed, high-altitude wind tunnels and propulsion system test cells. Cadet Felix Resto, Puerto Rico, examines impact plate used to stop 1/2 inch diameter projectile moving at 13,800 feet per second. Bob Boyles, tour guide, explains display board. Other cadets are (left to right), James Keeton, Tenn.; Paul Turner, Florida; Ricky Walters, Miss.; Roy Henderson, Ala., and Earl Arrowood, Georgia.



VISIT MOVIE SET—Cadets from Seattle and Paine Field CAP Squadrons recently met Elvis Presley, now on location for a new film which uses the Seattle World's Fair as a background. From left are Cadets George McLough, Paul Price, Vera Carter, Tom DiLascio, Rose Philips, Elvis Presley, and Cadets Shirley Phillips, Gary Sorthun, Linda Majeski, Beverly Law and James Smith. (Photo by Lt. Alvin Wilding, CAP)



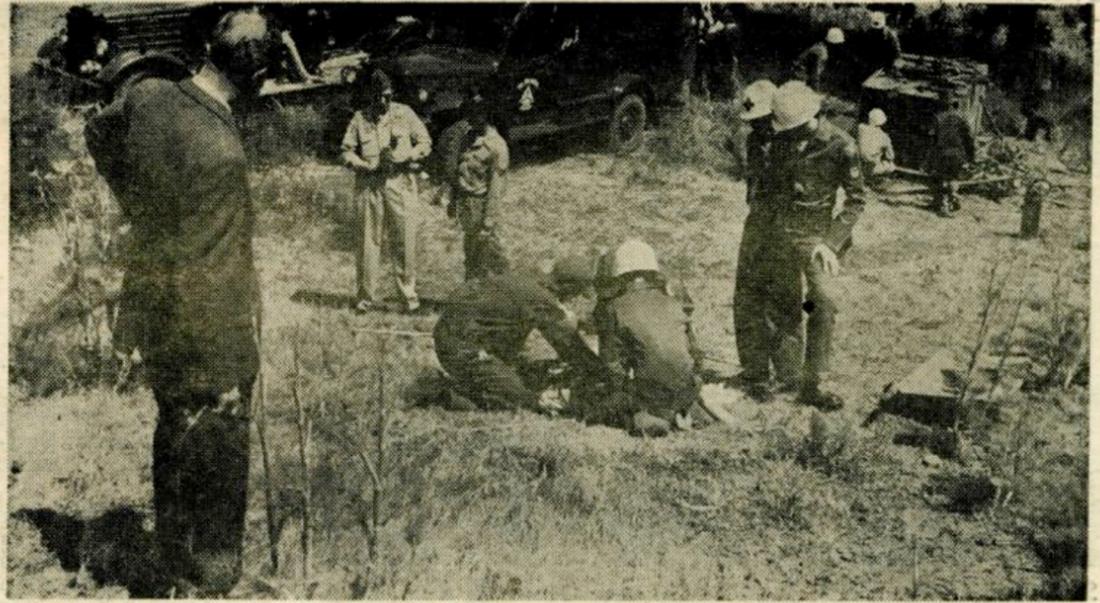
OPERATION SCAT—Group 1, West Virginia Wing, was one of the active participants in the recently-held "Operation Scat" a 24-hour test of Civil Defense unit mobility in Cabell County. CAP aircraft, under direction of Lt. Col. Berkie Bias, Group 1 commander, made medical supply drops, and provided aerial reconnaissance and courier service, with about 100 persons taking part. During a briefing (left photo) are Lt. Col. Charles Czompo, County CD unit; Capt. Rocco Narcise, Co. B, 16th Special Forces Group; Col. Ted Barr, Cabell County CD commander;



Fred Zirkle, chief attendant of the field hospital; Lt. Col. Berkie Bias, CAP; Barbara McGlothen, St. Mary's Hospital graduate nurse; Lt. Marias Curkwas, Ft. Hayes demolition school; and William Brook, CD director of rescue operations for the county. (Right photo:) Six "casualties" await medical treatment. Victims are, from left, Michele Sydorko, Linda Mitton, Lora Roberts, Sherry Harris, Judy Hanna, and Edwards Woolwine. Graduate nurses Connie Friel and Sue Barnett from St. Mary's Hospital comfort the "injured" patients.



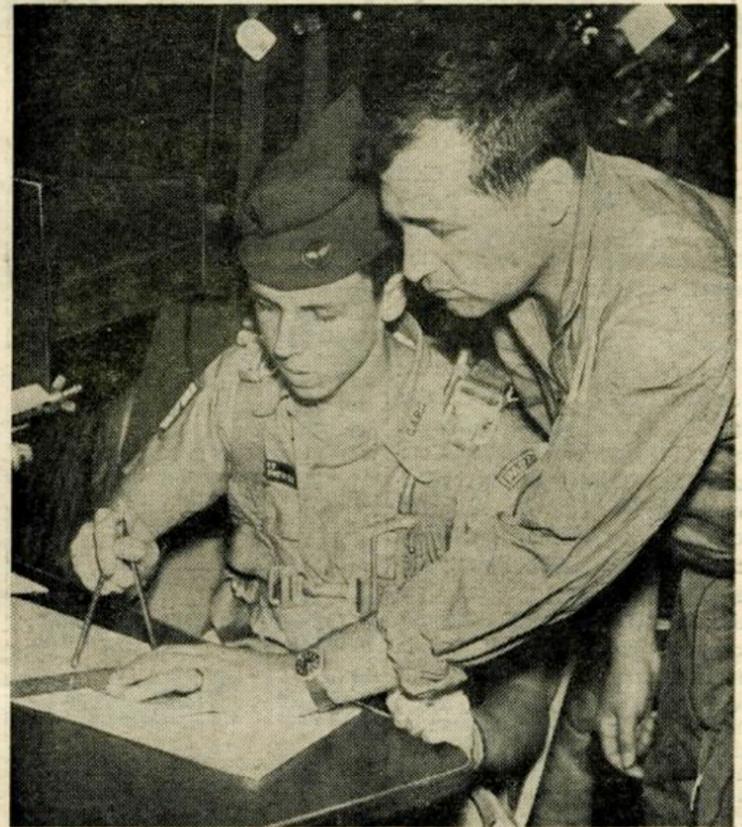
HELPING HAND—CAP cadet A2C John Dusch, Deer Valley Sq., 308, of Phoenix, Ariz., interviews Mr. Charles Dowell of the Sawyer School of Aviation during the recent FAA Survey at the Deer Valley Airport. CAP cadets worked for seven days to assist the FAA with the project.



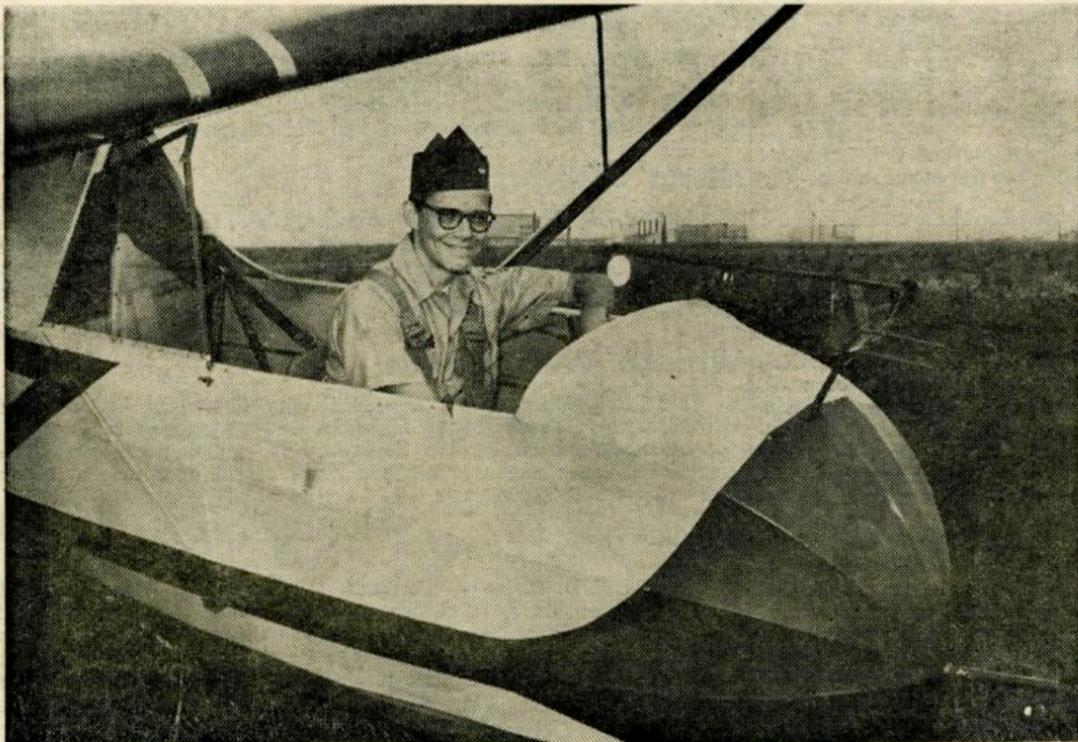
BAY CITIES Squadron 9, California Wing, after undergoing intensive training in first aid, rescue, communications and survival, recently had the assistance of the Los Angeles Fire and Police Departments in the enactment of a simulated disaster. The scene of the exercise was Sawtell Federal Reservation in Los Angeles. All available equipment and personnel—about 100 people, took part in the practice operation.



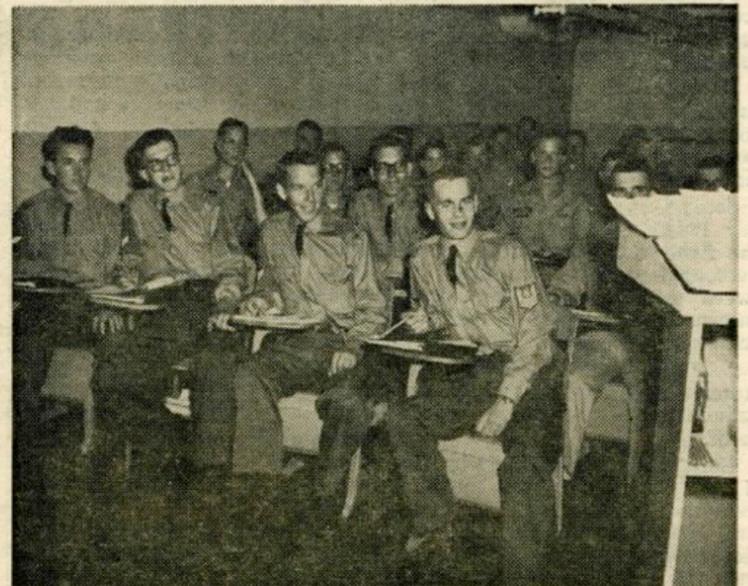
MEMORIAL PLAQUE—A new plaque hung in New Jersey Wing headquarters will remind wing members of the devotion to duty of two deceased members who were killed on a mission last year. The plaque honors Lt. Robert C. Klein and SM Peter A. Danzo. The plaque was dedicated by Essex Composite Squadron. At the ceremony were, from left, Lt. Col. Arthur Denning, deputy wing commander; Col. Nanette M. Spears, wing commander; Capt. Anthony Paglia, Essex commander; and Lt. Pat Russo, Essex exec officer.



REAL TRAINING—Cadet John T. Donellan, California Wing, practices navigation work under the supervision of USAF Capt. R. Fucchi, Det. 2, 2223d Instructor Squadron (Navigation Training), Hamilton AFB. The CAP cadets actually performed navigational skills while airborne in a C-47 aircraft. The training is a part of a local test program between CAP and the Air Force. (Official USAF Photo)



YOUNGEST SOLO??—Fifteen year old cadet basic David Berry of Louisville Composite Sq., CAP, Louisville, Ky., is believed by squadron members to be the youngest resident of Kentucky to solo in the Schweizer 2-22c sailplane. Cadet Berry is also a member of the Falls City Soaring Club of Louisville. Cadet Berry first went up alone in the sailplane last June at Seymour, Ind., where the club operates. (Photo by Arthur Legler Jr.)



CANADIAN STUDENTS—Six Royal Canadian Air Cadets, five of which are shown here in the first and second row, joined with their American counterparts in Civil Air Patrol to attend a one-week course at Fairchild AFB, Wash., Preparatory School. The school offered an accelerated course in leadership including drill and ceremony, human relations, communications, military courtesy and world affairs. Instructors were USAF personnel from Fairchild's NCO Academy.



SIMULATED WOUNDED—Cadet and senior members of Valley Forge Group 90, Pennsylvania Wing, work over a simulated casualty during an alert at Fort Mifflin, Pa., where CAP personnel were assisting the USAF Recovery Sq. USAF Lt. Vito Vaccaro (center) medical officer of the 9208th Reserve Recovery Sq., demonstrates medical techniques for CAP personnel.

Annual Training Exercise Held by Valley Forge Unit

PHILADELPHIA, Pa. — Civil Air Patrol members of Valley Forge Group 90, Pennsylvania Wing, took part this year in the annual Air Force training encampment of the 9208th Air Reserve Recovery Sq., at Fort Mifflin, Pa.

Seventy-five senior and cadet members from the Clifton Heights Sq., 109; Media Medical Composite Sq., 902; Montgomery Medical Composite Sq., 905; Upper Darby-Folsom Composite Sq., 907; Abington Composite Sq., 908; Norristown Cadet Sq., 9010; Bucks County Cadet Sq., 9012; West Chester Optimist Sq., 9013 and the Coatsville Composite Sq., 9016 took part in the two-week exercise. CAP units were under command of Major Rupert M. Much Jr., commander Abington Composite Sq., 908, project officer, and Col. Joseph Vaccaro Jr., commander of the Recovery Sq.

Training included detection and decontamination of atomic radiation, communications, evaluation of casualties, judo, marksmanship, safeguarding military property and other functions connected with manning a base during emergencies.

Frequent alerts were called providing effectiveness tests of recovery units and supporting CAP personnel.

During alerts CAP teams were used for atomic detection and decontamination, security, radio communications, and handling of the simulated wounded.

Seniors and cadets assisted the Air Police in traffic control. In the field of communications, CAP personnel provided channels between the Fort and Philadelphia International Airport as well as communications at the Fort.

CAP also provided the Air Force Reserve unit with personnel and radiological monitoring equipment.

Help in the medical field by Civil Air Patrol members included personnel and equipment to set up and operate a field dressing station with ambulances. CAP members were also busy in the administration and maintenance sections. At the International Airport CAP provided many of the same facilities.

A total of 4978 hours were recorded by Civil Air Patrol members during their tour of duty. This was the second year for a support mission by Group 90 to

the 9208th Air Force Reserve Recovery Sq.

At the conclusion of the encampment Col. Vaccaro Jr., said, "I am delighted that our units had this opportunity to work together in the field. Your (CAP) officers and cadets provided considerable assistance and support, particularly with recovery exercises.

"I am gratified by the fine manner in which CAP personnel pitched right in to help get our installation in working order. Their military bearing and infectious enthusiasm were a genuine asset to us all."

Cadets to Give Tour Resume

BALTIMORE, Md. — While this year's summer activities were still underway, Lt. Col. James H. Hull, wing deputy for cadet special activities, was already thinking of and planning for the 1963 summer activities.

Because of the honor and prestige connected with cadet special activities and to create enthusiasm among Maryland cadets for next year's program, each cadet participating in a special activity this year — other than summer encampment and officer candidate school — will present a resume of his tour to the cadet council and squadron commanders meeting this fall.

Col. Hull is also seeking closer alliance between special activities program and squadron cadet personnel and will keep each squadron commander and commandant of cadets advised on information about the 1963 program.

He has already advised them of the Dec. 10, deadline for IACE, girl's regional exchange, aerospace age and jet orientation scholarships, and the January dates for interviews of candidates for these selections.

A New Year's Eve dinner is being planned for candidates so that senior members of the board may observe cadets on the basis of protocol, etiquette, conversation, interests and ambassadorship.

Interviews of candidates for FAA, Middle East Regional Activity, space age orientation and Congressional dinner, will be held along with interviews for all other scholarships in early 1963.

College Park Cadet Holds Two Ranks

COLLEGE PARK, Md. — He wears the uniform, but it depends on what he wears with it and where he wears it whether you would address David J. Lofgren of Mayo, Maryland, as colonel or chief warrant officer.

He is Col. Lofgren, commander of the 15th Regiment, the best in the Pershing Rifle Society, at the University of Maryland, and he is CWO Lofgren when he is back at his old stamping grounds—the Annapolis CAP Squadron.

A recent article on "What the Pershing Rifles Has to Offer AF-ROTC Cadets," written by Col. Lofgren, appeared in the society's annual publication, "The Pershing Rifleman." He described the Pershing Rifles, composed of Army, Navy, and Air Force ROTC men from all over the nation, as, "the largest military fraternity in the world."

Col. Lofgren, a native of Wichita, Kansas, has lived in Maryland for a number of years. He graduated from Annapolis High School in 1958, a year after joining CAP as a member of the Annapolis Sq. He went to Great Britain in 1959 on the International Air Cadet Exchange.

He was cadet commander of the Annapolis Cadet Sq., joined the senior ranks and became commandant of cadets until that unit merged with Annapolis Senior Sq., two years ago.

He entered the University of Maryland in 1958 and became a cadet officer in AFROTC the next year. He joined the Pershing Rifles, the ROTC National Society, in 1960 as a member of the 15th Regiment Staff. Consecutive resignations by two commanders resulted in his rapid promotion to colonel, assumption of command and a consequent gold medal for his success in shaping up the new, unorganized regiment within a few, short months.

This year, the 15th Regiment, which was in 10th place among the 13 of the nation, skyrocketed to first place to become the "Best Regiment" of the Society and Col. Lofgren received the commander's award for his achievement. The Regiment, with headquarters at the University of Maryland, includes ROTC units from Delaware, Maryland, Virginia, and the District of Columbia.

This year marked Col. Lofgren's second year in command of the 15th.

Unit Gets Course In Crash Rescue

SPRING LAKE HEIGHTS, N.J. —The first in a series of crash rescue instruction classes was conducted recently at the Fort Monmouth Aviation Section for members of the Shark River Sq., CAP.

Important points stressed in the course concerning rescue operations at the location of crashed aircraft were; having a crash rescue kit with everything needed to enter a downed aircraft; removal of victims; preventing fire in the aircraft; methods of removal of victims from military aircraft equipped with ejection mechanisms; and use of first aid procedures.

CAP cadets and seniors were given practical demonstrations on removing persons from an aircraft along with use of crash kit equipment.

CAP News in Brief

New Deputy

SIOUX FALLS, S.D.—Col. John E. Page, South Dakota Wing commander, recently announced the appointment of Maj. O. D. Hansen Jr., of Elk Point, as new deputy wing commander. Hansen, also promoted to lieutenant colonel, has served as Dakota Squadron commander, and wing inspector among his many CAP assignments.

Veterans' Day

ROBINS AFB, Ga.—CONAC recently announced that the Veterans' Day National Committee has recommended that appropriate ceremonies (even if no more than observance of a moment of silence at 11 a.m.) be held on Veterans' Day, Nov. 11. This should be done so that citizens may have a true understanding of the Day and participate in its observance.

Cadet Bowlers

BETHESDA, Md. — Two bowling teams from the Western Cadet Squadron are active participants in the Junior Bowling League play. Cadet Doug Osmand captains one team, while the second is headed by Dale Nichol森. Members of the teams are Cadets Cathy Baker, Jim Blaugh, Tom Wheeler, Charlie Berkovich, Sue Carter and Barry Lee. Nichol森 started the season out right with a 180 game to qualify for a special patch.

Sheriff's Praise

HELENA, Mont.—The Helena Cadet Squadron was recently praised by the Lewis and Clark County Sheriff's Department for their recent assistance. The aid was rendered during a search for the body of an Air Force sergeant who drowned in Holter Lake. Of twenty volunteers who responded to the call for aid, fourteen were cadets from the Helena unit.

Recovery Exercise

BROOKLYN, N.Y.—Two mobile radio units from Brooklyn CAP Group assisted the 1st Air Force Reserve Region in a recent effectiveness test. Capt. Charles Fisher and A1C Barry Dayne operated the net control station facilities from the roof of a hangar at Idlewild Airport. Radio units from Queens, Manhattan and the Bear Mountain area CAP units. Reserve officials indicated that a large part of the success of the operation was due to CAP's handling all communications for the reserve units.

Aid Station

MEDIA, Pa.—The Media Medical Squadron operated an emergency medical station for the Grandview Farms Horse Show last month. The station was directed by Lt. Thomas A. Boyd, M.D., squadron medical officer. The unit's ambulance was also on standby. All the Media members are first-aid trained by the American Red Cross.

Anniversary Fete

CHINCHILLA, Pa. — Group 20, Pennsylvania Wing, is the first CAP unit to report plans to mark the 21st "Coming of Age" Anniversary of CAP. The unit will hold an Anniversary dinner at Greenwood Lounge in Moosic, just south of Scranton, on Nov. 24. Preliminary planning has been completed and tickets will go on sale shortly.

New Unit Chartered

ISABELLA, Minn.—A new Minnesota Wing unit, the Isabella Composite Squadron, was recently presented its charter by a member of the Group I Duluth staff. Named a first lieutenant and commander of the new squadron was Jasper Duncan.

Flight Scholarship

MEMPHIS, Tenn.—The Weird Birdman, a social club of Memphis pilots, recently announced the awarding of a flight scholarship to Cadet Bobby N. Brown. The scholarship will pay his way through solo. Cadet Brown, 16, is a member of the Whitehaven Cadet Squadron.

Given Scholarship

MEMPHIS, Tenn. — Cadet commandant Lt. Robert Darnell of Union City received a Flight School Scholarship recently and another scholarship from the Taylor Aero Service that will enable him to learn to fly light aircraft. Mr. L. D. Taylor, owner-operator of Taylor Service, donated the second scholarship.

Waseca Wins Plaque

WASECA, Minn. —The Waseca County Composite Sq., received the Minnesota Wing's plaque for outstanding squadron in Group II for 1961. Squadrons achieve the award for membership, yearly accomplishments, senior training programs, search and rescue flights, and cadet training programs.

Cover Wins Bond

PORTLAND, Maine — A South Portland High School student, Alan Purington, designed the cover of the Maine Wing's booklet for 1962 Aerospace Workshop conducted at the University of Maine. Student Purington received a \$25 Savings Bond for his efforts. The student competition sparked much interest in CAP throughout the state.

First Aid Course

HENDERSON, N.C. — Henderson's Composite Sq., claims title of first local unit to conduct medical self help courses. Squadron instructors teach Civil Defense medical self help courses under direction of Capt. W. E. Hight Jr., and 1st Lt. Elsie P. Whitfield, staff officers of Henderson Sq.

SPOTLIGHT ON SAFETY

THERE ARE A lot of hills and mountains around the country where, if you look closely, you'll find broken bits of glass and aluminum that were once parts of the best that man could devise in the way of flying machines. Trees and brush make it impossible to see much of this wreckage from the air, but it is still there, except for fabrics, leather and personal effects long ago carried off by pack rats and other wild things.

Remember all of the planes lost in the peaks between Denver and Salt Lake City? Or the knobs north and east of Los Angeles? A friend of mine lost his life on a peak near Chatsworth trying to get in to the old Grand Central airport at Burbank. He had several thousand hours, many of them logged in Hudsons during deliveries to the British back in '40 and '41. He was raised in the L.A. area and learned to fly there. He ferried many a Hudson out of Burbank and knew the surrounding territory intimately.

Then there was Mack. He was an airline pilot back in the days when they were the glamor boys of the county. His DC-3 slammed into a 6000 foot peak down near the Mexican border with 20-30 people aboard one night. He'd flown the route a hundred times, at least. He was due at the house the next night for dinner. We learned about what happened when he didn't make it.

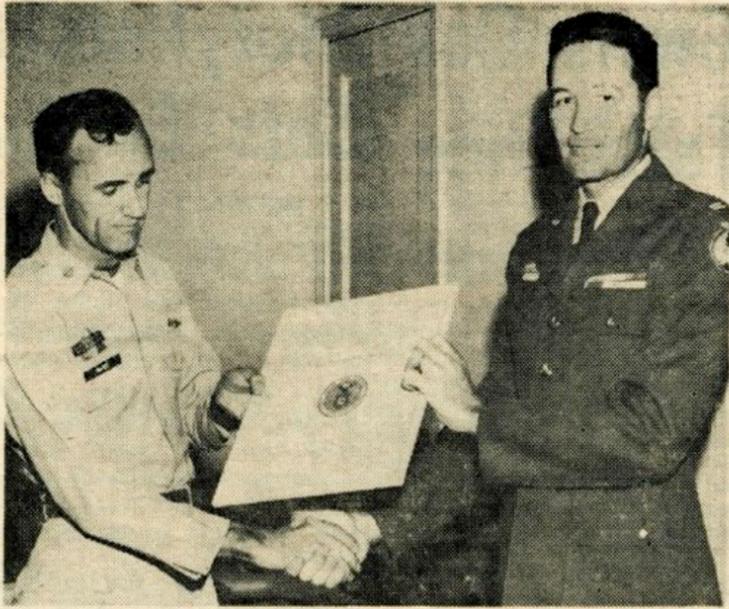
How many planes have disintegrated against a cliff in the Rockies—often just a few feet from the top? On the side of Mt. San Antonio, just east of Los Angeles there's a piece of aluminum that glints in the afternoon sun from its graveyard on a rockside. Every so often it slides down a little farther. It hit there during the war and has been slowly inching its way down the almost vertical rockside ever since.

Just a quick glimpse of the crash locator map at Air Rescue Service Hq at Hamilton AFB will give one the shudders. Those little fat-headed pins grow like porcupine quills around the knobs and hills of the western states.

There's an old saying about complacency breeding disaster. If you've been flying very long, you know the accuracy of this statement. We can't afford to get complacent about low flying aircraft hitting terrain obstructions because we still have more than a few birds that fly down there where the hills and the clouds hang out, and, occasionally, they barge into mountainsides.

The situation might be analogous to that of smallpox. We inoculate everybody and the disease is practically forgotten by the public. Even some doctors have never seen a case and may have trouble diagnosing it. Let a carrier, possibly from a foreign country, introduce the disease into a community. It can run wild among those not immunized. Even when we think we have a problem licked we still can't afford the luxury of complacency.

Recently three were killed in the crash of a transport. A short time later another nine lives were lost in a similar crash. Both aircraft struck mountains near the summit. In both cases the pilots were trapped while flying up blind canyons. During last winter's worst weather, a twin engine plane went in taking four more to eternity, and there's one we still haven't closed the book on. It hasn't been found. (Since this was written the aircraft was



CHARTERED—Maj. Vernon McGee, left, Group XII, Texas Wing, recently presented a unit charter to the newly organized Galveston Bay Composite Squadron. Capt. Billy Spence, who will command the new unit, accepted the charter in formal ceremonies.

found, in a canyon with all aboard dead.)

This isn't an article about weather, although weather was involved in each example. Neither is it about mountains per se, although mountains were involved in each case. And, it's really not about pilot technique, although you can trace at least part of the cause to this factor.

This is really a kind of reminder—a shot in the arm, so to speak—to those who must operate down where the jet streams seldom roam. Every pilot knows that if he tangles with a mountainside he can't help but lose. He also knows how those knobs can hide in clouds. And he should know the performance of his aircraft—ability to climb, and turn radius—so that he won't find himself trapped in a canyon. To go a little further, he should also know better than to get into a blind canyon. This requires judgment, and you can't beat that as an accident preventer.

NAVAIDS, aircraft performance and pilot proficiency are such today that we should not be losing aircraft to causes mentioned above. That we still do is an indication that this other asset, judgment, is sometimes missing. Add judgment and we have an almost unbeatable combination that should prevent such reports as this: "while turning to the left the aircraft struck the mountainside 148 feet from the summit. The resulting fire destroyed evidence that might have led to the exact cause of the accident."

(Credit Aerospace Safety Magazine)

Parades Earn Awards for CAP

ST. PETERSBURG, Fla.—Many clubs, organizations and individuals "fall in" during the parades that occur around the country on the traditional July 4th national holiday.

But the cadets of five squadrons in the Tampa Bay area did this twice on that day. Squadrons taking part in the parades were St. Petersburg Composite, Gulf Beach, MacDill AFB, Clearwater and Tampa Composite.

The cadets marched 60 strong, along with four senior members, in a parade in the morning and then again that same evening. Some cadets traveled over 60 miles to participate.

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League City Squadron Added to Texas Wing

LEAGUE CITY, Texas — The Galveston Bay Composite Squadron was recently presented with its charter and officially welcomed as a new unit of the Texas Wing.

The charter was presented to the unit's newly appointed commander, Capt. Billy Spence, by Maj. Vernon McGee of the Group XIII staff, and all cadets and seniors were present.

The Galveston Bay unit will be temporarily housed with the Galveston County Civil Defense group at Dickinson, and will also work jointly with this group. The CD unit is directed by Bill Brady, who is also a CAP member.

Work is already underway on an airport to be used by the Galveston Bay squadron. This airport, the Gulf Freeway Flight Center, will be

the permanent home of the squadron when completed.

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Information Booth Manned At State Fair in California

SACRAMENTO, Calif. — Civil Air Patrol uniforms were very much in evidence this year at the California State Fair.

CAP members of the Sacramento Group 4, including Squadron 78 from McClellan AFB and Squadron 14 from Mather AFB, manned a CAP booth as well as a central information booth for all military services having displays at the fair.

According to Lt. Donald Wayne, communications officer for Group 4, the cadets did much toward recruiting new senior and cadet members in CAP.

The Civil Air Patrol display included a communications truck, a weasel vehicle, a mock-up of a rocket 14 feet tall to emphasize Squadron 78's Rocket Club activ-

ities and a Cadet Program Board explaining Phases I, II, and III of cadet training. There was also an Aeronca Tri Champ aircraft donated by the Aero Activities Club of the Sacramento Municipal Airport.

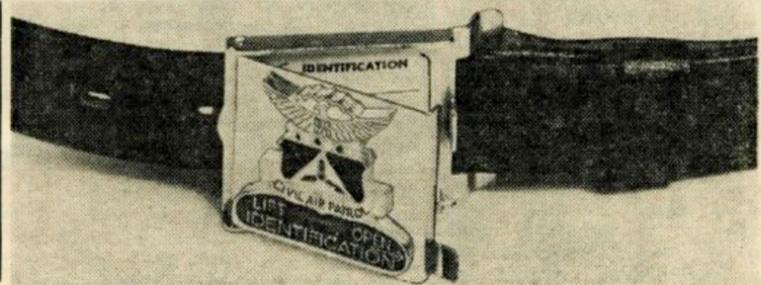
Tagged for Money

MICHIGAN CITY, Ind. — Cadets of Michigan City Cadet Squadron held a two-day tag sale recently and netted \$488.78 for the unit fund. This is the most successful fund-raising effort in the unit's history. The outstanding tag sale was celebrated with a pizza party, it was reported by Lt. Mary Dillon, squadron information officer.

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A VETERAN talks with future pilots—G. "Pappy" Boyington, retired U.S. Marine Colonel, discusses the National Air Fair with CAP cadets Bruce Gaudu and Barbara Evans. Boyington is honorary member of the Van Nuys Squadron 33, of which both cadets are regular members.

Van Nuys Unit Praised For Participation in Fair

By LT. IRENE TRESUN
10, Van Nuys Sq. #33

VAN NUYS, Calif. — "We're thankful for CAP" is the way Monte J. Curry summed up participation of Civil Air Patrol members of the Southern Sector of the California Wing, in the National Air Fair at Chino, Calif., this year.

Curry, an honorary member of the Van Nuys Sq., #33, heads the Los Angeles public relations and advertising firm of Curry and Staff, Inc., who publicized this year's Fair.

A three-fold program was carried out by CAP for the event: ticket sales by all Southern Sector members, displays during the Fair and ground support in non-flying phases. Ticket sales brought 20% per ticket sold by each selling unit.

A survival exhibit, designed and built by Maj. Nancy Morrison of Group #15, was on display under direction of Sgt. Tom Less of Group #1. This display, located near the bleachers, was viewed by an estimated 25,000 spectators. CAP literature was also distributed. Flanking the display were two officially marked T-6 aircraft flown by members of the San Fernando Airport Sq., #35.

The most outstanding job performed by CAP was ground support given the Fair officials. Lt. William Gordon and Capt. Paul King, commander and executive officer respectively of Squadron 21, Group #15, were in charge of all senior and cadet personnel in ground support. This involved 40 to 50 people, including several Air Scouts, from the following units: Group #1, Bay Cities Squadron 9; Group #7, Hawthorne Cadet Sq., 77; Group #15, Squadrons 13, 15, 17, 21, 23, and 25; and detached Van Nuys Squadron 33.

Sgt. Mike Cummings, Sq., 23, supervised communications including command post, mobile units, field telephones and messengers on foot and in automobiles. All requests for assistance and dispatch-

ing of personnel were handled through this communications section.

OTHER JOBS that CAP personnel performed included parking cars under direction of State Highway Patrolmen, performing duties along the flight line, escorting officials and press representatives, direction of spectators to displays, answering questions concerning the Fair and CAP, and the messenger service.

With the thermometer around 100 degrees all three days of the Fair cases of heat prostration were numerous. Here too, CAP personnel provided aid.

Members of Squadron 9, Bay Cities, operated two emergency vehicles to transport victims to first aid stations.

A total of 1500 manhours were spent by CAP in this Sector-wide effort and much experience was gained by both cadets and seniors. Civil Air Patrol was introduced to the public in a big way through many newspaper articles and pictures as well as television and radio broadcasts and through direct contact at the Fair.

The Fair proved successful for the many participants, but was marred by the accidental death of Cliff Winters, stunt flier, during the last day of the Fair.

Cliff Winters, a member of CAP in the Long Beach, Calif., area, received a military funeral with cadets as honor guards. Several days following the funeral, Marine Col. G. "Pappy" Boyington, was flown in a CAP plane from Squadron 35 to drop a wreath over the desert in tribute to his friend, Cliff Winters. Two other CAP planes from Squadron 35 flew escort on this mission.

As a result of the death of Cliff Winters the firm of Curry and Staff, Inc., is establishing a Cliff Winters Memorial Scholarship Fund with a flight scholarship for cadets who are eligible.

Gwynn Oak Takes Pride In Program

BALTIMORE, Md.—Gwynn Oak Composite Sq., Maryland Wing, is now approaching the end of its second year and as its executive officer, Major Mary E. McCoy, says, "We're pulling up short to look back over the past two years to review our losses and our gains."

The unit began with 15 boys and girls full of plans and desires under the Gwynn Oaks name. "Hesitantly we ask if we have, in some way, helped train cadets to think of the great responsibilities which will be theirs in the not too distant future?" asks Maj. McCoy. "Have we developed in them the character and stamina they will need in the future?"

She wonders if the squadron has given them a drive and desire to do what is right and honest so they will know and understand the difference between right and wrong.

"We trust in some small way that we have," she says looking with pride at the time and effort the cadets have put forth in the Civil Air Patrol program.

She notes that they have drilled zealously, studied first aid courses, served as waiters and bus-boys (and girls) for the Optimist Club of Howard Park and worked for the March of Dimes. Several cadets have already earned Certificates of Proficiency.

One Gwynn Oaks cadet, Donajean Appel, was awarded the Jet Orientation Scholarship this year along with the Middle East Region's Archie J. Johnson Memorial Flight Scholarship.

When the call came last fall from Wing commander, Col. William Patterson, for volunteers to help erect the quonset hut for the new annex to Wing Headquarters, Gwynn Oaks cadets offered their services without hesitation. A dozen cadets went each Saturday morning with their squadron commander, Major Otis McCoy, to Wing Headquarters where they performed any tasks they could to help out.

Major Mary McCoy—wife of the commander—sees the cadets looking forward with great anticipation to what the coming years will unfold for their squadron.

Maryknoll Cadet Unit Sets Enviably Record

HONOLULU, Hawaii — The Maryknoll Cadet Group, Hawaii Wing, under the direction of Capt. Francis G. Gomes, CAP, set an enviable record of achievement during the past year. Cadet Col. John W.

Shong, cadet group commander, made a second annual report to the command section of the Hawaii Wing recently. He outlined the past year's accomplishments and plans for group activities. The report was received with enthusiasm by members of the wing staff.

Shong pointed out that the group is administered by 21 cadet officers and five female sponsors who hold the honorary ranks of their commanders. These young men and women are responsible for the planning, execution and evaluation of all projects of the group.

Cadets of the group flew more than 400 hours of orientation flights with the wing Liaison Officer, Lt. Col. Fred Coleman, USAF, at Hickam AFB.

Twenty cadets, under the direction of Mr. Gaza Voss and Lt. Ralph Fuller, CAP, logged approximately 250 hours in gliders. Seven of the students soloed and one received an FAA rating. The glider school was conducted at Bellows AFB.

The "Spartan Drill Team" participated in the Aloha Week Parade competition and placed second only to the Shriners' Motorcycle Team. Teams from the Armed Services also competed, but placed behind the CAP unit.

The group sent 108 Maryknoll cadets to summer encampment at Hickam AFB and walked away with three of the top honors, including Outstanding Officer, Outstanding Cadet and an award to the leader of the top flight.

The annual Military Ball, sponsored by the group, was an outstanding success with nearly 1000 people attending.

Maryknoll High School has accepted CAP's aerospace education program in full and has incorporated it into its curriculum. Cadet Lt. Thomas Hopkins credits the CAP educational program with his recent appointment to the Air Force Academy.

THE REPORT pointed out that though the group is only two years

old, it received five of the six principal appointments for the summer programs for 1962, and was awarded more than half of the alternate nominations as well. Maryknoll cadets have earned a total of 70 Certificates of Proficiency this academic year and, if present plans materialize, by October of this year will have earned 85 more, making a total of 155 for the Wing for the calendar year. This figure is larger than last year's total from any single wing excepting Puerto Rico.

A plan for an officer's candidate school will be implemented this summer. Only graduates of this school will be eligible for officer appointments within the group.

In closing his remarks to the wing staff, Shong said, "... I ask for your continued support in the future and assure you of Maryknoll's support, goodwill and assistance in return. Together we can and will advance CAP in Hawaii to its proper place in the community, a large-scale organization of the highest efficiency and dependability, demanding respect and support from all."

Couple Donates Bivouac Area

SIOUX FALLS, S. D. — Through the generosity of Ed and Mary Hanson, of Harrisberg, S. D., the Sioux Falls Sq., now has its own bivouac area.

Though not members of CAP the Hansons are enthusiastic about the CAP program and to help further CAP's objectives they have donated approximately 120 acres of their land bordering Lake Alvin as bivouac area for the Sioux Falls Sq.

The land has facilities for a two-way landing strip, a spot for an outdoor shooting range and swimming facilities. There is a camping area sufficient for as many as 20 tents.

Members of the Sioux Falls Sq., are now busy clearing the landing strip properly.

Major Erwin Retires From Service

NATIONAL HEADQUARTERS — Major Archie T. Erwin, USAF, director of communications, Hq., CAP-USAF, retired from active military service on Sept. 30.

During his many years in the Air Force, he served in the Canal Zone, on Kwajalein Island, in Hawaii and Japan, and flew as a pilot on the Berlin airlift. For meritorious service during these years, he was awarded the Air Medal, the Commendation Medal and the Medal for Humane Action.

The major was assigned to the AACS for 10 years. During that time he was communications inspector for FEAF, and later was director of communications, 14th Air Force.

The Erwin family, the major, his wife Maxine, and their two daughters, Sandra and Teresa, will remain in Houston, Texas, as their permanent home.

Major Erwin was replaced by Major Robert G. Crabbe, USAF, as director of communications for CAP-USAF Hq.

The Air Force veteran is now affiliated with the Southwestern Life Insurance Co., of Dallas, Texas.



SILVER REMEMBRANCE—This large silver tray was a gift presented by many of their friends to Major and Mrs. Archie Erwin during a party at the Ellington AFB Officers Club to celebrate Maj. Erwin's retirement from active duty. He retired with over 20 years in service and was director of communications for CAP. Maj. Erwin, his wife Maxine, and their two daughters now live in Houston, Texas.

IN MICHIGAN

Aerospace Education To Expand

(Continued from Page 1)

of Civil Air Patrol was outlined for the conferees.

Under the general title of "Civil Air Patrol: An Instrument of Aerospace Power," the professional educators heard and took part in discussions of many aspects of the aerospace education program.

Leading the discussion in the various topics were Mr. John Sorenson, assistant deputy chief of staff for aerospace education; Mr. Lester D. Cody, director of aerospace education, Pacific Region, CAP; and Mr. Charles W. Conroy, director, editorial and curriculum, CAP.

Members of the committee attending the conference were: Mrs. Fran Baden, Kalamazoo County Board of Education; Mrs. Nina Berger, principal of the Oakview School, Grand Rapids; Mr. Richard Escott, curriculum coordinator for the Warren Public Schools; Mrs. Elvira Hauslein, principal of the Lake Shore Public Schools, St. Claire Shores; Mrs. Joan Hilaski, teacher in Grand Rapids public school system; and Mrs. June Hopkins, psychologist for the Monroe County Board of Education.

ALSO attending the three day conference were: Mrs. Ivy Kahneke, teacher in the Montrose schools; Mrs. Charles Jankowski, Lawrence Institute of Technology, Southfield; Mrs. Phyllis Kestenholtz, from the education section of the American Red Cross in Lansing; Mr. Arvo Lohela, curriculum director of the Flint Michigan Public Schools; and Mrs. Fren Ludwick, youth counselor in Royal Oak, Mich.

Others taking part in the educator's meeting were: Mr. Karl Randels, assistant superintendent of schools, Battle Creek; Mr. Donald Richard, education consultant, Michigan Department of Conservation in Kalamazoo; Mr. Norman Russell, student personnel and guidance at Western Michigan University; Mr. William Simmons, assistant superintendent, Detroit Public Schools; Mr. Howard Thayer, Washtenaw County Board of Education; Mr. Fred Thorin, superintendent of Lamphere Public Schools of Madison Heights; Mr. Scott Westerman, social studies coordinator, Ann Arbor Public Schools; Mrs. Margaret Williams, principal of the Nepolean Elementary School; and Mr. Edgar Grim, deputy superintendent of Public Instruction for the state of Michigan.



TV APPEARANCE—Cadet Lt. William C. Vose (right) of North Dade Composite Sq., was featured guest on the Molly Turner TV show in Miami, Florida, recently. Cadet Vose described for the TV audience his experiences during his visit to Italy as part of the annual IACE program. Appearing with Cadet Vose was Major Ed Friedman, USAF Reserve, who explained the CAP cadet program. The day following the telecast, Cadet Vose entered the Army to begin training as a paratrooper. Molly Turner is seated at the left.

Former Members Launch Cadet Group in France

(Continued from Page 1)

Indicated by colored shoulder boards with painted stripes similar to those worn at military schools.

A CONSTITUTION was drawn up and submitted to the base commander for approval. Before this occurred the French Liaison officer at Evreux sent word that the French government was very interested in the organization. Base officials also noticed that school studies received more attention and personal grooming of cadet members as well as behavior had improved since establishment of the group.

In May of this year Air Force officers serving as advisory committee agreed on the uniform for cadets and the constitution was officially approved. A distinctive insignia was approved and rank cadets and juniors were authorized to wear stripes and officer ranks similar to CAP and ROTC.

The name "Aerospace Cadets

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of Europe" (ACE), was adopted in April. Money was appropriated by the AYA for training materials and contacts were made with local French aero clubs.

By summer the ACE had established itself at Evreux and according to its first official history covering establishment of the unit, the ACE has earned a reputation for its success as a youth activity dedicated to aerospace education.

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Three Alaska Seniors Make Heroic Rescue

(Continued from Page 1)

was visible to the northeast of the search plane in the direction of Cape Beaufort.

After three and a half hours in the air, the search crew received a weather advisory indicating deteriorating weather at all strips in the westward area. The marginal weather prevailing, a fueling stop was made at Cape Thompson. At that time a plane operating out of Cape Beaufort reported sighting the crashed aircraft 22 nautical miles south of Cape Beaufort.

Realizing that adverse weather would likely continue for several days, the search crew determined to attempt an immediate pickup of the crashed fliers, even though weather was marginal and getting worse.

ARRIVAL over the crash site showed the wreckage near the top of a rolling hill, with higher ground to the northeast. With the ceiling indefinite and variable below 1000 feet, plus a gusty northeast wind of up to 50 knots, a successful landing was made.

Then the search crew encountered the real problems of the mission. Due to the wind, the take-off had to be made uphill. Normal down-wind taxiing was impossible. To overcome the problem, Brandon, Nix, Bontragger and Gurnsey attached a rope to the tail ski of the L-20 and formed a human anchor allowing the aircraft to drag them through the snow to the bottom of the hill.

All unnecessary gear was then off-loaded to lighten the L-20 for take-off. Acceleration was extremely difficult and flying speed had not been reached at the top of the hill. However, as the plane crested the hill the full force of the 35 to 50 knot variable winds be-

came effective and the plane became sluggishly airborne.

Pilot Thompson dropped the nose and flew down the short back side of the hill and along a small creek bed to gain sufficient airspeed to begin a climb.

But the search crew's problems were not over yet. By this time the ceiling had lowered considerably, forcing them to fly below 500 feet to maintain contact. With no timber or other growth along the coastal area, the crew faced extreme white-out conditions, adding to the usual difficulty in visibility and navigation.

By following the Wulik River shed to Kivalina, the crew was able to thread a way through a low range of hills into the Noatak delta, and finally into Kotzebue.

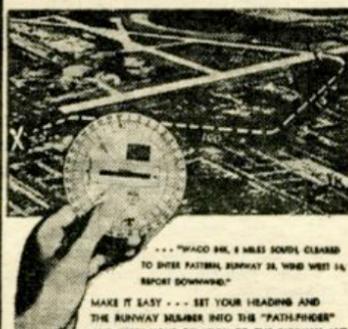
THE LETTER nominating the three CAP seniors for the Valor Medal stated, "Flight crew pilot Warren Thompson, co-pilot Deane Brandon and observer William Nix exhibited cool judgement and exceptional courage, coupled with a high degree of skill and ingenuity in carrying out this mission in the face of extremely hazardous conditions, exposing themselves continuously to the danger of serious injury or death."

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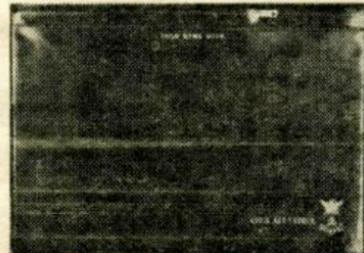
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Aviation Activities, Social Affairs Highlight Exchange of Cadettes

A special-activity goal every CAP cadette can aim for is the Interregional Girls Exchange. An activity exclusively for young ladies of Civil Air Patrol the exchange is designed to provide cadettes with aviation orientation, social activities and sight-seeing.

The Interregional Girls Exchange is also a program to develop an appreciation for this country, its history and geography, as well as an exchange of ideas and operations between CAP units.

Typical of the cadette exchange program was the Great Lakes Region exchange with Northeastern Region. Michigan Wing was host to the Northeastern Region cadettes and Maine Wing hosted Great Lakes Region girls.

A bonus in the 1962 exchange was when the girls met in New York City and were special guests at the military ball for foreign cadets on the IACE, held at the Waldorf Astoria Starlight Room.

At the ball Cadette Sandra Lee Allmen, Ferndale, Michigan, who is Miss Michigan CAP, shared the spotlight with Miss Universe and Miss USA.

Lt. Col. Ila Clark and Maj. Viola Sargent served as hostesses for the cadettes in Maine. An educa-

tional tour was arranged including a visit to historic Bowdoin College; the State House in Augusta where the girls were introduced to Gov. John Reed; visits to lobster fisheries; Dow AFB and Brunswick Naval Air Station.

Rocky Mountain Region entertained nine cadettes and two escort officers of the North Central Region. Itinerary for the guests included a tour of Denver and vicinity, and the U.S. Air Force Academy. Also visited were Colorado Springs, Salt Lake City, Lehi and Boise, Idaho and Helena, Mont. In Helena the cadettes were entertained jointly with Turkish cadets on the IACE and other activities. Senior escorts were S/M Sheila J. Buescher and Capt. Janet Munkres.

Escorted by Maj. Helen Wolcott, Rocky Mountain Region cadettes had an equally interesting tour of points of interest in North Central Region and visits to squadron meetings. Burlington, Cedar Rapids and Des Moines were visited.

A highlight of the Iowa stay was a Mississippi river cruise.

South Dakota CAP units provided a variety of educational and entertaining events. At Rapid City activities for the visiting cadettes included a helicopter flight over Mt. Rushmore and an evening viewing the Black Hills Passion Play.

MIDDLE EAST REGION hosted Southwestern Region girls. Lt. Col. Helen Boone, National Capital Wing, served as project officer. They were billeted at Bolling Air Force Base, Washington, D.C. was the central point of sight-seeing. The itinerary included a visit to Mt. Vernon, the Capitol, Jefferson and Lincoln memorials, Bureau of Engraving and Printing, U.S. State Department and the FBI National Academy. The White House and Pentagon were visited. Annapolis, Maryland and historic Williamsburg, Va., were toured.

Captains Bernice R. Hill and Elizabeth M. Bader escorted Middle East Region cadettes on their visit to Southwestern Region.

Among activities at Oklahoma City, first stop on the itinerary, was a visit to the Federal Aviation Agency Academy, Will Rogers Field, where the cadettes attended several classes. The Aero-Commander factory was toured, as well as the capitol building.

The girls' visit to New Orleans included an all-day picnic at Lake Pontchartrain and a tour of the old French Quarter. A trip on the steamer, "President," up the Mississippi river was included.

A visit was made to City Hall where the Mayor greeted the cadettes and made each an honorary citizen of New Orleans.

Upon arrival in Hot Springs, the girls were met at the airport by Mayor Dan Wolf and were provided a police escort to the Majestic Hotel. Entertainment included dancing, boating, picnics and beach parties and flights in light aircraft.

Examinations Set by Navy

WASHINGTON, D.C. — The Navy's 17th annual national competitive examination, through which high school students and graduates can qualify for a regular Navy commission while attending college at Navy expense, will be given on Dec. 8.

The program, designed to supplement the officer output of the Naval Academy, makes it possible for a young man to earn his regular commission while studying at a civilian college with a NROTC program.

During summer vacations the student goes on training cruises as a midshipman. After successful completion of his four years of college he is commissioned in the regular Navy or Marine Corps and goes on active duty as a prospective career officer.

High School seniors and graduates, who will be at least 17 years old, but not more than 21 by June 30, 1963, may apply for the NROTC aptitude test.

Application must be mailed by Nov. 16.

Forms are available at high schools and Navy Recruiting stations, or from the Chief of Naval Personnel, Navy Department, Washington 25, D.C.



EXCHANGE OF CADETTES between Great Lakes and Northeastern regions coincided with the 1962 foreign cadets' visit to New York. The girls were special guests at the IACE military ball held at the Waldorf Astoria Starlight Room. From left, Capt. Nola A. Henderson, Michigan Wing, escort officer, and Cadette Sandra Allmen are pictured at the ball. Cadette Allmen is Miss Michigan CAP and shared the spotlight with Miss Universe and Miss USA.

New York Youth Take Dual Flights in Sailplanes

WURTSBORO AIRPORT, N.Y.—Seven of the New York Wing's cadets from the Manhattan and Rockland County Groups experienced motorless flight here recently. The cadets received dual instruction flights in the Schleicher KA-7 sailplanes owned by Sail Flights, Inc.

Each flight consisted of an airplane tow to about 3000 feet where the sailplane was released. The instructors demonstrated straight and level flight, stalls and turns, and then let cadets do the actual flying—with coaching and occasional corrections.

During a few of the flights the sailplanes encountered thermals, or rising columns of warm air, and were able to gain altitude, thus prolonging the flight. Using this atmospheric energy, some of the cadets gained several hundred feet under the guidance of their in-

structors. The flights were limited in length by the day's weak thermals.

Before flying cadets were given short talks on the characteristics of sailplanes and methods of soaring. Before and after individual flights they helped with many chores about the field such as chasing and hooking up the tow ropes and running wing tips. Cadets learned that soaring is a team sport demanding mutual effort so that each may fly.

The orientation flights were organized by Manhattan Group in cooperation with Sail Flights, Inc., and the Metropolitan Airhoppers Soaring Association of Wurtsboro, N. Y.

These cadets were the first to receive such orientation flights. Some of them will have the chance to learn to fly in sailplanes either through CAP or on their own.



SAYING GOOD-BYE—Major William M. King, commander Hq. Sq. Section, CAP-USAF Headquarters, (right) shakes hands with two of his sergeants who retired recently from active duty. Pictured here are MSgt. William H. Criswell (left) CAP-USAF Operations, who retired with 22 years of military service and MSgt. Eugene E. Edwards, (second from left) assigned to Deputy Chief of Staff Material office, retired with 20 years of service. CMSgt. Richard J. Malone, sergeant major, waits his turn to shake hands with the sergeants. Both men were presented with gifts at a special party held in their honor at the Ellington AFB NCO Club.

Colonel's System Keeps Radio Traffic Regulated

By LT. COL. A. C. ROBIDOUX
Wing Information Officer

BALTIMORE, Md. — When he invented the Maryland Communications Control System which strictly regulated radio traffic within the wing, there were some people — in surrounding wings — who thought Lt. Col. Franklyn A. Reynolds, wing deputy for communications, had two heads.

However, Col. Reynolds is quite normal and thought up the control system with one head. The system did stir up somewhat of a furor when it was first announced, but it is working fine keeping CAP radio traffic in the Maryland Wing on a business-like basis as it flows smoothly through the coordination of two alternate net control stations, Plants 13 and 18, when KGC-464 is not operating at Wing Headquarters.

The soft spoken, 32-year-old bachelor, is a native of New York state and came to Baltimore 11 years ago. He joined the Glen Burnie Sq., before going to Wing Headquarters' communications section.

He holds a degree in electrical engineering from Union College of New York and is supervising engineer in the radar division of Westinghouse near Baltimore's Friendship International Airport. This puts him close to Wing Headquarters which are also located at the Airport.

Almost every weekend Col. Reynolds can be found "puttering around" the Headquarters, stringing antennae wire, splicing cables or "messing around" the "junk" as non-communicators call his treasured pile of black boxes filled with wires, rectifiers, condensers and all the stuff that keeps the Maryland Wing on the air five nights and one morning a week.

On an average of three evenings a week he can be found talking with Capt. Walter Dudrow and his wife, Patricia, who is a CAP Lieutenant. The Dudrows are first and second operators of Plant 18—one of the net control stations of KGC-464.

"He really leads a rough life as deputy communications for Maryland Wing," says Lt. Patricia Dudrow, "But under his command the Wing communications have grown from two or three dependable stations to about twenty answering roll call on at least three nets a week."

Although he hopes for every

one of Maryland's squadrons to be on the radio net and looks for full VHF coverage of the Wing, he has no radio of his own since he is very seldom at home anyway.

He is presently working on a transistor radio for his car.

Whenever two or more Maryland communicators gather there develops an unquiet discussion and if this takes place in the communications office at Headquarters, Reynolds sits solidly like a rock in a raging torrent and at the proper time expresses himself in a soft voice with firm words.

And everybody listens because Lt. Col. Reynolds has earned the reputation of "knowing his stuff."

Retired Wing LO Now Serving In Virginia Post

RICHMOND, Va. — Lt. Col. Willard G. Plentl, USAF, the Air Force liaison officer for the Virginia Wing since 1958, recently changed his Air Force uniform for a CAP uniform when he retired from active duty.

Plentl is now a CAP Lt. Col. and assigned as deputy commander for the Virginia Wing.

Col. Plentl's military career began in 1936 with the Texas National Guard. At the time of retirement he was a command pilot with 6500 accident free flying hours. He received the Air Force Commendation Medal upon retirement for his work with the Virginia Wing of Civil Air Patrol.

Replacement for Col. Plentl is Capt. Farrell D. Carter. Capt. Carter joined the USAF in 1948 and served as control tower operator during the Berlin airlift. He received his pilot wings in 1952 and has since served in England, Iceland, Libya and Germany. He also wears the USAF missile badge.

Capt. Carter lives with his wife, Jeanne, and three daughters in Sandston, Va.

Unit Renamed

HUNTSVILLE, Ala. — The Civil Air Patrol squadron here formerly a senior squadron was renamed this summer and is now called the Rocket City Senior Squadron. New commanding officer is Capt. Robert L. Butler Jr., of Brownsboro, Ala. New headquarters are located at the Redstone Arsenal in Huntsville.

Simulated Search and Rescues Test Skills of Seven State Wings

NATIONAL HEADQUARTERS — Seven SARCAP reports were received at National Headquarters Information Office recently. Units in Pennsylvania, Wisconsin, Arkansas, Oregon, Arizona, New York and Colorado were involved in these practice search and rescue missions.

ALLENTOWN, Pa. — While camped at the Allentown Airport this summer for a training period, 100 cadets of the Pennsylvania Wing were called upon by the 9200th Air Recovery Sq., USAF, to assist in a practice mission.

Simulated problem involved contaminated aircraft landing at the airport with injured crew members. Staff members and cadets took up their positions ready to assist when the Air Force called off the mission.

Wing commander, Col. Phillip Neuweiler, said he was pleased with the prompt response of the staff and the way each member went about his duties. He pointed out that constant planning and training enabled CAP personnel to respond quickly.

Other officers taking part were Lt. Col. John Weaver, Wing ranger teams commander; Michael Hancharik, air rescue officer; William Bland, Wing senior training officer; Majors John Cassel, air inspector; and Tom Davis, information officer.

Allentown Squadron's 801 Ranger Team was also ordered into stand-by at Wing Headquarters. WO Richard Ludwig was in charge of the team.

LA CROSSE, Wis.—Members of the La Crosse squadron held their first practice search and rescue problem in many years. Targets for the mission were small signs marked "Civil Air Patrol" that two search and rescue teams were to locate and return to base camp.

This was the first SARCAP for many of the squadron's cadets and Lt. Col. Milton A. Sikaske, deputy group commander and acting squadron commander, pointed out it would not be the last.

First team was under command of Cadet 2nd Lt. Stephen Brudlas while team number two was commanded by Cadet 2nd Lt. Raymond Waldie.

COLORADO SPRINGS, Colo. — A simulated search and rescue involving a missing "dummy" in the Rocky Mountains was the object sought by members of the Colorado Wing.

The dummy was placed in the Rampart Range of the mountains and teams from the Air Academy, Colorado Springs and El Paso squadrons set out to find it.

There were five horse mounted members, six PRC-10 radio equipped cadets, three CAP radio net mobile vehicles, two CAP ambulances and one jeep to help in the SARCAP.

CAP members involved included Lt. Col. James L. Pairo, commander Air Force Academy Sq., WO Phillip T. Welsh, SSGT. John M. Patla and cadets Bill Patla, Tom E. Carpentar, Vicky Ves'Sells, and Diane Vaurek.

Members of El Paso Sq., headed by Capt. Leo Wells, included WO (Mrs.) Wells, 1st Lt. Ron M. Walker, 2nd Lt. Carl Yoggerst, 2nd Lt. Mark K. Engel, and 2nd Lt. James E. Foster. Cadets from this squadron were Richard Helriegel, Paul Wells, Fred Bauman, Charles Childers, Douglas Werner, Loretta Yoggerst, Shirley Guinta, Herber Heath, and Larry Richard.

Mr. and Mrs. John Miller and daughter from Colorado Mounted Rangers also attended the weekend exercise.

BELOIT, Wis. — Target for a practice search and rescue exercise conducted by Civil Air Patrol members of the Beloit Composite

Sq., was a simulated aircraft crash with injured passengers. Site of the downed plane was on a farm near the city of Beloit.

Mission commander was Major Omar Helsler. His cadet assistant was 2nd Lt. Fred Foreman. Each staff position on the mission was assisted by a cadet for purposes of briefing on rescue mission as part of cadet training.

Four sorties were flown by pilots Lt. Col. Glenn Hunter and 2nd Lt. Jim Gates. SM Larry Steinmetz was an observer with Col. Hunter.

To maintain communications it was necessary to dispatch radio equipped scooters. Included were, Scooter 26 operated by SM Henry Copeland; Scooter 45 from the Beloit Rescue Squad; Scooter 120 operated by cadet 1st Sgt. Joseph Schindler; Scooter 148 operated by Major Albert Hunter; and Scooter 125 operated by Capt. Peggy Helsler.

Operations officer for the mission was 2nd Lt. Dick Hance who was assisted by a cadet from Ft. Atkinson Sq. Briefing and debriefing were handled by 2nd Lt. McAllister and a cadet from Ft. Atkinson Sq. Communications were the responsibility of SM Jess DeVoe who was assisted by Cadet Steven Bonafede.

Thunder clouds moved into the area of search just before the simulated crash was located. Search units moved in, administered first aid according to tags attached to the two victims, then reported to headquarters for debriefings and a critique. Forty-three CAP personnel were registered for this mission.

Observing the operations were Lt. Col. Robert Johansen, commander, South Central Group, and Major Irene Johansen, administrative officer for the Group.

HELENA, Ark. — Members of the Helena Composite Sq., Arkansas, also conducted a SARCAP last month. Object of their search was an agricultural aircraft without radio equipment reported down between Pine Bluff and Helena.

Capt. Preston Bortoroff, with Kenneth Howie as observer, flew search missions while MSgt. Millard R. Wilkinson, although unable to fly for very long, also helped with air search.

The downed plane was located in the Old Town Lake area and CAP emergency vehicles with medical and communications equipment were immediately dispatched to the area.

Capt. Bortoroff led ground crews to the site and dropped additional first aid equipment.

This practice mission was in preparation for a larger mission set for the Helena squadron later in October.

SCOTTSDALE, Ariz.—The search and rescue capability of Task Group III of the Arizona Wing was tested recently at Deer Valley Airport in a simulated search and rescue mission.

CAP units throughout the Phoenix area participated, as well as units of CAP's newly organized Emergency Services. Included in the Emergency Services program are the Phoenix Jeep Club and the DARES (Desert Alpine Reserve Emergency Services).

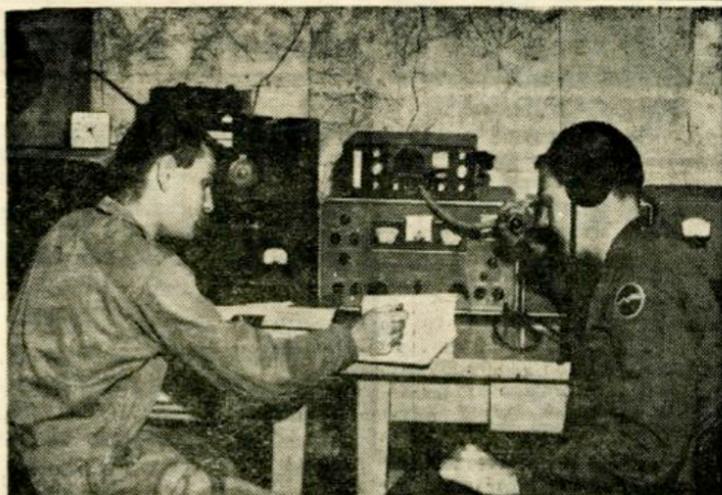
Conducted by Sky Harbor Air Rescue Squadron 301C, the mission emphasized the coordination of air and ground search and rescue units. Aircraft, jeeps, ground interrogation teams, mobile communications units and First Aid units were utilized.

Lt. Noble G. Jones, commander of Squadron 301C and project officer for the mission, said, "The ability to efficiently coordinate the activities of both air and ground teams will greatly extend our search and rescue potential. Through the knowledge gained by our mistakes, we feel much more capable of dealing with future actual emergencies." "Operation SARCAP" (Search and rescue Capability), as the mission was termed, was conducted with a different staff each of the two days. Mission staff personnel were appointed to those duty assignments in which they had never served on actual missions, in an effort to train potentially effective individuals. Experienced squadron personnel served as monitors for each staff section, answering questions and guiding the trainees.

Members of Arizona Wing Headquarters, located in Tucson, came to Phoenix to observe and evaluate the mission. Lt. Col. Robert O. Lugar, Wing Executive Officer; Lt. Col. Thomas Parker, Wing Operations Officer; Capt. Clifton Smith, Wing Maintenance Officer, and Capt. (Doctor) Vern Davis, Wing Assistant Medical Officer and Information Officer, all assisted in presenting a critique at the end of each day's mission.

Over 100 senior and cadet personnel, in addition to members of the DARES and the Phoenix Jeep Club, were involved in the two-day event.

PORTLAND, Oregon—The Civil Air Patrol squadrons in the Portland, Oregon, area had a problem. At 1800 hours on Sept. 15, an Army L-20 aircraft took off for a flight from North Bend to Astoria, Oregon. Weather conditions were rain, wind and some fog. Now the plane



RADIO TRAINING—Cadet AIC George Durkin (left) instructs Cadet Richard Gescheidt in the use of radio equipment at Miller Army Air Field, Staten Island, during a recent combination bivouac and SARCAP mission by the Staten Island Group, New Jersey Wing.

was missing and CAP had to help find it.

These were the circumstances for a training SARCAP for five squadrons of the Oregon Wing. By 0935 hours the next morning the first clue was in. An airline pilot reported seeing an aircraft like the one reported missing.

At 1010 hours a motel owner reported hearing a plane fly over Arch Cape, Oregon, in heavy clouds. A few minutes later a telephone report from a nearby farmer revealed that a plane with erratic engine operation passed over the Gales Creek region.

By 1230 hours the first sighting was made and CAP rescuers moved into action. A parachute was seen on the ground with a man still in the harness. At 1210 hours a sheriff in Estecada, Oregon, reported wreckage of the plane in the hills near his town. At 1230 the plane was sighted and an hour later CAP search and rescue personnel were administering first aid to the victim.

Shortly after two that afternoon all CAP units were returning to headquarters for the debriefing and critique.

Commander for this mission was Major Eddie Oldman. The mission was terminated at 1430 hours.

Before that time, however, 81 cadets and seniors flew 17 sorties in four planes, manned six mobile radio units, operated six CAP vehicles and racked up a total of 10 hours and 40 minutes flying time.

Squadrons participating in the training mission were Washington County No. 1; Portland No. 1, No. 2, and No. 3 and the Vancouver Sq.

STATEN ISLAND, N.Y. — During one weekend in September the Staten Island Group, CAP, conducted a combination bivouac-SARCAP as a training mission for cadets.

Cadets were entirely responsible for the planning, coordination and actual operation of the mission. Senior officers and members participated only as advisors and pilots.

The mission began at 0600 hours Saturday morning when cadets moved out of the Miller Army Air Field, Staten Island, on foot carrying all supplies and equipment in field packs. The cadets set up camp in a wooded area on the south shore of the Island. All phases of the bivouac were done by cadets under direction of cadet officers and NCOs.

The afternoon was taken up with classes in communications, flight line operation, compass reading and emergency signals.

During Saturday night a "message" was received for the SARCAP reporting a plane lost in the Staten Island area. Early Sunday morning everyone except Group Rescue crews and Advance Post personnel returned to Miller Field to set up search operations. Once again cadets were responsible for establishing operations, flight line communications and briefing activities. They also flew as observers on the search.

After spotting the downed aircraft ground rescue teams moved into the area, located the plane and administered first aid to the "survivor".

This was considered a very successful mission by Maj. H. H. Rice, Group commander, and pointed out to cadets the value of Civil Air Patrol cadet training programs.

Mission commander was Capt. Harold Sebexen.

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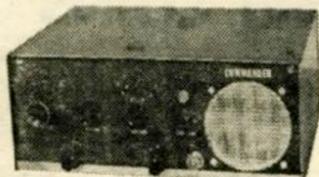
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STAMPS AND COINS

**New Stamps Planned
To Meet Rate Change**

By **BILL OLCHESKI**

WASHINGTON—The United States will issue a number of new stamps to cover new rates which will go into effect on January 7. Designs for two of the new issues had been announced as of the time of this writing.

They are the five-cent regular and the eight-cent airmail. The new five-center will be blue. It will show George Washington as seen in the bust by Houdon. The sculpture presently is displayed at Mount Vernon.

The design will replace the Monroe stamp in the regular series.

Since 1894, when the Bureau of Engraving and Printing began printing stamps, Washington has appeared on some 70 issues amounting to about 405 billion stamps.

The new airmail stamp will be an eight-center. It will be in red and will show a plane passing the capitol dome.

Each of the new stamps will be issued in panes of 100. Print order will be unlimited, and will be repeated as needed.

Issue date and city had not been announced at the time of this writing.

While only two stamps have been announced up to this time, collectors can look for a new one-center and for a major change in postal cards.

UGANDA. A series of 12 stamps has been issued marking the independence of Uganda. The Crown Agent reports the theme of the new stamps is "Building a Greater Uganda."

The stamps range in value from five cents to 20 shillings. They are grouped under four main design headings: Agriculture and Livestock; Commerce and Industry; Tourism; and Social Services.

GERMANY. A 20 pfennig stamp will be issued on November 23 by West Germany in support of the Protestant Advent Collection. The design shows an underfed child holding a dish. At the side of the stamp are the German words meaning "Bread for the World."

There will be 20 million of the stamps printed. They will remain valid for postage until May 31, 1963.

FIRST DAYS. There were 1,003,548 FDCs canceled when the four-cent Apprenticeship Stamp was issued at Washington, D.C. on August 31. There were 1,147,554 stamps sold, with a total value of \$45,902.16. When the Rayburn

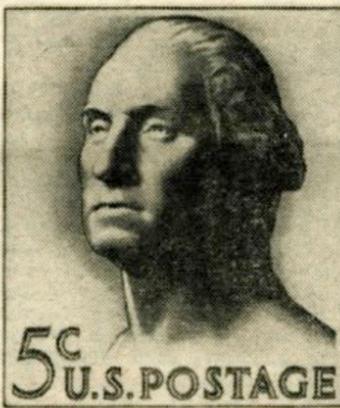
stamp was issued at Bonham, Texas on September 16, there were 401,042 FDCs cancelled. There were 599,967 stamps sold, with a value of \$23,998.68.

CONTEST. The deadline for entering our first day cover guessing contest has passed. Winners will be announced as soon as possible after official figures are released by the Post Office Department.

NEW ISSUES. The Crown Agent reports a new definitive issue for Hong Kong. There are 15 stamps in the set, ranging in value from five cents to twenty dollars. The design, common to all stamps, features the Annigoni portrait of the Queen.

Three stamps have been issued by the Falkland Islands to mark the 50th anniversary of the Falkland Islands Radio Station. All three include the Annigoni portrait and the St. Edwards Crown, and feature designs symbolizing communications.

SEND NEWS of stamp and coin interest to: Stamp Editor, CAP TIMES, 2020 M St. NW, Washington 6, D.C.



GOODWILL TOUR—Twelve members of the Great Lakes Region staff recently spent three days in Nassau, Bahamas, at the invitation of the Development Board of Nassau. Greeted on arrival at Nassau were, from left, Lt. Col. Jack Miller and Col. Lyle Castle, Deputy GLR commander. Extending a warm welcome were Mr. Hartis Thompson, director of Bahamas Civil Aviation; and Mr. John Talbot, aviation superintendent for Shell Company of the Bahamas.

**Maine SARCAP Draws
700 for Two-Day Event**

PORTLAND, Maine—When Col. Paul Jones, USAF, director of operations for the Northeast Region, activated a simulated search and rescue mission recently 700 members of the Maine Wing, Civil Air Patrol, responded for the two-day event.

Assisting Col. Jones were USAF Major T. F. Koblenksi and USAF Capt. E. F. Borsar, assistant directors of operations for the Region along with Herbert Lovette, technical representative for the Region, Air Force Major William Nelligan, Pennsylvania liaison officer, and formerly of Bangor, also assisted Col. Jones.

Mission headquarters were set up at Fort Williams, Maine, with Col. Arnold Morris in charge. He was assisted by Lt. Gene Golodetz. Another center was established in Auburn, Maine, under the command of Lt. Col. Irwin Crocker and Capt. Gordon Rand.

OBJECT of the "search" was a B-52 bomber with a crew of five being overdue on a 39 minute flight from Loring AFB to Rease AFB, in Maine.

According to information handed out by Col. Harry B. Winger, liaison officer for Maine, the crew

had parachuted because of an electrical fire on board the aircraft.

Six search targets simulating the five crew members and the aircraft were located in the search area. The plane "wreckage" was spotted on the afternoon of the first day, along with some of the crew members. The remaining targets were found on the second day.

Locating the six targets were: Major R. E. Edelson with copilot Lt. Col. Jerome Hollander; 1st Lt. Verne Roy and observer WO Carleton Foster, Lewiston-Auburn Sq; Lt. Earl Ashmore and observer Sgt. Henry Whitmore of the Downeast Sq; and Major Ray Sargent and observers James Clark and Richard Spofard from the Downeast Sq. Members of the Lewiston Co. located the last search target.

A critique was held at Fort Williams following the conclusion of the mission.

Fly-In Breakfast

CARLSBAD, N.M. — The Carlsbad Composite Squadron has set their annual fly-in breakfast for Nov. 4, from 6 to 11 a.m. Breakfast prices will be \$1.00 for adults and 50c for children under six. An air show will feature parachuting and sky diving acts.

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WOMEN IN CAP

Females Fill Top Jobs In Three Hawaii Units

By SALLY MILLER

HAWAII WING is another of CAP's organizations which recognizes the value of women in the program and boasts three women unit commanders.

Key women commanders of the wing are Lt. Grace Anne Yoder, Kapaa High School Cadet Squadron, Kapaa, Kauai; Lt. Lois L. James, Lihue Composite Squadron, Lihue, Kauai; and Maj. Florence Conway, Bellows, Composite Squadron, Kailua, Oahu.

• Lt. Yoder joined CAP in January 1962 and was immediately appointed to the squadron command position.

She is a native of Pueblo, Colo. and attended high school and Pueblo College. She also attended Colorado State College at Greeley, University of Denver and the University of Hawaii. Lt. Yoder earned her Bachelor of Arts Degree in 1947.

A physical education teacher at Kapaa High and Elementary schools, her hobbies include jewelry making, painting and wood carving.

SHARING a home with her mother, CAP interests are also shared. Her mother, Marjorie M. Junghaene, a CAP warrant officer, is a member of Kapaa High School Cadet Squadron.

A Delta Kappa Gamma, she is a member of the Women's International Bowling Congress. In college she was caller for the Square Dancing Team, member of the Girls' Rifle Team and played in the college dance band.

• Lt. Lois L. James, a native of Hawaii, has been a member of CAP since 1960. She is a graduate of St. Nicholas High School and attended the University of

Washington in Seattle, was president of the senior class and a member of Gamma Phi Beta Sorority.

Lt. James owns and operates the Menehune Restaurant at Lihue Airport and is a member of Lihue Businessmen's Association and Kauai Chamber of Commerce. She recently made a tour of the "mainland" and attended the Pacific Region Conference held in San Francisco. Next to Civil Air Patrol, her interest is in music.

• Maj. Florence C. Conway has been a member of CAP since 1957. A Department of Defense civilian secretary, employed by the U.S. Naval Submarine Base at Pearl Harbor, Maj. Conway gets in on under-the-sea operations as well as her CAP observer activities in the air.

Her husband, Lawrence M. Conway, also a CAP major, serves as Hawaii Wing executive officer. Their 11 year old daughter, Beverly, adds charm to CAP as mascot of Bellows Composite Squadron.

A native of San Francisco, Maj. Conway attended high school in Oakland and business college in Berkeley. Hobbies of swimming and tennis take second place to command duties of the CAP squadron.

Maj. Conway wears observer wings and her decorations include Red Service Ribbon, White Service Ribbon, Summer Encampment, ECI Training Ribbon with two clasps and Air Search and Rescue Ribbon.



LT. YODER



LT. JAMES



MAJ. CONWAY

Letters to the Editor

Continued from Page 4)

pecially on cadet membership. I would like information on the organization, also its purposes, goals, etc.

CTSGT. JOHN F. SHAMPSTON
Dayton-Gentile Sq. 704C
5619 Honeylocust Lane
Dayton 32, Ohio

(Ed Note — CAP TIMES has received a great number of queries about the AFA and requirements for CAP members joining the organization. As an assist to CAP TIMES readers, a special article on AFA may be found elsewhere in this issue.)

Preference

NEW YORK CITY — I recently noted that AFROTC cadets who have successfully completed the basic course can enlist in the Air Force and receive the rank of airman third class. I also noted that military high school graduates can take a year less of ROTC if they have taken Junior ROTC.

Since the CAP Cadet program is quite similar to Junior ROTC, and CAP cadets holding the certificate

of proficiency also are given A3C, I was wondering why nothing has been done to see that cadets with the COP can get a year less of AFROTC? Do COP holders get any preference in AFROTC?

C2C WILLIAM REDFIELD
Manhattan Cadet Sq. II
3900 Greyston Ave.,
New York 63, N.Y.

(Ed Note — No reduction in AFROTC service is given to COP holders, according to Personnel officials at National. There are some preferences to which COP holders are entitled in this respect, however. These can be found in the provisions of CAPR 50-6.)

Hawaii Claims a 'First' As Cadette Solos Glider

KAILUA, Hawaii — Reportedly the first CAP cadette to solo in a glider is Jacqui Cadwell, 15 years old, and a member of the Bellows Composite Sq., Kailua, Oahu, Hawaii. Cadette Cadwell flew her solo mission during the early part of October.

Cadette Cadwell soloed three months and 34 flights after joining the Civil Air Patrol squadron at Bellows Field.

In order to get a lesson in the unit's glider cadets work at the Field where they are renovating an old US Army building and converting it into a squadron headquarters. They also work on the flight line where they help other cadets get ready for their flights. Cadets help connect tow lines and launch gliders for other cadet-student pilots.

They wait their turn and finally, if they are persistent, they get a chance at the controls.

Geza Voss is the unit's full-time professional glider instructor. Voss, a refugee from Hungary, has been flying gliders since he was 15 years old.

Cadette Cadwell had a few moments of gusty tradewinds when she was attempting to bring the glider in for a landing after a flight around the field. Her complete training permitted her to make the right adjustments and bring the glider to a safe landing.

Ft. Brooke Concert

FORT BROOKE, Puerto Rico — As part of the celebrations of marking the commencement of the United Nations Week the 81st Army Band from Fort Brooks offered a concert of Latin American music at the Plaza de Colon, October 21.

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Reservist Instructs Florida Cadets

MARATHON, Fla. — Capt. Campbell, USAF Reserve, conducts an outdoor lecture for cadets attending the Southeast Florida Group I training mission. Cadets stayed at a motel while in Marathon, Fla., and the owner said later that they would be welcome at the motel again whenever they returned to Marathon for another training mission; testimony to the mature way in which cadets conducted themselves while here.

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