

NEC Ends Year With Busy Session

MAXWELL AFB, Ala. - Reelection of the national legal officer, national finance officer and national comptroller; appointment of eight wing commanders, nine interim wing commanders and 35 permanent wing commanders highlighted activities at the recent meeting of the National Executive Committee here.

Brig. Gen. Lyle W. Castle, a former national board chairman, was reelected national legal officer; Brig. Gen. Paul W. Turner, also a former national board chairman, was reelected as national finance officer and Lt. Col. Kelly S. Nelly, was promoted to colonel and reelected national comptroller.

Promoted to colonel and named new wing commanders were George A. Cox, National

Capitol; William R. Gold, Iowa; Raymond B. Mabrey, Georgia; Paul E. Martz, Oklahoma; E. Lee Morgan, South Carolina; Stanley E. Meyer Jr., Maryland; Cecil E. Ratliff, Mississippi; and Lawrence F. Wilkinson, Montana.

Named interim wing commanders were Col. Leonard A. Brodsky, Illinois; Lt. Col. Eugene R. Beaver, Kansas; Lt. Col. William H. Cahill, Louisiana; Lt. Col. Edward L. Paika, Michigan; Lt. Col. Joseph Ferrara, Nevada; Frederick S. Bell, New Jersey; Ivey M. Cook, North Carolina; Earl T. Van Stavern, Virginia; and Lt. Col. Kenneth K. Kershner, Washington.

Elected permanent wing commanders were Cols. Lee F. Smith, Alabama; James E. Carter, Alaska; Bob E. James, Arkansas; Eugene G. Isaak, Arizona; Donald D. Dixon, California; C. Max Fountain, Colorado; Joseph B. Witkin,

Connecticut; Louisa S. Morse, Delaware; Robert C. Owen, Florida;

Eugene A. Kerwin, Hawaii; George W. Falkner, Idaho; Fred M. Wood, Indiana; Charles E. Lynn Jr., Kentucky; Richard T. Davis, Maine; Carl J. Platter, Massachusetts; Gerald M. Quilling, Minnesota; Donald N. Fulton,

Missouri; Barry L. Thompson, Nebraska;

Donald R. DeFoe, New Hampshire; W. Dale Parsons, New Mexico; Jess Strauss, New York; Richard A. Salsman, North Dakota; Gerald M. Tartaglione, Ohio; Roy G. Loughary, Oregon; A. A. Milano, Pennsylvania; Clara E. Livingston, Puerto Rico; Edgar M. Bailey, Rhode Island; Palmer M. Kickland, South Dakota; Marvin S. Donnaud, Tennessee; Joseph L. Cremer, Texas; Thomas C. Jackson, Utah; H. George Burnley, Vermont; Robert E. Gobel, West Virginia; Ben

D. Silko, Wisconsin; and Ronald R. Kelso, Wyoming.

The NEC also approved a number of awards for presentation. (See Region and Senior Awards on Page 6)

It was also announced at the meeting that the Air Force is removing limitations on manning CAP Wing liaison offices and plans to permit 100 percent manning. In making the announcement, Col. Fred Lucterhand, deputy chief of staff for personnel said that hopefully all Liaison offices would be fully manned by July 1.

The meeting was capped off with a cake cutting ceremony commemorating CAP's 30 years of volunteer service to the nation. The cake was cut by General Turner and 2nd Lt. Brenda R. Carr, USAF, assistant chief of special cadet activities.



HELPING HAND - Brig. Gen. Paul W. Turner (left), receives a helping hand from 2nd Lt. Brenda R. Carr, USAF, in cutting 30th anniversary cake during luncheon commemorating CAP's "Three Decades of Volunteer Service To The Nation." General Turner, a former national board chairman, presently serves as national finance officer, while Lieutenant Carr is assistant chief of special cadet activities, Headquarters CAP-USAF. (USAF Photo by TSgt. Al Gurlaskie)

VFW Lauds CAP For Youth Work

MAXWELL AFB, Ala. - The Civil Air Patrol was one of a number of organizations recognized by the Veterans' of Foreign Wars of the United States in their 72nd National Convention resolution.

The resolution said in part... "Be it further resolved, that we urge our Posts, County Councils, Districts and Departments to maintain and to strengthen their ties with the American Academy of Achievement, Boy Scouts of America, Boys' Clubs of America, Civil Air Patrol, 4-H Clubs, Freedom Foundation, Lifetime Sports Foundation, National Rifle Association of America, National Education Association, National and State Associations of Secondary School Principals, National and State Associations of Broadcasters, and all other groups, associations and

organizations of similar character and interests..."

In a letter to Brig. Gen. Richard N. Ellis, CAP national commander, the Director of VFW Youth Activities, Edward L. Burnham, said, "I would like to give my personal thanks for the splendid cooperation and significant contribution that has been given by the Civil Air Patrol."

Senior Activity Program Set
A special section on the "New Senior Member Training Program" and a look at senior activities for 1972 are included on pages 7 through 10 in this issue of your Civil Air Patrol News.



VOLUME NO. 4 NO. 1

CIVIL AIR PATROL NEWS

JANUARY, 1972

MAXWELL AFB, 36112

Reed Pigman

Gen. Ellis To Present 4th Scholarship Grant

MAXWELL AFB, Ala. - The fourth winner of the annual \$5,000 Reed Pigman Flight Scholarship will receive his certificate of award from Brig. Gen. Richard N. Ellis, CAP national commander, in ceremonies at Ardmore, Okla., on January 24.

In accordance with the wishes of the scholarship's donor, Mrs. Virginia Pigman, president of American Flyers, Inc., the winner's name is made public each year on the anniversary of her late husband's birth.

Mrs. Pigman established the scholarship in 1968 to honor the memory of her husband, an aviation pioneer and founder of American Flyers, a charter airline service and flight school. Mrs. Pigman stipulated that the scholarship be given each

Hawaii Wing Gets 2 Saves

MAXWELL AFB, Ala. - Members of the Hawaii Civil Air Patrol made their fifth and sixth saves of the year recently when they spotted the wreckage of a small plane on the Big Island (Hawaii) recently.

The aircraft, enroute from Honolulu to the Big Island crashed after running into "heavy fog and turbulence" off the eastern slopes of Mauna Loa. The site of the crash was approximately 21 miles southwest of Hilo airport.

The CAP aircraft piloted by Capt. Russell Drummond, with spotters Lt. Col. William Weber and Ronald Watkins aboard, sighted the wreckage about one hour after taking off.

Within minutes, the rescue helicopter landed and picked up the injured men.

CAP provided three aircraft, 20 personnel and six radios in the one-day search effort.

The two saves makes 18 credited to CAP during the year.

year to one male CAP cadet whose ambition is a career in commercial aviation.

The winner whose name will be announced in Ardmore was selected recently by a National Headquarters committee from among 16

applicants.

At the first award ceremony in 1969, the scholarship was presented to William B. Matzko. Winners in 1970 and 1971 were Charles D. Moore and Charles A. Pfeiffer, respectively.

Past CAP Chairman To Head Commission

AUSTIN, Tex. - Brig. Gen. D. Harold Byrd, CAP, Chairman Emeritus, one of the founders of the Civil Air Patrol in 1941, has been named chairman of the new Texas Civil Air Patrol Commission.

The legislature created the nine-man commission to help improve and promote use of CAP in search and rescue operations, to assist in improving Civil Defense disaster capabilities and to obtain money for the CAP. It is also charged with continuing aerospace education and training programs.

Gov. Preston Smith and Brig. Gen. Richard N. Ellis, national commander, were among guests at the meeting.



BRIG. GEN. BYRD

IACE Countries Announced

MAXWELL AFB, Ala. - Headquarters Civil Air Patrol officials announced recently that 26 countries, including the United States, are expected to participate in the 25th annual International Air Cadet Exchange program.

This year's program will begin on July 19 when foreign cadets arrive in New York and California for a 21-day visit to the states.

Participating foreign countries are Australia, Austria, Belgium, Canada, Republic of China, Costra Rico, El Salvador, France, Germany, Hong Kong, Israel, Japan, Malaysia, Netherlands, Netherlands

Antilles, New Zealand, Norway, Peru, Philippines, Portugal, Singapore, Spain, Sweden, Switzerland and the United Kingdom.

The exchange program, started in 1947, was designed as an exchange of air-minded youth to promote international understanding, goodwill and fellowship among youth of the world.

Civil Air Patrol wings have the opportunity of hosting a group of visiting foreign cadets thereby gaining firsthand knowledge of their country and customs.



PROPER WAY - Air Force AIC Larry Sleight (right), shows Cadet Chris Good the proper handling of a fire hose while Cadet Charles Maier practices correct position for the lineman. The CAP cadets, from Brackett Composite Squadron 64 of Alhambra, Calif., were among 15 to complete a class in aircraft crash firefighting. Airman Sleight is a firefighting specialist assigned to Vandenberg AFB, Calif., and a former CAP cadet.

Oregon Names Cady Top Cadet In State

ASHLAND, Ore. -- C/Maj. James Cady of the Ashland Sq. was honored as the "Most Outstanding Cadet" in the state at the Oregon CAP Wing Conference held in Portland.

Major Cady, currently enrolled in the Air Force Reserve Officers Training Corps (AFROTC), at Oregon State University, received a large engraved trophy and praise for his outstanding service record from Col. Roy L. Laughery, wing commander, who awarded him a special certificate signed by Brig. Gen. Richard N. Ellis, CAP national

commander. Cadet Cady, who joined the Ashland unit five years ago, quickly passed the various training phases, was one of the first in the squadron to receive the Billy Mitchell award, was the first to receive the Amelia Earhart award and was selected to attend a number of U. S. Air Force sponsored encampments in various states.

After receiving his cadet solo wings more than a year ago, he was selected for a month tour of Sweden last summer with the IACE

program. At the time of his selection he was serving as cadet commander of the squadron.

Cadet Cady's parents, Mr. and Mrs. John R. Cady, Ashland educators, have long been active in CAP activities. Mr. Cady is a major and commander of the squadron and his wife is a captain.

Correction

Due to a typographical error, the December issue of the Civil Air Patrol News reported that Col. William Ramsey, a member of the National Board Chairman's staff, had died.

The editors regret this error and wish to report that the colonel is very much alive today and active in CAP matters.

The article should have read... "Colonel Ramsey delivered an informative speech on today's world, and the changes that have occurred in it."

Also during the banquet, Col. Peter J. Stavneak, former Nebraska Wing commander who died last Spring, was awarded posthumously the Distinguished Service Award, First Bronze Clasp. His son accepted the medal on behalf of his late father.

Gill Robb Wilson Top Senior Honor Goes To New Yorker

WHITE PLAINS, N.Y. -- Lt. Col. Seymour Bornstein of Westchester Group was recently presented Civil Air Patrol's highest honor for senior members -- the Gill Robb Wilson Award.

The then Major Bornstein also received his promotion to lieutenant colonel from Col. Jesse Strauss, N.Y. Wing commander during the same ceremony.

Joining CAP in 1962, Colonel Bornstein progressed through the

ranks, holding most positions through squadron commander. He accomplished the task of acquiring permission of the closest surviving relatives of Amelia Earhart and CAP National Headquarters to rename his squadron in her honor.

Colonel Bornstein is currently serving as training officer of the Westchester Group and is conducting a training course for senior members which will qualify them to successfully handle various mission responsibilities during actual emergencies.

New Manual Designed As Valuable Pilot Aid

By The Numbers, by P. C. Hughes, is a pocket size manual that should appeal to all pilots. The charts and illustrations are a great aid to the pilot who owns his plane or flies one type aircraft.

The pilot who has a twin will also find the manual a valuable aid. The safety factors stressed on engine-out procedures help to show situations not frequently encountered. General

safety for all aircraft and pilots pointing out hazards with Visual Illusions, Carbon Monoxide, Fatigue, Hypoxia, Alcohol, Psychological Aspects, Drugs, etc. makes this section indispensable for all.

The manual is recommended for low time and high time pilots alike. It can be purchased from the CAP Bookstore for a special price of \$5.50.

WAF Clothing Items Critical

MAXWELL AFB, Ala. -- Civil Air Patrol Logistics officials have announced that due to the critical supply position of many of the new WAF items, CAP members cannot obtain the new items from Air Force clothing sales stores until further notice.

The announcement stated that the Shade 1084 may still be obtained if desired. If this particular shade is not available at clothing sales stores, refer to the Air Force Service Office, 2800 South 20th Street, Philadelphia, Pa., 19101, who in turn will attempt to secure the requested items.

CAP Application Criteria Changed

MAXWELL AFB, Ala. -- Personnel officials have announced that effective immediately new Civil Air Patrol applicants will no longer be required to be a high school graduate.

They also stated that the age 65 restriction has been lifted. Unit commanders are encouraged to resubmit membership applications which were not accepted since July 1, 1971 because of the high school or age criteria.

INSURANCE

Choose Number of Units Desired

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

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

I Hereby Make Application For Civil Air Patrol Senior Member Accident Insurance Under Hartford Accident & Indemnity Co. Master Policy On File At National Headquarters Civil Air Patrol.

Name Date of Birth

Address

CAP Ser. No. Pilot Non-Pilot

Beneficiary Relation

No. Units Applied For Premium \$

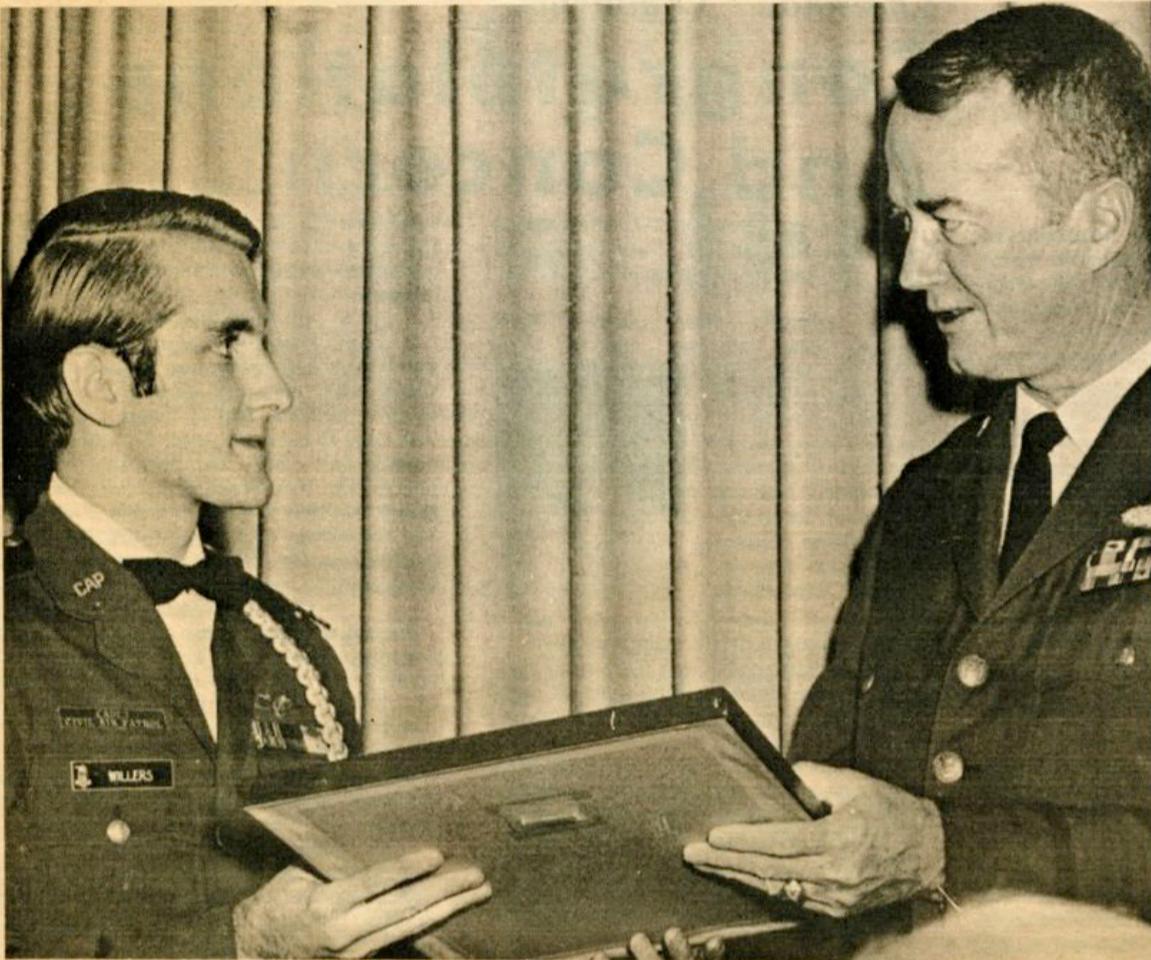
I Certify I Am A Member Of The Wing, CAP

Signed Date

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

CALENDAR OF EVENTS

Date	Subject	Location
Jan. 5-7	LO Orientation	Maxwell AFB, Ala.
Jan. 5-7	RLO Conference	Same
Feb. 8-10	MER Ministry to Youth Lab	Langley AFB, Va.
Feb. 17-19	SER Ministry to Youth Lab	Orlando, Fla.
Feb. 19-20	Academic Circuit Rider Course	Hamilton AFB, Calif.
Mar. 6-7	SWR Ministry to Youth Lab	Dallas NAS, Tex.
Mar. 18	NEC Meeting	Maxwell AFB, Ala.



SPAATZ AWARD—Cadet Colonel Larry Willers (left), was congratulated upon achieving the General Carl A. Spaatz Award by Lt. Gen. A.P. Clark, superintendent of the U. S. Air Force Academy. The presentation was made in the Academy Officers Club where 200-plus past and present CAP members gathered to observe three decades of service to the nation. Cadet Willers is a member of the Aurora Composite Squadron, Colorado Wing.

Cadets Spent Year Practicing Survival

HAWTHORNE, Nev. -- Cadets from the Walker Lake Composite Squadron have been involved in cadre and survival training during the past year.

These campouts consisted of all-weather training -- from the hot summer desert sun to the snow-clad mountains -- with the most recent weekend of exposure to the elements being their most primitive training in survival techniques.

The two-day bivouac began on a Saturday morning while it was still dark. The cadets were divided into two teams, each working independently from the other, and were dropped off in a remote desert area at the north end of Walker Lake, with one team on each side. Their only means of survival were the clothes on their back, plus a canteen and blanket with a piece of plastic cloth, and one gun with six bullets.

Their commander, Grant Lee Martin, reported that the cadets were to progress to the edge of the Piute Indian reservation. The cadets had no food, although they were equipped with fishing gear in their survival gear and their gun.

They built primitive shelters for the night and were able to find duck, coots and rabbits to kill for their

food. The trek to the reservation site also brought valuable training in the techniques of river crossing.

Participating in the bivouac were cadets Steve McQueen, Joe Patterson, Joe Johnson, Matt Griffith, Alpha Team; while Robert Thorndike, Jack Conely and Ron Jones comprised the Bravo Team.

Martin, who directed the exercise, commended the group on "a superb job."

Chaplain Cops Tourney Honors

MORGANTON, N.C. -- Chaplain (Maj.), Leonard L. Boston of the Burke County Comp. Sq. recently won the inaugural World Clergy Golf Championship.

The tournament was held in Chapel Hill, Tenn., and was sponsored by the Churchmen's Sports Hall of Fame. The trophy is aptly named the Ecumenical Cup.

For the past several years Chaplain Boston served with the Caldwell County Sq. in Lenoir, N.C., before he transferred to his present unit when it was reactivated. He is the pastor of the First Advent Christian Church here.

Dignitaries Salute CAP's 30 Years

It is significant that the Civil Air Patrol was founded just six days before the attack on Pearl Harbor in 1941.

Hopefully, Pearl Harbor will continue to be a vivid reminder to Americans that constant preparedness against military aggression is required to keep this Nation safe and secure.

The Civil Air Patrol was built upon the principles of vigilance, preparedness, and effective action in time of emergency. These principles established CAP as part of the total U.S. defense structure; and made CAP of great value to State and local governments in coping with peacetime disasters.

We in civil defense -- at national, State, and local government level -- regard the Civil Air Patrol as a great asset to our Nation, and a valued partner in protecting Americans from the effects of both peacetime and wartime disasters.

John E. Davis
Director of Civil Defense

During the past thirty years the Civil Air Patrol has written its name indelibly on the history of American Aviation. It has been the one organization dedicated to training our young people in the importance of aviation to this country. The Civil Air Patrol has never failed to respond when called to aid in an emergency, whether local or national.

As Chief of the Air Force Reserve, I am extremely proud of my association with CAP. On behalf of the Air Force Reserve I send our heartiest congratulations to the Civil Air Patrol on this its 30th anniversary. I have no doubts that this great organization will continue in helping to build a better America.

HOMER I. LEWIS, Maj. Gen. USAF
Chief of Air Force Reserve

Hearty congratulations and best wishes on the occasion of your forthcoming 30th anniversary of Civil Air Patrol.

It is especially appropriate and fitting that you have designated Sunday, 5 December, Civil Air Patrol Sunday, as part of your anniversary celebration. I sincerely hope that the Nation-wide observance will be an outstanding success.

We can all be justly proud of the splendid accomplishments of Civil Air Patrol throughout its 30 years of service to our Nation. On your 30th Anniversary, I extend warm greetings to you and your staff and a salute to all members of your great organization.

With every best wish,

Clarence E. Hobgood
Bishop for the Armed Forces

Thirty years ago on Dec. 1, 1941, an organization of air-minded civilians was formed to help "at the home front" during World War II. After the war it could have faded away but it didn't. Rather it grew and some foresighted aviation leaders realized the need for such an organization of adults and youths for peacetime emergency.

This organization, the Civil Air Patrol, has worked hand-in-hand with the Air Force community in Alaska since 1948. Ever since the CAP came to Alaska they have assisted immensely in search and rescue missions. In the past ten years CAP in Alaska has flown more than 40 percent of the flying hours devoted to searches. This is an accomplishment of which they should be proud.

We in the Alaskan Air Command are proud of them for their continuing contribution to this vital mission. Without CAP's assistance Alaskan searches would have been greatly hampered. On behalf of the men and women in the Alaskan Air Command I wish to extend congratulations to the Civil Air Patrol on the occasion of their 30th anniversary and wish them continued success for the future years.

JOSEPH A. CUNNINGHAM, Maj. Gen., USAF
Commander
Alaskan Air Command

From The Commander Safety— A State Of Mind

You've probably heard me make this statement concerning safety—both flying and ground—at region/wing conferences. I usually amplify my statement by expressing the truism that there are darn few activities in which an amateur can beat a professional.

Accordingly, we can always, if somewhat facetiously, apply "Miles Method of Reasoning." I'm sure you're familiar with that formula: "When one phenomena occurs at the same time or in close proximity to another, it may be assumed that one is the result of the other—or—that one is directly related to the other."

Got that? OK, here's an example:

Senior Member John Doe, a low-time, non-instrument rated pilot, sticks his nose into a cold front and ends up having his feat publicized in the obituary columns. Cause? The phenomena of stupidity and a weather phenomena occurring at the same time!

CRUCIBLE OF EXPERIENCE

These philosophical gems in relation to flying safety were not arrived at overnight. I don't suppose they are as immutable as Newton's Laws, or Einstein's Theory of Relativity, but I can tell you this: I've been a pilot for some 30 years—more than half that time as a flying commander of tactical flying units. During this time I have seen these axioms tested by non-believers and the results have been discouragingly catastrophic. Over the years I've spent many a depressing hour trying to comfort widows and children of pilots—many of whom were close friends—who strove to disprove the validity of these truths.

PRE-FLIGHT IS VITAL

You may have heard me emphasize that most accident-cause-factors occur on the ground. Nonsense you say? Not at all!

General duPont capsuled the importance of pre-flight with his column in the November issue of CAP NEWS. If you missed it, get a copy because it's an excellent analysis of the 3-M concept of flight safety in Civil Air Patrol. Here's a listing of the more flagrant violations encountered in slovenly pre-flight techniques.

Sloppy maintenance; careless pre-flight inspection; lack of pre-flight planning to include the study of routes to be flown, weather information locally, enroute and at destination; lack of knowledge of the aircraft to be flown, including range/endurance capabilities; instrument flying, navigational and communications equipment; emergency procedures and other nitty-gritty checks.

The consideration of these factors—or lack of consideration thereof—distinguished the professional from the CLOD.

Finally, any discussion of professionalism in flying must include the requirement for a working knowledge of Federal Aviation Administration rules and regulations, National Headquarters safety policies and operational procedures, and—most important—the adherence thereto.

WHO ME?

There may be those among you who feel I am unnecessarily "talking down" by hammering at such basic actions, or insinuating that you

would indulge in such pilot inadequacies mentioned earlier. To be sure, CAP has many pilots to whom they don't apply. However, from this vantage point of maximum perception and view of all our accidents, I can assure you that we have those to whom they do apply.

FLYING IS A PROFESSION!

To the vast majority, flying is something done in addition to earning a living....In other words, a part-time thing. But I can tell you—and let there be no doubt of this—flying is a profession! It is a demanding profession—a satisfying, exhilarating profession and an unforgiving one.

The mark of a true-professional is pride in one's own competence. A desire to excel. The mastery of detail. A constant search for improvement. A "pro" never stops learning. He seeks constantly with an open mind to better his techniques and skills; to absorb and implement technological improvements. He honestly knows his capabilities, recognizes his limitations then operates within the former while working to eliminate the latter.

A PAIR OF ACES

CAP's poor flying safety performance is especially discouraging to me because we have a pair of true professionals—in the finest sense of the word—heading up our National Safety Programs.

Col. Frank Swaim, CAP, is Safety Advisor to the Board Chairman and Lt. Col. Al Hilton, USAF, is National Headquarters' Director of Safety. Each is an active professional pilot of the highest caliber. Everyone who has met these men or heard them speak is impressed by their sincerity, their understanding of the problem, their common sense approach, their obvious competence, their complete absorption in their responsibilities and their candor in "telling it like it is."

These officers are dedicated and totally committed to the task of saving the lives of our pilots through initiation and maintenance of meaningful unit safety programs.

Colonel Swaim, former CAP wing commander and a professional airline pilot with thousands of flying hours under his belt—currently pilot of the Boeing 747 Jumbo Jet—is a man of unquestionable credentials and integrity. Colonel Hilton, active military pilot, also with thousands of hours in the air—instructor and instrument check pilot in both military and civilian type aircraft—is also a man of unquestionable personal integrity and professional competence. The placement of men of this caliber in these jobs should be an indication of the importance General du Pont and myself place upon this mission.

SOME PROGRESS, BUT...

We have made progress in some areas this past year, but lost in others. I believe we are getting more attention to safety matters than before, but so long as we continue to lose pilots and aircraft due to lack of professionalism, we're obviously short of the goal. We are in the winter season with all its attendant hazards to flying and ground operation of aircraft and vehicles. True, we probably won't experience the thrill of sticking our noses into the pinball machine simulator—the thunderstorm—as often, but we can still get plenty of increased heart action and adrenalin gland stimulation which winter cold and warm weather fronts provide with all of Jack Frost's goodies. These include icing, turbulence, fog, freezing drizzle, low ceilings, gusty surface winds, icy runways and taxiways, etc. Any—or all—will be handy to help you become a statistic if you insist.

So I speak to all of you—CAP commanders and flying members. Safety is a command responsibility that cannot be delegated—but all of us carry the burden of implementation. A safety program is not posters and slogans on the bulletin board. It's not a function that is carried on separately and apart from we who fly. It is us—all of us. It requires "total involvement." We are the program, and its success depends upon our "State of Mind." So let's plug in the "G" suit, go on 100% oxygen and think safety—24 hours a day.

If we think safety, the odds are better we'll act safely—and if we act safely, the chances are better that we won't be one of the phenomena that teams up with another (like a winter cold front) to make Miles Method of Reasoning apply.

Chairman's Comments Congratulations And Concern

1971 was a great year in CAP's Search and Rescue operations. In fact, it was the biggest, busiest and most challenging in our 30 year history.

CAP aircraft flew some 30,000 hours—a new all-time record. This is a long, long time—more than three years—in the air. To put it another way....every hour of every day, Civil Air Patrol had an average of three aircraft airborne on some humanitarian mission. A truly remarkable achievement!



General Ellis joins me in congratulations to all who made it possible.

It goes without saying that this record could not have been achieved without good, solid training programs...and that's really the subject of this column.

We've had a great year in our SAR tests. While most scores haven't been as high as in the past, four states did register a flawless 100% on their finals. They were:

- Indiana
- Michigan
- Massachusetts
- New Hampshire

It's nearly impossible to recite the recipe which produces a perfect SAR product. But you can bet your paycheck that two key ingredients—planning and attention to detail—were prominently displayed.

Conversely, a recurring factor is all units which failed to do as well as they could—as they should—was failure to comply with instructions. This bugaboo has been with us for too long. I'm certain it is as frustrating to you as it is to me to have a wing's year of progress diluted by a poor SAR grade.

PERSONNEL QUALIFICATIONS

Perhaps the greatest singular problem throughout CAP in this year's SAR evaluations has been personnel qualifications. Many had no emergency service qualification card (CAP Form 101) or if they had one, it wasn't current, not signed or current specialties not indicated. Another recurring problem was getting personnel to complete their emergency service questionnaires; without them they have not fulfilled all the prerequisites to fly on Air Force authorized missions.

Here's a classic example: A pilot had not completed his emergency services questionnaire. The mission supervisory personnel, undaunted by this little deficiency, assigned him an aircraft. If this wasn't enough to cool the evaluation team, the aircraft this unqualified pilot was flying was then boarded by non-CAP members on whom no liability releases had been negotiated.

My logical question is: "If these types of conditions persist during a controlled

evaluation that has been scheduled and planned for many months, what are the prevailing conditions during a no-notice, actual SAR mission?

BRIEFINGS

A real problem! Apparently many supervisors feel that as long as they know the 'battle plan' and they alone have the 'big picture' by some feat of magic great things will come to pass. Not true! Not only will the mission be a 'bust' but personnel will lose interest and their sense of involvement to the extent that they may never participate again. The briefings need to be organized and professionally conducted on a routine basis...for all concerned.

COMMUNICATIONS

Biggest problem in this area was lack of a communications plan and communication's status board. In any mission with a high volume of traffic, lack of organization in communications will break your back.

STATIC GROUNDING EQUIPMENT

Simply accomplished, vitally important, but commonly ignored. Why throw away these easy points?

MARKING OF VEHICLES

Important, but accomplished in a "hit or miss" fashion. Aerial observers cannot possibly distinguish with any accuracy what's below unless it's marked.

CURRENT ROSTER

A SAR task force cannot possibly be readily fielded and ready to operate unless an internal alert list is available identifying qualified personnel by specialties.

ORGANIZATION AND MANAGEMENT

In too many of our wings, basic organization and management were weak areas. Even where "blocks" were filled with maximum points available on the evaluation, there was noted a weakness in overall mission management. As every human being has a right to life, every pilot and aircraft passenger should have a reasonable chance to be found and assisted in an emergency. We've got to continue to strive for more efficient and effective SAR operations.

Region and wing training officers must take a critical look at their SAR training programs. The annual SAR evaluation is vital but simply not enough vehicle to provide all necessary training.

Overall, 1971 has been successful both in SAR missions and SAR evaluation, but lest we become mesmerized by our accomplishments, let's make a critical review and improve where the need for improvement is indicated. Remember the Rescue motto, "That Others May Live."

When a SAR evaluation is scheduled, plan and prepare. Be organized so that full benefit can be derived from the training it provides.

Thirty thousand hours—Gill Robb Wilson would be proud of you!

No matter who you are...
No matter what you do...
Your -1 enemy is the heart and blood vessel diseases

GIVE... so more will live
HEART FUND

CIVIL AIR PATROL NEWS

☆☆☆☆☆ USAF AUXILIARY ☆☆☆☆☆

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National Board Chairman.....	Brig. Gen. Samuel H. duPont Jr. CAP
Director of Information.....	Maj. M. E. Roberts, USAF
Chief of Internal Information.....	Capt. J.H. Ragan, USAF
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JANUARY, 1972

Wreckage Located By CAP Pilots

SANTA BARBARA, Calif.—In less than four hours after the mission was opened Civil Air Patrol pilots located the wreckage of a small aircraft which claimed the lives of three California State Fullerton college football coaches and pilot.

The coaches were Bill Hannah, "Dallas" Moon and Joe O'Hara. Ironically, it was just a year ago to the day, that an entire football team died in a crash of a chartered airliner in West Virginia.

The CAP pilots who located the wreckage, Maj. Bob Hermann, California Wing deputy for operations, and Larry Hoberman, Wing air operations staffer, guided a CAP ground team to the scene. The ground team was led by Lt. Joe Byrd, commander of Santa Barbara Squadron 131, and confirmed the wreckage as that of the missing Cherokee 180.

The pilot of the downed plane had flown the coaches to San Diego to scout a football team there and were to fly to San Luis Obispo to scout the Cal-Poly game that evening. Family members reported the plane missing and CAP was activated by 42nd Aerospace Rescue and Recovery Squadron.

Alabama Advisor Named Manager

MARSHALL SPACE FLIGHT CENTER, Ala. — An advisor for flight operations and search and rescue to the Alabama Civil Air Patrol Wing commander, has been named manager of the center's Manned Flight Awareness Office.

Morris K. Dyer, an employee of the NASA-Marshall Space Flight Center for the past 10 years, will be responsible for promoting expert, fault-free workmanship throughout the Marshall Center and the plants of its contractors.

Dyer was with the Air Force in the aircraft, missile and related fields for 18 years before joining NASA.



PELOT SEARCH - Maj. Louie D'Amico, (left), commander of Morgantown Senior Squadron and Capt. Fred W. Smith, commander of Martinsburg Squadron plot their search area during recent air mobility exercise held by West Virginia wing at Benedum Airport, Clarksburg, W. Va. During the mission the pair located and made visual identification of the "target" less than one hour after take-off.

New Emergency Locator

W. Va. Rescue Teams Receive Instruction In Use Of Beacon

CLARKSBURG, W. Va. — Air search and rescue teams from the West Virginia Wing recently spent two days undergoing intensive indoctrination in the use of the recently developed Emergency Locator Beacon.

The training session was held at Benedum Airport, near here, and was monitored for the U. S. Air Force by Capt. Max Reed, Air Force Liaison officer to the W. Va. wing.

CAP headquarters staff members

from Charleston, W. Va., commanded by Col. Robert E. Gobel, provided instruction in the use of the beacon signalling device, and later rode with aircrews in their actual search for one of the beacons planted in the hills near Clarksburg in order to evaluate its performance.

The locator beacon is a battery-operated transistorized device a little larger than a cigarette pack, with an antenna about eight inches long. When turned on it emits a

beeping tone with a broadcast range of 10 to 150 miles, depending on terrain. Its batteries will last for about three days to provide a signal that can be detected by search planes, giving CAP a big assist in finding lost aircraft.

Also as a portion of this exercise wing personnel in the communications and information sections briefed those in attendance in proper formalities to follow in an actual and practice exercise.

CIVIL AIR PATROL SEARCH/RESCUE MISSIONS

MISSION NUMBER	DATE OPENED	WINGS INVOLVED	NUMBER OF SORTIES AND HOURS	PURPOSE AND RESULTS
42-164	Nov. 10	Calif.	229/437.8	Comanche 2 POB. From Chico, Calif., to Hillsboro, Ore. Open.
A-381	Nov. 20	Alaska	4/4.1	Stinson 1 POB. Located by Alaska Wing. Recovered uninjured. Closed.
43-122	Nov. 21	Minn.	4/10.0	Missing 62-year old man. Located by Minn. Wing. Deceased. Closed.
42-172	Nov. 24	Utah, Colo., N. Mex., and Ariz.	60/109.4	Tri-Pacer 2 POB. From Carson City, Nev., to Thief River Falls, Minn. Located by Colo. Wing. Recovered uninjured. Closed.
42-174	Nov. 24	Calif.	24/30.3	Cessna 4 POB. From Willets to Bakersfield, Calif., Located by Calif. Wing. 4 deceased. Closed.
A-389	Nov. 25	Alaska	3/4.5	Cessna 2 POB. From Dillingham to Jensens Landing. Located by Alaska Wing. Recovered uninjured. Closed.
A-390	Nov. 25	Alaska	1/1.0	2 missing hunters. Located by Alaska Wing. Hunters OK. Closed.
43-124	Nov. 25	Kansas	0/0	Bonanza 5 POB. From Fort Worth, Tex. to Goodland, Kan. Located by Kan. Wing. 4 POB deceased, 1 saved. Closed.
43-125	Nov. 26	Wisc., Ill., and Ind.	130/281.1	Bonanza 1 POB. From Hampton, Idaho to Waukesha, Wisc. Suspended.
A-392	Nov. 27	Alaska	4/8.0	Man overdue from trip on snowmachine. Located by Alaska Wing. Closed.
A-393	Nov. 27	Alaska	2/2.0	Overdue sailboat. Located by Alaska Wing. Boat returned under own power. Closed.
A-394	Nov. 28	Alaska	1/2.3	Piper 2 POB. Located by Alaska Wing. Recovered uninjured. Closed.
42-175	Nov. 30	Calif.	81/146.0	Cherokee 1 POB. From Elmonte to Bakersfield, Calif. Located by Calif. Wing. Deceased. Closed.
44-126	Nov. 30	N.Y., Mass., and Vermont	583/966.4	Cherokee 5 POB. From Albany, N.Y. to Pontiac, Mich. Suspended.
43-127	Dec. 4	N. Mex.	6/9.0	Missing 18-year old male. Located by N. Mex. Wing. Deceased. Closed.
72-009	Dec. 7	Hawaii	4/5.5	Cherokee 3 POB. From Hana Maui to Hilo, Hawaii. Located by Hawaii Wing. 1 deceased, 2 saved. Closed.
44-133	Dec. 11	Fla., Ala., and Ga.	197/409.7	Comanche 2 POB. From Orlando, Fla., to Memphis, Tenn. Located by sheriff. Closed.

	NO. OF MISSIONS	NO. OF SORTIES	NO. HRS FLOWN	NO. OF SAVES	NO. OF FINDS	NO. OF EVACS.	NO. OF ASSISTS
71	368	15,828	29,681.5	18	97	128	121
70	338	10,032	19,694.5	20	98	13	109
69	597	13,835	26,555.6	33	123	148	1,527

The above chart, showing major search missions for the period indicated is published so that all members of CAP will be fully informed and cognizant of the outstanding accomplishments of CAP Search and Rescue crews. The chart is a comparison of what we have done during the past three years. The statistics shown have been compiled by DCS/Operations at National Headquarters from ARRS Mission Summaries.

Units Aid Searches

NEW YORK, N.Y. — New York and Massachusetts Civil Air Patrol members recently spent two days searching for a missing Cherokee aircraft with four persons on board.

The aircraft, enroute from Albany, N.Y. to Bangor, Maine was located by the New York wing. All occupants were dead.

CAP forces provided 81 personnel, 16 aircraft, seven fixed and nine mobile communications units during the search.

MAXWELL AFB, Ala.—Four Civil Air Patrol wings recently joined forces in locating a missing Tri-pacer aircraft with two persons. Both occupants were uninjured when located.

Participating in the search were 716 members from Utah, Colorado, New Mexico and Arizona. The aircraft, enroute from Carson City, Nev., to Thief River Falls, Minn., was located by the Colorado Wing.

CAP forces utilized 26 aircraft, 50 fixed and 15 mobile communications units during the one-day search.

MAXWELL AFB, Ala.—A missing Cessna aircraft with four persons on board was located recently by members of the California Wing Civil Air Patrol. All four occupants of the crashed aircraft were dead.

CAP forces flew 24 sorties in nine aircraft during the one-day hunt. They also provided 37 personnel, six mobile and eight communications units in search for the aircraft which was enroute from Willits to Bakersfield, Calif.

S.C. Squadron Finds, Fixes Downed Craft

CHARLESTON, S.C. — The Coastal Patrol Squadron of South Carolina Wing's Group I not only found a missing plane quickly, but fixed it up and got it flying again.

That's the way it happened recently when Lt. Col. Heyward Faison—who is also a retired U. S. Air Force lieutenant colonel—spotted the missing plane down on Dewee Island, north of here, 20-minutes after he had taken off to search for it.

The target aircraft was a Piper J-4 which student pilot, Peter Cummings of Charleston, had taken off in for a one-hour local training flight the previous afternoon. He was forced to land on Dewee Island when the throttle linkage on the aircraft broke. Without radio on the plane he was unable to report his situation. Neither the student pilot or the aircraft were harmed in the forced landing.

Called into the search for the plane, Group I began operations at daybreak with Lt. Col. A. A. Willis as mission coordinator. A total of 208 seniors and seven cadets manned the 12 land and seven mobile radio stations and five vehicles involved in the brief mission.

One corporate-owned aircraft and five privately-owned planes flew six sorties in the search which came to an abrupt and happy ending when Colonel Faison reported his find. The U. S. Coast Guard also assisted CAP.

Colonel Faison, a flight instructor with the Coastal Patrol Squadron, returned to Dewee Island and repaired the broken throttle linkage on the downed plane which was airborne by early afternoon.



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

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

(As of Dec. 13, 1971)

Number of missions	368
Number of aircraft	9,555
Number of sorties	15,828
Participating members	42,302
Mobile Radios	6,609
Fixed Radios	6,609
Lives Saved	18
Persons Evacuated	128
Persons Assisted	121
SAR Objective Located	97



HONORARY MEMBER - Georgia Governor Jimmy Carter (left) receives a Honorary Membership to the Civil Air Patrol from Col. Raymond B. Mabrey, (center), Georgia Wing commander and SSgt. Cameron E. Warner, USAF, Georgia Wing liaison NCO.

200 Missouri Members Praised By Air Force Team

JEFFERSON CITY, Mo. -- As some 200 Civil Air Patrol members returned home from their emergency services locations in Missouri, they did so with the firm reassurance that their actions had earned them high praise.

Their reassurance was not unfounded. It came from U.S. Air Force team members who had spent two days evaluating CAP's role in support of the recent state-wide Civil Defense exercise.

"I was really impressed with their overall performance on this exercise," said Maj. Wilburn A. Lathrop, USAF-CAP liaison officer

for CAP's Iowa Wing, who added that "it was a very professional job." Accompanied by his liaison office NCO, MSgt. Robert J. Klotz, the veteran air rescue officer had received a first-hand evaluation of several CAP sub-bases throughout the state.

To accomplish its mission this weekend CAP members effectively combined their aircraft operations with ground mobile units, rescue teams and communications support to locate their objectives and render aid.

Operating from six sub-bases located at Kirksville, Joplin, St.

Joseph, Sikeston, Creve Coeur and Sedalia, CAP units were given specific "problems" to respond to early on the first day, using only their resources available. These simulated situations included a missing B-52 bomber with nuclear weapons aboard, an accidental explosion in a nuclear reactor, a train carrying special chemicals which derailed, an accident and explosions which effectively blocked two major highways at an intersection, and a busload of people missing in a flood area.

The man who kept his pulse on every CAP action in Missouri during the exercise was Lt. Col. Billy Padgett, a veteran CAP member from Smithton, near Sedalia.

Region & Senior Awards

The following awards have been made by CAP regions:

MERITORIOUS SERVICE

Maj. Hollister Nelson, MER
Capt. Earl T. Van Stavern, MER
Capt. James H. Venable Jr., MER
Lt. Col. William V. Kolb, MER
Lt. Col. Calvin D. Cross, RMR
Lt. Col. Donald D. Shenefelt, RMR
Lt. Col. Martha Cowan, RMR
1st Lt. David Hensel, RMR
Cadet Lt. Col. John P. Selstrom Jr., RMR
Cadet/Maj. Linda S. Wilson, RMR
Maj. Karl Hull, NCR
Maj. James A. Martin, NCR
Capt. Clyde E. Adams, NCR
Capt. Robert F. Dougherty, NCR
1st Lt. Lucretia Kuntz, NCR
2nd Lt. Jacob A. Tartar, NCR
SM Carl L. Kerr, NCR
Cadet 1st Lt. Robert G. Holman, NCR
Lt. Col. Harold Narris, MER
Lt. Col. Dessie A. Johnson, MER
Lt. Col. Herbert H. Jones, MER
Lt. Col. James H. Lacey Jr., MER
Lt. Col. Lawrence E. Towner, MER
Maj. Rolf A. Mitchell, MER
Maj. Laurence L. Olson, MER
Maj. Montrose Waters, MER
Capt. Stephen C. Gillis, MER
Capt. Robert E. Jackson, MER
CWO Michael J. Snedeker, MER
WO Thomas V. Wortman, MER
Cadet Lt. Col. Peter R. Brown, MER

Awards approved by CAP National Headquarters are as follows:

BRONZE MEDAL OF VALOR

Lt. Col. Walter J. Burke, Mass., Aug. 1, 71. 1st Lt. Virginia Shea, Mass., Aug. 1, 71.

DISTINGUISHED SERVICE MEDAL

Col. Arlie G. Andrews, Va., Jan. 1, 67-Sept. 15, 71.
Col. David R. Wilsforth, N.C., Feb. 1, 71-Sept. 15, 71.
Col. John R. Taylor, S.C., (1st Bronze Clasp).

Jan. 1, 67-Sept. 15, 71. Col. Frank D. Landes, Nev., (1st Bronze Clasp).
Jan. 1, 69-Oct. 1, 71. Col. Stephen E. Mills, Wash., Oct. 1, 70-Dec. 1, 71.
Col. Alvin S. Rouse, La., July 67-Dec. 71. Col. Arthur P. Schneider, Ill., July 1, 69-Sept. 30, 71.

EXCEPTIONAL SERVICE AWARD

Col. Robert E. Gobel, W. Va., (2d Bronze Clasp).
Oct. 1, 70-Oct. 1, 71. Col. Stanhope Lineberry, MER, Oct. 1, 70-Oct. 1, 71. Col. E. Lee Morgan, S.C., Sept. 1, 70-Sept. 27, 71. Col. Louisa S. Morse, Del., (2d Bronze Clasp).
Oct. 1, 70-Oct. 1, 71. Lt. Col. Russell R. Bateman, Utah, June 1, 70-June 1, 71. Lt. Col. Terri L. Boucher, Ariz., Apr. 1, 68-Nov. 1, 71. Lt. Col. James H. Cheek Jr., Nat. Hq., (1st Bronze Clasp).
Aug. 15, 70-Aug. 15, 71. Lt. Col. Norma Jean Cheek, Nat. Hq., Aug. 15, 70-Aug. 15, 71. Lt. Col. Robert T.S. Colby, Va., Apr. 15, 71-Sept. 20, 71. Lt. Col. Lucille V. Evans, MER, (1st Bronze Clasp).
Oct. 1, 70-Oct. 1, 71. Lt. Col. Richard L. Leall, Fla., Oct. 2, 70-Oct. 1, 71. Lt. Col. John C. McDonald, Fla., May 17, 71-Dec. 31, 71. Lt. Col. Costello N. Robinson, Nat. Cap., Jan. 1, 71-Dec. 1, 71. Lt. Col. Robert C. Schreckenberg, Idaho, May 30, 69-Aug. 17, 71. Lt. Col. Virginia E. Smith, Utah, (1st Bronze Clasp).
June 1, 70-June 1, 71. Lt. Col. Athol M. Webb, Utah, (2d Bronze Clasp).
Dec. 3, 69-June 1, 71. Maj. Patricia C. Hughes, MER, Apr. 1, 71-July 15, 71. Maj. Rebecca C. Rodgers, MER, Oct. 1, 70-Oct. 1, 71. Capt. Michael Tinker, Okla., July 18, 71-July 25, 71.

MERITORIOUS SERVICE AWARD

Lt. Col. Homer R. Anderson, Tex., June 15, 71-July 15, 71.

CERTIFICATE OF RECOGNITION

CWO Edward L. McCann, Idaho, July 30, 71.

UNIT CITATION

Weber Minuteman Composite Squadron, Utah, June 1, 70-June 1, 71. West Haven Cadet Squadron, Conn., June 7, 71-July 11, 71. Wheaton-Silver Spring Cadet Squadron, Nat. Cap., (1st Bronze Clasp).
Dec. 1, 70-Sept. 1, 71.

Awards Made To Members

MAXWELL AFB, Ala. -- Two military personnel and a civilian assigned to Headquarters Civil Air Patrol-USAF, received awards here recently in a brief ceremony.

Capt. Robert L. Scott Jr. received the first Oak Leaf Cluster to the Air Force Commendation Medal for service at Maxwell from Sept. 29, 1969, to July 9, 1971, as cadet administration officer, Cadet Admissions Branch, Air Force Reserve Officers Training Corps.

He is currently chief of the Cadet Training Division, Deputy Directorate of Aerospace Education and Cadet Training (AE&CT).

TSgt. Bennie J. White, accounting and finance supervisor, received a certificate of appreciation for having been named CAP-USAF Outstanding Airman of the third quarter, 1971.

John V. Sorenson, deputy chief of staff, AE&CT, received a certificate and pin for 20 years service in Civil Service.

CAP Educators Have Key Program Roles

MAXWELL AFB, Ala. -- Civil Air Patrol aerospace education officials will play leading roles in the 1972 National Congress on Aerospace Education to be held at Middle Tennessee State University (MTSU), at Murfreesboro, April 26 through 29.

John V. Sorenson, CAP's deputy chief of staff for Aerospace Education and Cadet Program, will be chairman. He will be assisted by Robert E. McMinn, assistant DCS/AE-CP, and Capt. John D. McMahon, chief of Aerospace Education. McMinn will serve as vice chairman for plans, agenda, and

programs while Captain McMahon will be vice chairman for communications and coordination.

Other vice chairmen are Dr. Bealer Smotherman, professor of Education, MTSU, who will be in charge of registration and administration; and Thomas Drysdale, director, Education Planning and Development for Department of Defense Overseas Dependent Schools, who will prepare the congress' history and evaluation.

Hosts for the congress are Dr. M.G. Scarlett, president of MTSU, and H. Miller Lanier, chairman of the Tennessee Aeronautics Commission.

The congress' planning committee includes Sorenson; Dr. Frederick B. Tuttle, director of Educational Programs for the National Aeronautics and Space Administration; Walter Zaharevitz, executive director of the National Aerospace Education Council; and Dr. Mervin K. Strickler Jr., special assistant for Aviation Education, Federal Aviation Administration.

The theme for this year's Congress is: Leadership in Aerospace Education: A Challenge, A Point of View, a Personal Commitment.

Pilots Gather For Seminar

WINSTON SALEM, N.C. -- Some 130 pilots and aviation pundits gathered at the Smith Reynolds Airport recently to participate in a Flight Safety seminar, sponsored by the Winston Salem squadron.

Primary speaker for the occasion was Paul Justus, FAA accident prevention specialist from Charlotte, N.C.

The topics ranged from aircraft insurance, presented by FAA safety counselor, Pat Barbor, to winter operations and avionics. Mr. Justus also updated pilots on some changes in regulations and procedures and presented a slide briefing on the aircraft, its performance and the Owner's Manual.

This was Justus' second visit to the squadron. The first visit was for squadron pilots only where he gave several check flights--or in FAA lingo -- courtesy rides. The purpose of these rides was to check for acquired bad and perhaps dangerous habits. The second visit was open to both CAP and the public.

First Lt. Jack D. Moorefield, squadron commander pointed to the program as a major step in aviation safety.

Despite its relatively small size -- 10 seniors and 25 cadets-- the squadron has an active flying program flying some 40-plus hours a month in their leased aircraft.

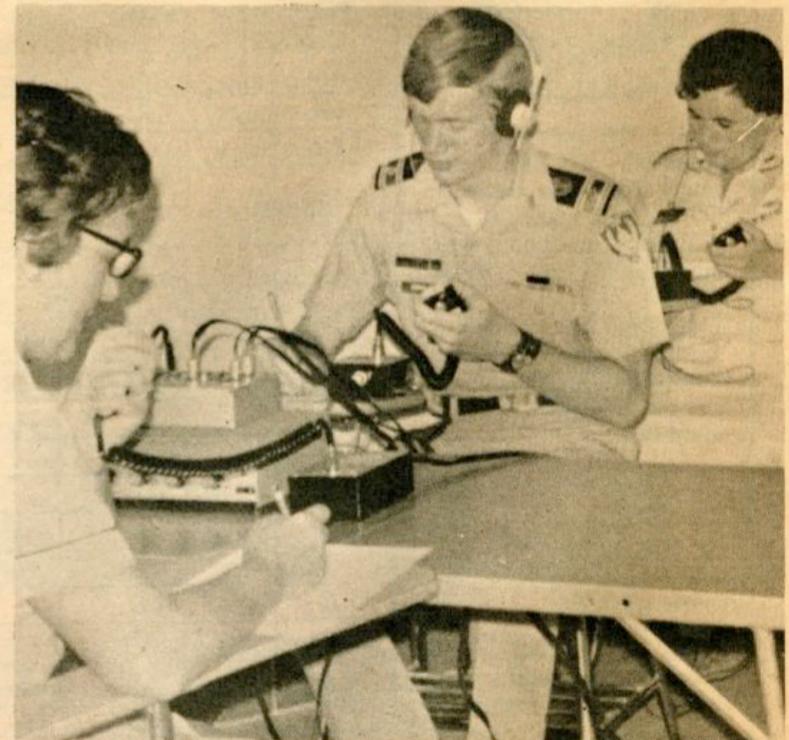
56 Complete Comm. Course

KUTZTOWN, Pa.--Fifty-six Civil Air Patrol members from three regions graduated from the third annual Northeast Region Communications College at Kutztown State College, Pa., recently.

The cadets and senior members, from Great Lakes, Middle East and Northeast Regions, received extensive training in primary and advanced communications based on CAP Manual 100-1.

In addition to classroom work, the students had a chance to try their skills on the various types of radios, teletype and the communication simulator.

Heading the faculty during the one-week course was Maj. Robert J. Miller. Lt. Col. Kenneth Dunlap, who wrote the course material, served as director of training.



SIMULATOR CHECK - Cadet Major Peter Brown (right) of National Capitol Wing receives a simulated message from Capt. Arlene Kopp, command staff assistant during communications course at Kutztown State College, Pa.

Senior Member Program Explained

Training Curriculum Consists Of 4 Levels



DISCUSSION—Brig. Gen. Samuel H. duPont Jr., national board chairman discusses command philosophy with senior members at a session during CAP's National Staff College at Maxwell AFB, Ala.

MAXWELL AFB, Ala.—The "New Senior Member Training Program" had its origin at the 1969 National Board Meeting when Brig. Gen. Samuel H. duPont Jr., CAP national board chairman (then colonel and vice chairman), established the National Senior Training Committee.

This committee, which included region and Hq. CAP-USAF representatives, worked for approximately 12 months outlining a training program to meet the Civil Air Patrol mission requirements and, concurrently, the desires and needs of senior members.

The formal outline of the new program was presented at the 1971 National Convention. Subsequently, it has been discussed at region conferences and the National Executive Committee meetings. The purpose of this article is to inform each senior member of the highlights of the program. It must be cautioned at the outset, however, that changes may take place since portions of the program's implementation details are not finalized at this writing.

DEVELOPED FOR SENIORS

The new program will consist of four levels of training versus the five phases in the "old" program. Level I is the Entry/Upgrade Level designed for both the new senior member and as refresher training for present senior members. It replaces Phase I and II in the old program and is required training. Level II is titled the Skill Acquisition Level, wherein the new member acquires the knowledge and skills necessary to perform effectively in a CAP position or mission task. This training replaces Phases III and IV. It offers the individual the opportunity to train in an area of interest to him rather than being required to follow one established course, as in the old program. Level III has been structured for those members holding CAP command and staff positions. It will replace Phase IV. Level IV, a new concept, is

titled Retaining Level. It is intended for members who have completed Level I but are not actively engaged in Level II or III formal training.

(Cont. on Page 10)

Family Flying Encouraged

MAXWELL AFB, Ala.—National Headquarters officials have reminded members that family flying is encouraged in the Civil Air Patrol.

However, they explain, each member who flies his family in Corporate aircraft must assure that Corporate policy concerning membership status is observed.

If the member's family is eligible for CAP membership, they must be members before riding in CAP aircraft. If they are not eligible for CAP membership (by reason of age or citizenship) they will be granted associate membership status provided their name, date, and place of birth is recorded on the senior member's membership records in the unit and at National Headquarters.

Associate members may participate in appropriately authorized CAP activities, including flying activities, providing the aircraft used is approved and insured for associate membership flying and the associate member is accompanied by his CAP senior member sponsor.

CAP Staff College Set For Aug. 24-26

MAXWELL AFB, Ala.—The fifth annual Civil Air Patrol National Staff College will be conducted here August 20-26. The course is developed for 200 commissioned/warrant officers and Cadet Spaatz Award winners understudying a senior member staff position.

The objective of the college is to develop more effective CAP commanders and staff members by offering a program based on experience in all aspects of the CAP program. The curriculum is divided into three areas.

The first is devoted to the personal development of the individual. Guest lecturers

from the Air University will give presentations on communicative skills, instructional techniques, leadership principles and group processes.

Part two is concerned with the commander, his staff, and the mission. It covers a comprehensive analysis of the CAP mission and in response to suggestions from previous classes, will include expanded presentations from National Headquarters personnel.

The third part will investigate the nature of aerospace. Students will hear guest lecturers and discuss the achievements, potential and promise of the aerospace

age in which we live.

The National Staff College will be housed in the Air University's Squadron Officer School with use of all its audio-visual facilities. Attendees will be housed in the student dormitories on Maxwell and will have access to most base facilities.

Members desiring to attend the 1972 National Staff College should apply through channels on CAP Form 17 to Headquarters, CAP-USAF (DOT), Maxwell AFB, Ala. 36112. CAPR 50-9 prescribes qualification criteria and outlines application procedures for senior member activities.

CD Course Scheduled

MAXWELL AFB, Ala.—Civil Air Patrol officials have announced that the Disaster Preparedness Indoctrination Course will be held at Lowry AFB, Colo., from March 6-9, for senior members.

This three-and-one-half day course, which includes a field trip to the Office of Civil Defense Region Headquarters in Denver, has the basic objective of assuring that commanders have an in-being response to disaster situations in peace and war.

The course will be conducted at Lowry AFB by experts in the Disaster Preparedness program. Only

15 spaces are available to CAP lieutenant colonels and above for this prestigious course. Therefore, commanders should assure that only members who will be working with Civil Defense officials at federal and state level be recommended.

Anyone interested in attending the course should apply through channels on CAP Form 17 to Headquarters, CAP-USAF (DOT), Maxwell AFB, Ala. 36112. If CAP Form 17 is not yet available at your unit, apply by letter through channels by January 31.



LONG HAUL - A wet Warrant Officer Robert A. Dell, from Massachusetts, struggles to make it over a water trap during Project X, a portion of the annual Civil Air Patrol National Staff College held at Maxwell AFB, Ala.

Civil Air Patrol Senior Member

1. **NATIONAL HEADQUARTERS STAFF COLLEGE:** The objective is to develop more effective CAP commanders and staff members by offering a program based upon experiences in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers covering such topics as communicative skills, leadership, staff organization, and the future of aerospace in the modern world.
 1. Developed for 200 warrant officers and Award winners under staff member position.
2. **NATIONAL SEARCH AND RESCUE (SAR) SCHOOL:** A course designed to provide competent, professional CAP mission coordinators. The curriculum includes all aspects of organization, planning, communications, and operations involving inland search and rescue.
 2. Selected CAP pilots actively involved in programs.
3. **DISASTER PREPAREDNESS INDOCTRINATION FOR SENIOR CAP OFFICERS:** A special USAF Air Training Command course designed to acquaint senior CAP officers with the national disaster preparedness program and the requirements for an integrated and effective disaster control program. A three and one-half day course with 21 hours of instruction, including a field trip to the Office of Civil Defense Region Headquarters in Denver. Recommended for region and wing commanders and others who will be working with Civil Defense officials at the federal and state levels.
 3. CAP lieutenant above. Class size is 15.
4. **FLIGHT CLINICS:** CAP regions and wings have considerable latitude in development of flight clinics. They may be CAP generated such as the CAPSULE clinics or joint efforts such as the AOPA SKY SAFE clinics. Nationally approved clinics that meet the goals of improving the flying safety posture of CAP may qualify for financial support by the Corporation.
 4. The CAP Region determines who is eligible for these activities. (CAP is also recognized by the Federal Aviation Administration Aircraft Owners and Pilots Association clinics.)
5. **AIR MOBILITY EXERCISES:** Air mobility exercises are designed to exercise Civil Air Patrol's capability to airlift key people to central operating locations and to perform enroute aerial surveillance. They are usually conducted in conjunction with conferences or emergency services activities and, depending on the circumstances, may qualify for Air Force reimbursement for fuel and oil.
 5. The CAP Region determines who is eligible for these activities.
6. **EXTENSION COURSE INSTITUTE (ECI):** ECI is the correspondence school of the USAF. Its services are available without cost to CAP members. Two broad areas of study are available: General Military Education and Specialized Courses. Military courses are provided to improve the knowledge of command and leadership. ECI specialized courses are designed to provide training for CAP members in the performance of specialized duty (e.g., communications, aircraft maintenance, etc.).
 6. All CAP senior members are eligible for standing.
7. **INDUSTRIAL COLLEGE OF THE ARMED FORCES CORRESPONDENCE SCHOOL:** This school directs its educational effort toward support of the national interest through enhancing the knowledge of military and civilian executives who are, or will be, engaged in managing key national security programs.
 7. Senior CAP members are eligible for this level, majors and above.
8. **NATIONAL SECURITY SEMINARS:** These seminars are sponsored by the Industrial College of the Armed Forces to foster, among Reserve Officers and interested citizens, a better understanding of the many interrelated and complex national and international problems associated with national security.
 8. Attendance at these seminars is open to all CAP senior members.
9. **JOINT EMERGENCY OPERATIONS SEMINARS:** These seminars represent a joint effort by the American Red Cross, Office of Civil Defense, Federal Aviation Administration, State Aviation Agencies, and HQ CAP-USAF. The seminars deal with the roles of these agencies during emergencies, their respective missions, and how they can develop capabilities for the effective use of non-air-carrier aircraft and supporting systems.
 9. Recommended attendance for region and wing commanders, selected group commanders and staff officers from the Office of Civil Defense, American Red Cross, and State Aviation officials.
10. **OFFICERS SPACE AND MISSILE ORIENTATION COURSE:** This course covers comprehensive familiarization with basic space language and principles, fundamentals of astronautics, technology, and concepts which will affect future operational space capability.
 10. CAP senior captains and colonels.
11. **ACADEMIC INSTRUCTOR COURSE:** This course prepares its graduates to instruct and to supervise instructors. Four major areas of the teaching process are covered: learning theory, communications skills, training methods, and evaluation.
 11. CAP senior members are recommended for instructing. CAP commanders, unit, wing, or group commanders, and academic officers are recommended.
12. **ACADEMIC INSTRUCTOR CIRCUIT RIDER COURSE:** This course is conducted at the regional level by a team of instructors from the Academic Instructor School at Maxwell AFB. The purpose is to present basic instructional methods to better prepare CAP senior members to act as instructors and counselors in the cadet program and to present instruction to their fellow senior members.
 12. The CAP Region determines who is eligible for these activities.
13. **INTERNATIONAL AIR CADET EXCHANGE ESCORT:** Annually, CAP sponsors a one-month program to foster international understanding, goodwill, and fellowship. CAP exchanges cadets with similar organizations representing some 26 foreign nations. Selected senior members act as escort officers for the cadets during the exchange program.
 13. Criteria and application forms are lined on the back page of this issue.

Activities Schedule Announced

- | | | |
|--|--|---|
| Commissioned/
Cadet Spaatz
Following a senior | 1. National Headquarters CAP
Maxwell AFB, AL
20-26 August
(BOQ quarters.) | 1. Apply through channels on CAPF
17 to Hq CAP-USAF (DOT). (Refer-
ence CAPR 50-9.) |
| Observers
Unit SAR pro- | 2. Governors Island, New York
23 July - 4 August
(Quarters provided.) | 2. Apply through channels on CAPF
17 to Hq CAP-USAF (DOT). (Refer-
ence CAPR 50-9.) |
| Colonels and
limited to 15. | 3. Lowry Technical Training Center
Lowry AFB, CO
6-9 March | 3. Apply through channels on CAPF
17 to Hq CAP-USAF (DOT). (Refer-
ence CAPR 50-9.) |
| Headquarters
eligible for
Administration and
Sports Associa- | 4. Various locations within the eight
regions. Dates and places to be an-
nounced by Region Headquarters. | 4. Apply through channels on CAPF
17 to CAP Region Headquarters or
apply directly to FAA or AOPA for
their clinics. (Reference CAPR 50-9.)
DO NOT USE CAPF 17 when applying
directly to other organizations. |
| Headquarters
eligible for these | 5. Various locations within the eight
regions. Dates and places to be an-
nounced by Region Headquarters. | 5. Apply through channels on CAPF
13 in accordance with CAPR 55-10. |
| Members in good | 6. Each ECI course consists of one
or more volumes. Applicants must
enroll for a complete course and
enrollment is limited to one course
at a time. | 6. As prescribed in CAPR 50-1 for
ECI courses. Applications (ECI Form
23) must be processed through Hq
CAP-USAF (DOT) prior to submission
to ECI. |
| As at the execu-
tive. | 7. Two major courses: National
Security Management, 12-15 months
for completion, and Management in
the Department of Defense, 4-6
months for completion. | 7. Applications and inquiries should
be addressed to: The Commandant, In-
dustrial College of the Air Force, Attn:
Correspondence School, Fort Lesley
J. McNair, Washington, DC 20315. |
| Seminars is
for members. | 8. Dates and locations to be
announced by HQ CAP-USAF. | 8. Attendance may be arranged
through the Chambers of Commerce
of participating cities. |
| Deeds include
Officers and staff
and squadron
Officers,
Chief of Civil
Air Cross, and | 9. Various locations within the eight
regions. Dates and places to be an-
nounced by Region Headquarters. | 9. Apply through channels on CAPF
17 to CAP Region Headquarters.
(Reference CAPR 50-9.) |
| As through | 10. Maxwell AFB, AL
3-7 January
24-28 April
(Quarters reserved.) | 10. Apply through channels on CAPF
17 to Hq CAP-USAF (DOT). (Refer-
ence CAPR 50-9.) |
| Responsible
Unit com-
Region train-
Instructors | 11. Maxwell AFB, AL
7 August - 8 September
(Quarters reserved.) | 11. Apply through channels on CAPF
17 to Hq CAP-USAF (DOT). (Refer-
ence CAPR 50-9.) |
| Headquarters
eligible for these | 12. Various locations within the eight
regions. Dates and places to be an-
nounced by Region Headquarters. | 12. Apply through channels on CAPF
17 to CAP Region Headquarters.
(Reference CAPR 50-9.) |
| Locations are out-
in brochure. | 13. Locations and dates will be an-
nounced by HQ CAP-USAF. | |

* Following is the senior member selection process for escort or staff duty. Before any senior member may apply for escort or staff duty, he/she must satisfy the following prerequisites:

- . Have active membership in CAP prior to application (January 1).
- . Be at least 21 years old by July 1 in the year in which activity is held. EXCEPTION: For IACE, 25 years of age is preferred.
- . Be in acceptable physical condition.
- . Have an acceptable personality and moral character so as to command cadet respect and be able to lead effectively.
- . Special provisions - applications must be for the duration of activity.

Civil Air Patrol Form 70:

- . Senior members should obtain two copies of CAP Form 70, dated March 1969, "CAP Escort Application for Special Activities," from their unit.
- . The senior member must complete all applicable sections, and attach a photograph to both copies of the CAPF 70.
- . Senior members may select more than one activity to enhance his/her chance of being selected for one. This is done by writing rank order numbers (1, 2, 3) by order of preference, in the activity block of CAPF 70.
- . Senior member applications must be submitted in two copies to the squadron commander by January 1.

Processing Applications and Records:

- . Squadron commanders will attach a letter of evaluation with recommendations and a duplicate copy of the individual's CAP Form 45, "Senior Member Training Record," to both copies of the CAPF 70, and forward to the wing commander by January 20. All applications will be forwarded.
- . The wing commander will attach a letter of evaluation and indicate his preference, (1,2,3), for the activities selected on CAPF 70 with signature and forward both copies with attachments to the region commander no later than January 30.
- . Region commanders may make remarks and will sign the CAPF 70 in the remarks section, and forward both copies of the CAPF 70 with attachments to National Headquarters by February 20.

Selection Board for Senior Members:

- . The selection board will be appointed by the NATIONAL Commander and will include one member of the NEC. Members of this selection board have the authority to delegate to EDAS selection authority for programs other than IACE.
- . The selection board will be convened by the National Commander after all applications are received (February 20), but not later than March 30.
- . The selection board will consider the individual's application, CAPF 70, his/her "Senior Member Training Record" and the evaluations and remarks of the squadron, wing, and region commanders when choosing primary selectees and alternates. An effort will be made to select those senior members who are graduates of the National Staff College.
- . By April 15, National Headquarters will notify all selected senior members of the activity for which they will be an escort or staff member, and provide them with a list of duties.
- . If, for any reason, a senior member should become ineligible or unable to participate in the activity for which he/she was selected, he/she should notify National Headquarters immediately.

*See Column On Right.

Senior Members

(Cont. from Page 7)

LEVEL I—ENTRY/UPGRADE

The study materials for Level I will be contained in a new Senior Member Handbook, which must be purchased by members. Effective July 1, 1972 all new senior members, except former cadets who have earned the Mitchell Award and apply for senior membership, will be required to successfully complete Level I training.

Present senior members will be required to complete the training prior to becoming eligible for consideration for their next promotion but not later than Dec. 31, 1972.

As a part of this training, wings will sponsor quarterly Level I training clinics. Here senior members, both old and new, will gather for instruction on materials in the Handbook plus practical demonstrations of military courtesies, wear of the uniform, etc. National Headquarters will furnish 35mm slides to each wing for use at the clinics but region and wing commanders will be encouraged to adapt the training material to their local situation and requirements. Members must attend a clinic and pass an open-book, written examination in order to successfully complete Level I. New members will not be authorized to wear the uniform until then. Upon successful completion of a Level I training they will be eligible to wear the uniform, to be awarded the CAP membership Ribbon and for

consideration for promotion to second lieutenant, provided the other requirements of CAP Regulation 35-5 and CAP Manual 20-1 are met.

LEVEL II—SKILL ACQUISITION

Level II is where the new member's option referred to earlier is found. After completing Level I, the member should have a good idea of the big picture in CAP. He'll know what the CAP missions are and what further training is available and he should be able to decide where his talents and interest can best be used. With this knowledge, he'll choose a specific Level II "Specialty Track" and begin acquiring skills necessary to perform in a specific job. The types of tracks to be available are based upon the position descriptions outlined in CAPM 20-1.

Unit commanders and training officers will be interested in counseling those about to embark on Level II so that both the needs of the unit and desires of the individual can be satisfied. Present members are also eligible to partake of Level II training if they so desire.

Once the choice is made, the member will order his training materials from the Bookstore. Each track will follow a logical progression of increasing skills leading to three ratings: Technician, Senior and Master. The training method will vary somewhat from track to track but typically will be self-study and on-the-job



TIME OUT - Even adult members of CAP occasionally take time out for a lighter moment of fun and recreation. This scene is the graduation banquet at CAP's National Staff College.

training with some formal courses. The Leadership Award, with bronze and silver stars, will be directly related to the three skill ratings, respectively. These three level II ratings also will be directly related to eligibility for promotion to first lieutenant, captain, and major, respectively, subject, of course, to the requirements of time-in-grade and unit vacancies established by CAPR 35-5 and CAPM 20-1. The CAP Officer Course, ECI Course 7C, will be an optional part of Level II. Senior members will earn the Senior Member Certificate of Proficiency by successfully completing the course.

Level II "Specialty Track" training material will be placed on sale at the Bookstore as they are completed.

LEVEL III—COMMAND AND STAFF

Commanders and those who hold staff positions identified in CAPM 20-1 will be in Level III of the training program. Every contingency that might come up in these positions cannot possibly be covered in a Level II track, so Level III is to be largely based upon learning on-the-job. Along with this OJT the member will be expected to broaden his knowledge through participating in special activities and courses

as well as completing selected readings in leadership and management which will be made available through the Bookstore. The specific requirements for award of the Aerospace Ribbon will be included in a revision of CAPR 39-3.

LEVEL IV—RETAINING

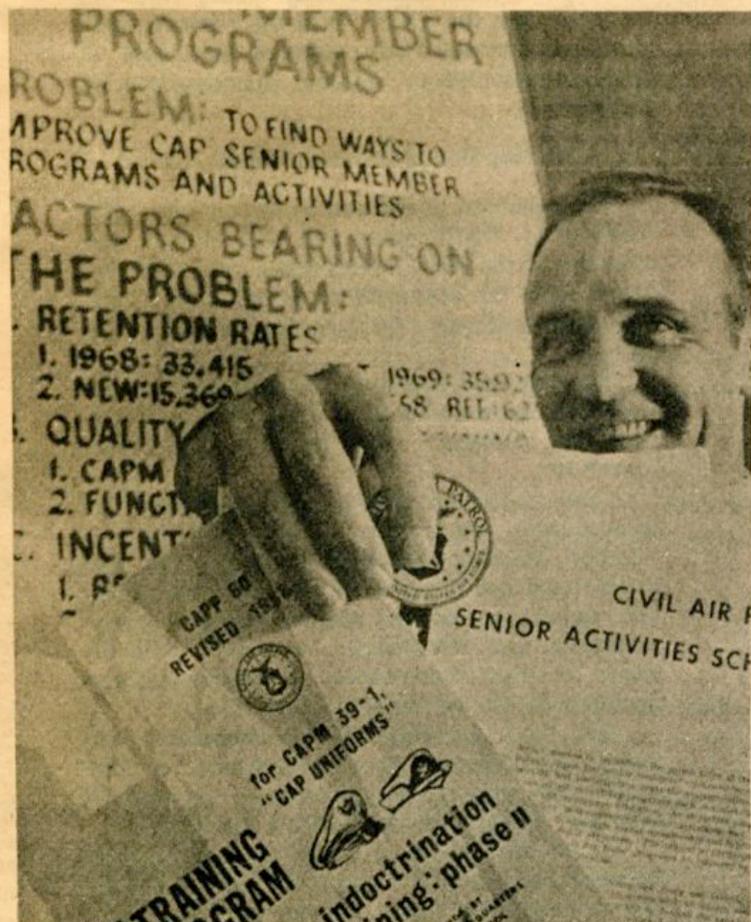
As the title implies, this level is designed for those members who are not participating in the senior training program but who desire to retain their CAP membership. In essence, this level is a holding area for those members who have completed the mandatory Level I training, but who do not desire immediate entry into Level II. It is also for those who were in Level II or III, but have left the position or training and are no longer actively participating at that level. A member in this level has the option of returning to active training status in Level II or Level III anytime.

There are two additional other senior awards which should be mentioned. Criteria for both the Gill Robb Wilson Award and the National

Commander's Citation will be changed to fit the new training program in a revision to CAPR 39-3.

PREIMPLEMENTATION ACTIVITIES

It is planned that the basic directives outlining the new program (including CAPRs 50-3 and 50-10 and CAPM 50-17) will be distributed to units several months in advance of the July 1, 1972 implementation date for Level I training. The slide sets for use in conducting the wing Level I training clinics will be distributed as soon as they are available. Each region and wing is scheduled to receive a "kit" containing seven or eight slide sets and companion slide narratives for their permanent retention and use. The slide sets will support and supplement the contents of the Senior Member Handbook. Further, plans are being made for National Headquarters personnel to conduct Level I training clinic workshops for region/wing senior training personnel this coming spring at designated locations across the nation.



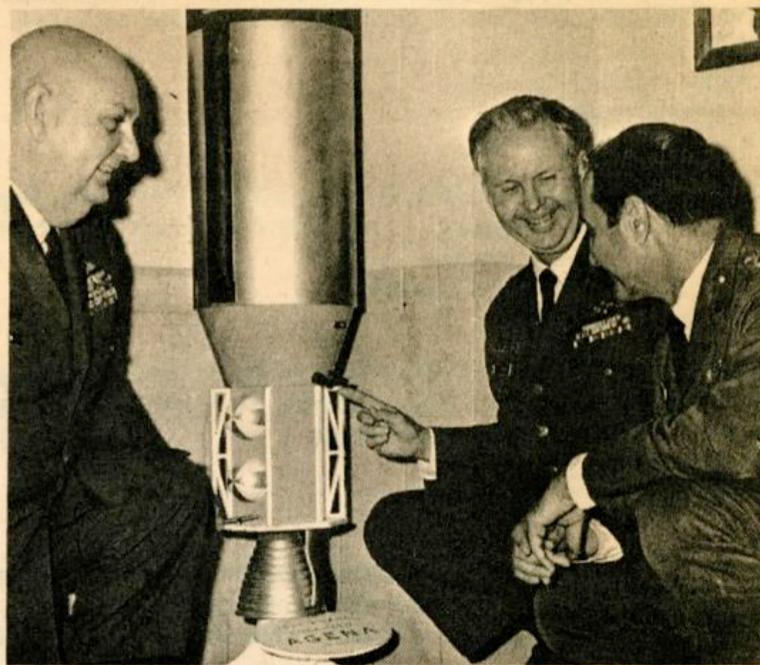
HAND FULL - Maj. Gary D. Crawford, assistant director of senior training, holds some of the pamphlets which explain the "New Senior Training Program."

ECI Inquiries Being Misrouted

MAXWELL AFB, Ala. - In recent weeks National Headquarters has received a large number of inquiries concerning the distribution of the ECI catalog and guide.

Officials explain that the basic distribution of the ECI-catalog-guide is presently to the CAP wing level; however, a proposal has been submitted to ECI whereas all units of CAP would receive the catalog and guide.

Until the time that all CAP units are included in ECI distribution, members interested in enrolling in an ECI correspondence course should contact their respective wing senior program officer for the necessary enrollment information.



MISSILE COURSE - Two senior CAP members join with a Turkish Air Force officer in familiarizing themselves with the Agena missile during the Allied Officer Space and Missile Orientation Course at Maxwell AFB, Ala. From left to right are; Col. Robert Owen, commander, Florida Wing; Lt. Col. Thomas V. Elder, chief of staff, California wing; and Lt. Col. Nevzat Cobanoglu.

6 Pa. Ranger Teams Take Part In Meet

SUNBURY, Pa.—Six ranger teams recently participated in a state-wide Ranger Team competition at Camp Nikomahs, a Boy Scout camp near Glen Iron, Pa. Hosted by Headquarters Group 1100 the event

included drill and ceremonies, communications, navigation, woodsmanship, physical fitness and equipment and team inspection.

The final problem on the two-day competition was a simulated crash site. Communications, first aid, and all equipment used in an actual disaster were employed. Casualties with simulated injuries were located, first aid administered and victims evacuated.

Competing in the meet were Squadrons 102 and 103, Philadelphia; Squadron 609, Pittsburgh; Squadron 710, Allison Park; Squadron 801, Allentown; and Squadron 1007, Media.

20 Complete Cadet School

WRIGHT-PATTERSON AFB, Ohio—Some 20 cadets recently completed the first Group VII Cadet Command and Staff school to be held here.

Cadets from Squadrons 703, 704 and 706 attended the 14-hour course designed to upgrade the quality of cadets through leadership, experience, classroom training and symposiums.

The students received instruction on psychology of leadership; role of a cadet commander, administrative officer and information officer; role of a leader, noncommissioned officer and junior officer; organization of a cadet squadron; command voice; speech, correspondence and communication; and symposium—"From student to teacher to leader."

Instructing the cadets were three former cadets, four cadets and two senior members (including one active duty Army officer).

U.S. Located Cadets Have Mail Option

MAXWELL AFB, Ala.—All Civil Air Patrol cadets within the continental limits of the United States now have the option of selecting first class mail service to expedite achievements packets ordered from the Educational Materials Center (Bookstore). The change became effective on Sept. 1.

This special first class service will cost the cadet and additional 50 cents for handling and postage, and will be available for all packets No. 1 (Curry Achievement). First class service is not available for this one because of its weight and because it should be bulk-ordered and stocked by squadrons.

The purpose of this first class service is to eliminate the long delays in receiving packets which many cadets have experienced. It is emphasized that the 50 cent fee is entirely optional.

To take advantage of this service, a cadet need only add 50 cents to the \$1.50 check when ordering the next packet, and write (50 cents) in the space on the Bookstore order form marked added postage.



MOVE OUT—Squadron 710, one of six Pennsylvania Ranger Teams competing in State-wide ranger competition, prepares to move out on simulated problem.

Air Force Donates Oregon Members Begin Moving Abandoned Hangars

ASHLAND, Ore. — Members of the Ashland and Medford Civil Air Patrol squadrons have been busily disassembling the first of two hangars at Montague AFB, Calif., for transport to Ashland.

CAP Joins In Disaster Drill

LOS ANGELES, Calif. -- Two hundred "victims" ...emergency personnel... and 70 Civil Air Patrol cadets carrying stretchers laden with injured to waiting ambulance.

This was the scene recently at the Veterans Administration's Wadsworth Hospital, where a massive disaster drill was conducted, demonstrating the effectiveness of multiple agencies working together in a tri-city emergency operation.

The exercise was conducted by Dr. Frederick W. Marx Jr., and Dr. Sidney Messer of the Los Angeles County Medical Association.

The CAP cadets were from Group I and were under the direction of Maj. Jane Hedges.

The exercise marked the first time in the nation that three cities and such a great number of agencies were involved in a disaster drill, but Dr. Marx said future exercises will include all the hospitals in the area.

Code named CHAMP 71 (Community Hospital Assistance Mobilization Program), the drill sent student volunteer "victims" to Memorial Hospital in Culver City, and St. John's and Santa Monica Hospitals in Santa Monica.

Also participating in the program were the University of California at Los Angeles Hospital and the facility at Wadsworth, as well as American Red Cross, the State Office of Emergency Preparedness, Los Angeles Fire Department and County Disaster Commission.

Force, will be reassembled at the Ashland airport to provide one of the finest aircraft and aerospace training and study facilities for CAP members in Oregon.

Maj. John J. Cady, Ashland CAP commander, who initiated the request for the structures from the Montague base near Yreka which is being abandoned by the Air Force as an economy measure, praised the work of Southern Oregon Group Commander, Lt. Col. John W. Keener, Medford, and Maj. James R. Bassett, USAF, Oregon CAP Wing Liaison Officer, for their tireless efforts in working with Air Force Officials to effect the transfer.

An estimated \$5,000 for reassembling each building must be raised in the Ashland-Medford area,

Cady stated.

During the first four weekends at the base, transporting the heavy gauge galvanized roof and siding panels, plumbing, lighting, support beams, and heating fixtures to the Ashland airport had kept pace with the dismantling, Major Cady reported. Transportation was provided by CAP vehicles and large, flatbed trucks donated by a Medford firm.

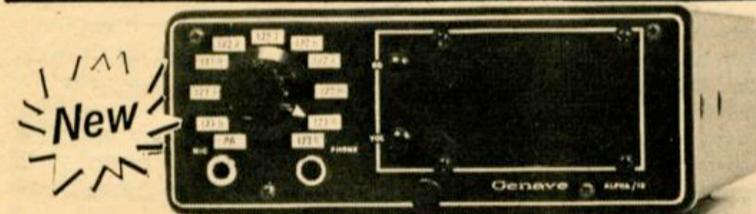
Metal scaffolding, some of it more than 30 feet high when fully assembled, has been rented, and special tools, ropes, safety helmets and belts, cranes, jacks, cutting torches, and other equipment items have been contributed by a number of industrial firms and individuals in the area, including CAP seniors.



VIEW FROM THE TOP - Cadet Barbara Stack of Cutler Cadet Squadron, Miami, Fla., was one of 29 members of South Florida Group 10 to tour the Coast Guard Air Station at Opa Locka, Fla. In addition to viewing helicopters the cadets received a tour and briefing on the facility.

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CAS and Mini CAS

Editor's Note: The first article in this series appeared in the September issue of FAA AVIATION NEWS and described a surveillance system that would help prevent midair collisions. Early investigations by FAA, later coordinated with industry research, led to development of a "cooperative" time/frequency collision avoidance system (CAS) now being installed for evaluation in air carriers. More recent developments of non-synchronous systems are discussed today.

FAA's primary mission is the safe and efficient movement of air traffic, and as such the entire air traffic control system may be thought of as a CAS. The philosophy behind the CAS/PWI (Pilot Warning Indicator) programs has been to search for a collision avoidance system which could serve as a backup to air traffic control and provide protection in areas not served by FAA—and which would produce minimal interference with the flow of air traffic and the work load of controllers.

The only CAS equipment which has actually been built to date is the time/frequency or so-called "ATA" CAS which consists of a transmitter and receiver, an altitude, a timing device, a time propagator and a decoder and transmitter, a doppler analyzer, and a Tau computer. (Tau determines time to closure by dividing range by range rate.) When the computer determines that a possible collision threat exists, it warns the pilot through both visible and audible signals and also directs him toward the appropriate evasive maneuver.

The full time/frequency CAS is intended for air carriers and high flying jets. A lesser version not capable of air-to-air time synchronization will be available for high performance general aviation aircraft. For aircraft that normally fly below 10,000 feet and under 250 knots, there are lesser time/frequency subsystems expected to be priced within the range of most light plane owners, including several types of PWI's capable of simply warning the pilot that other aircraft are nearby.

FAA is also looking at the non-synchronous (not depending on synchronized clocks) systems developed independently by RCA, and by Honeywell, Inc. Honeywell uses a radio frequency interrogator/transponder which interrogates continuously (about 50 times per second), deriving position and altitude data in much the same manner as is done with beacon radar. This is also a "cooperating" system, requiring a compatible device in each participating aircraft.

In contrast to the time/frequency CAS, which allows only one aircraft to transmit at a time, Honeywell's concept is to make use of extremely short transmissions which take place within a few billionths of a second. This assures, according to Honeywell, that even if several hundred aircraft are transmitting within radio range of each other the likelihood of simultaneous reception is small—and would be inconsequential even if it did occur occasionally, since threat evaluation is based on a continuing flow of pertinent data.

Honeywell's concept was developed originally as a pilot warning indicator in response to a request from the Army for a means of preventing midair collisions at Ft. Rucker, Ala., where intensive training in helicopters takes place within a limited airspace. The PWI produced for this special environment, which weighed six pounds installed in the aircraft, provided the pilot with audible and visual warning signals whenever one or more similarly equipped aircraft came within a selectable range (1,000, 2,000 or 3,000 feet) and within an altitude band of plus or minus 300 feet. The panel display simply indicated whether the intruder was above, below or level with the protected aircraft.

Since the delivery of 285 Honeywell

PWI's to Ft. Rucker in August 1970 the equipment has functioned continuously and satisfactorily, according to Honeywell.

The company is expanding their basic concept to develop a full-fledged CAS incorporating the Tau principle. Towards this goal, equipment is now being flight tested by the Army which would identify collision threats at an extended range (more than two miles) and indicate altitude as well as bearing within one of four 90 degree quadrants. The appropriate evasive maneuver could be displayed as a command to the pilot.

RCA's version of a non-synchronous CAS is called SECANT, for Separation and Control of Aircraft by Non-synchronous techniques, like Honeywell's system,

it is not dependent on any ground signals and relies on airborne interrogators and transponders to determine range, range rate, altitude and bearing data. In SECANT both the interrogating pulse train's makeup and the time of transmission are randomized (by a sort of electronic coin tosser) so that all participants can interrogate at any time without, according to RCA, either overloading the system or causing interference. It too is a cooperating system effective only for participating aircraft.

SECANT will offer a PWI, a "Vicinity Traffic Finder," a CAS and a super CAS known as TMS for Traffic Monitoring System. The latter will offer the pilot a situation display of all ambient traffic which

may interact with his aircraft within about 60 seconds, with range, bearing and altitude indicated. This would assist him in not making an unwise hurried change of course, thus precipitating other conflict situations.

FAA is looking at these and other airborne collision avoidance systems, not only for their ability to prevent midair collisions but also for their compatibility with the air traffic control system, which is and will remain the basis of all air traffic separation. The drawback of cooperative systems such as those discussed above is the threat posed by non-participating aircraft—and hence the problem of agreeing upon an essentially homogeneous, economically appealing CAS. (FAA Aviation News)

(Editor's note: The article on "Wind Shear" in the May 1971 issue of FAA AVIATION NEWS provoked considerable interest and some confusion among readers who were unable to conceive how wind shear could affect the airspeed of an aircraft. The present article will deal specifically with this question.)

The authoritative Private Pilot's Handbook of Aeronautical Knowledge (Advisory Circular 61-23) states that airspeed, which is defined as the rate at which an aircraft moves through the air, is not affected by the movement of air itself. This is perfectly true as long as we are talking about a stabilized condition of flight. Wind shear, however, involves an abrupt or sudden change in wind velocity. Since the inertia of an aircraft is far greater than that of the surrounding body of air, there will be an inevitable lag in responding to the sudden increase or decrease of wind, resulting in a temporary gain or reduction in airspeed or airflow over the wings, if the same power setting and aircraft attitude are maintained. The change in airspeed may not last more than a few short seconds, but it could be critical under some landing or takeoff conditions, if not properly responded to by the pilot.

To see how this is possible, let us review the basic concepts. Airspeed, as we all know, is of concern to the pilot as regards lift—in contrast to ground speed, which is of concern in matters of navigation. In the three illustrations taken from the Private Pilot's Handbook (page 69) we are shown that an aircraft in a no-wind condition (top)

Wind Shear Revisited

The inertia of the airplane is responsible for a momentary lag in airspeed during wind shear encounters. It can be critical.

travels over the ground equally as fast as it travels through the air—120 mph in this case, with a given power setting and attitude. In the second illustration we see an aircraft flying with a 120 mph airspeed in a 20 mph tail wind and making good 140 mph over the ground. The third picture shows the same aircraft with the same airspeed flying through a 20 mph headwind and making only 100 mph over the ground.

Now consider what happens if the change from no-wind conditions to a 20-mph tail wind occurs with great suddenness (negative wind shear). Because the inertia of the airplane is much greater than the wind, it will not immediately receive a boost in ground speed of 20 mph. It will require several seconds, in fact, to achieve that gain, and during this lag period its airspeed will fall to some point between 100 and 120 mph.

In cruising flight this would produce no serious problem, but if the aircraft is approaching to land at somewhat close to the stall speed, the approach path could steepen

dangerously, or a stall could occur if the pilot did not respond immediately by applying power and adjusting elevator as necessary. Loss of airspeed always means a reduction in lift, which must be properly compensated for with both power and elevator if a constant approach path is to be maintained.

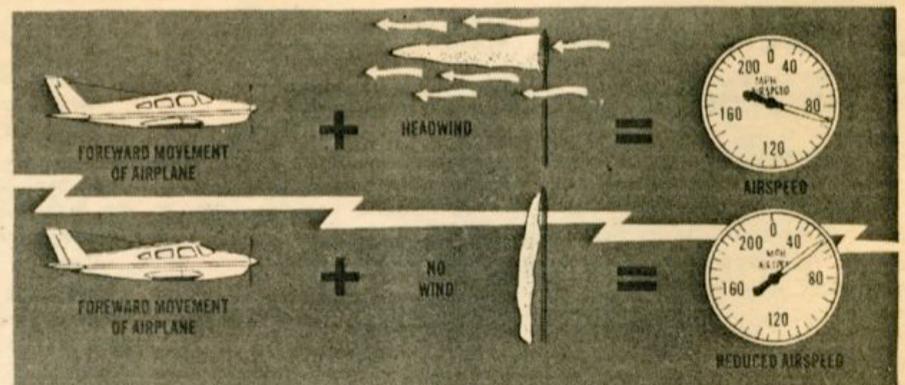
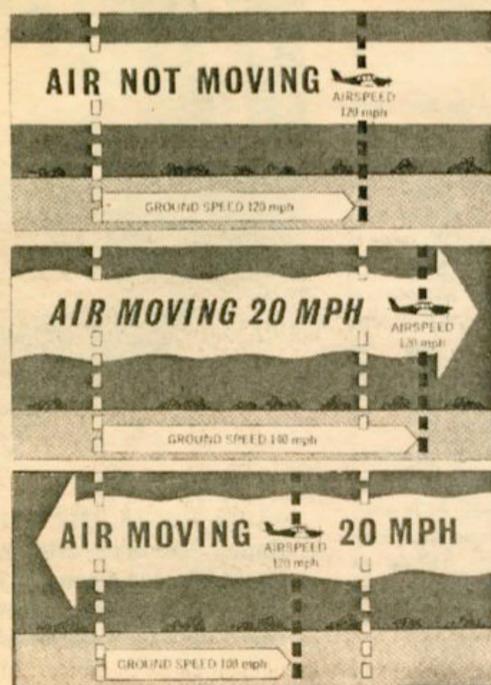
Consider now what would happen should a positive wind shear (headwind) of 20 mph take place. Here again the inertia of the airplane would delay the reduction in ground speed, while enabling the airspeed to increase temporarily—to somewhere between 120 and 140 mph. During this brief lag, there would be an increase in lift and a tendency to climb unless the pilot responded immediately by reducing power and lowering the nose.

If such a wind shear took place during a landing approach, the rate of descent would be reduced, and the landing could result in an overshoot, unless properly responded to by the pilot.

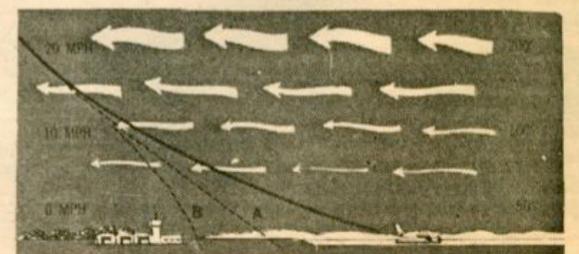
For any given type of airplane, the influence of wind shear on the landing operation is related to how quickly the airplane can be adjusted to the new operating conditions with reasonable safety margins. Naturally it is more noticeable with large airplanes having large inertia factors than with smaller general aviation types, but it is a phenomenon that should be understood by all pilots.

Wind shear during landing is a matter for concern because it introduces an unscheduled variable into a critical flight operation. While airspeed is little affected by stable movement of air it can be affected by abrupt changes in air motion.

FAA Aviation News.



In stable air wind has little affect on airspeed (left). With an abrupt wind shift (above) a sharp change in airspeed can occur briefly during the "inertia lag" while the plane adjusts to new wind conditions. Right—a sudden loss of headwind during landing could cause a pilot to land short (A) or even stall (B) unless he makes prompt throttle and elevator adjustments.



A dramatic upgrading of general aviation pilot proficiency is taking place all across the nation, thanks to the liberal provisions of the new G.I. Bill of Rights for ex-servicemen pilots. Over 72,000 have received advanced pilot training during the past five years.

Many of the pilots who completed their training have established careers for themselves in commercial aviation. But the largest number of them are businessmen or professionals from all walks of life who have been able to improve their flying skill by obtaining an IFR ticket, a multi-engine rating, jet rating, etc.

The training program has undoubtedly increased the safety factor in the skies because the general aviation fleet has now gained a large number of pilots who are able to handle more sophisticated aircraft in all kinds of weather.

HOW THE PROGRAM WORKS

Last year alone there were over 32,000 former servicemen who obtained advanced training and they join the ranks of all those ex-G.I.'s who received pilot training after World War II and the Korean War. However, there are some important differences in the new VA program, and if you are interested in it you should be aware of how the program operates and how you can be eligible for it:

1. **NO NOVICES.** The new VA program which is authorized under the Veterans Readjustment Benefit Acts of 1966, is available only for advanced training; and therefore you are eligible for it only if you possess a private pilot's license. You might remember that under the G.I. Bill following World War II you were eligible to receive basic pilot training, but the purpose of the new program is to provide advanced training only.

2. **PROFESSIONAL OBJECTIVES.** Under this program, the training you receive must either be directed toward some new career goal or toward some objective which will help you in your present job or profession. In the first category, for example, your purpose might be to qualify yourself as a commercial pilot, or a flight instructor, or a crop duster, or in any of the many positions in corporate and commercial flying. In the second category, you could use your advanced training to assist you in some way in your business occupation. Thus, a physician or a lawyer could obtain the training under the VA program if he uses a plane in his work. Similarly, a rancher or a salesman or practically any type of businessman could qualify if he flies a plane for some business purpose.

The Veterans Administration says that this new program is not for the "Sunday pilot," but recognizes that in our aviation age an increasing number of people will be flying private planes for business reasons, as many decades ago driving an automobile became an economic necessity. The appropriateness of each application is considered on its individual merits.

3. **MEDICAL REQUIREMENT.** The veteran must possess, in addition to his pilot's certificate, a Class 2 medical license. He can then enroll in any number of advanced courses, including instrument rating, multi-engine rating, flight instructor, instrument flight instructor and commercial pilot. Some schools offer an approved course entitled "Fixed Wing Transition" which is especially designed for former helicopter pilots who are now

VFR + VA = IFR

learning to fly fixed wing aircraft.

4. **SERVICE ELIGIBILITY.** Any veteran is eligible for the program if he has had a minimum of 181 days of continuous active military service, any part of which occurred after Jan. 31, 1955. The former serviceman must also have been released from service under conditions other than dishonorable.

5. **CASH PAYMENTS.** The Veterans Administration will pay 90 per cent of the flying school's established charges. (Under the

program after the Korean conflict, the VA paid only 75 per cent of the charges.) The former serviceman is entitled to one and one-half months of training for each month of active service; and if he had at least 18 months of service he is automatically entitled to the full maximum of 36 months training. The VA pays \$175 a month for each month of entitlement. This means that a person who is eligible for the full 36 months could receive a total of approximately \$6,300 for his tuition

and fees in advanced pilot training. These monies are paid directly to the veteran each month based on the flight instruction received and he, in turn, must reimburse the flying school.

6. **CHOICE OF SCHOOL.** You may take your advanced pilot training at any school which offers a course that has been approved by both the State Approving Agency and the FAA. This requirement of FAA approval guarantees that the flight school course must qualify under FAA's standards and it must continue to pass regular FAA inspections on the quality of its training, its equipment and its instructors.

The new Act further demands that no more than 85 per cent of the students in a school at any one time may be receiving training under the VA program. Because of the nature of flight instruction, you may take your advanced training at any time

that is convenient to both you and your instructors, even on weekends or early evenings. Servicemen who are still on active duty may also arrange to take the training under this program. Your local VA office will be able to inform you of what schools are approved in your area.

There is no use trying to keep a good ex-serviceman (or woman) down on the ground when Uncle Sam is willing to help get him airborne. If you have been in the Armed Forces (or even if you are presently on active duty) and you think you could qualify, you can obtain assistance and further information about it from your nearest United States Veterans Assistance Center, VA regional office, local service office, or veterans organization representative. They are listed in the telephone directory under U.S. Government, Veterans Administration. (FAA Aviation News)

Hot Starts and Cold Engines

No one has to live in Alaska to feel the effects of winter weather on flying. In any area of the country where the temperature drops below freezing during the night, extra preflight preparations and some changes in ordinary flying procedures may be needed to ward off mechanical mishaps brought on by Old Man Winter.

Perhaps the most common (and most ignored) occurrence that can take place in an airplane parked outdoors in a frosty night is the condensation of moisture in the closed cabin or within air ducts. Many a pilot has taken off on a beautiful crisp clear morning only to find himself abruptly socked in by a fog of his own making as moisture condensed on the inside of his windshield. Preflight procedures in winter should always include operating the cabin heater on the ground long enough to purge it of moist air.

The pilot's warm breath is also a source of moisture which can cloud up instrument panel glass, as well as the windshield, in cold damp weather. Since breathing is unavoidable, the best precautionary measure is to preheat the cabin before takeoff. Many airports have portable preheating devices and will, on suitable notice, have both the airplane engine and the cabin nicely warmed for you when you arrive on the scene. If you arrive in time to oversee the preheating operation, make sure that hot air blasts are not directed at flammable parts of the airplane, such as upholstery or fuel, oil or hydraulic lines. A charred airplane can upset your whole day's schedule.

Cold and hot starts. Engines will turn over somewhat sluggishly in wintry weather due to partially congealed oil, and consequently there is a tendency to overprime in order to hasten the start. This habit should be

avoided, since it may result in an excess of raw gasoline washing the oil from the cylinder walls and leaving them vulnerable to scoring from the piston. In any case, it will make starting more difficult, by reducing compression. Excess fuel always increases the fire hazard; it is a good idea to have a fire guard standing by during cold starts.

Turbine engines give less trouble than piston types in cold weather, but it is recommended that ground power units be used wherever possible. Make the start with the aircraft facing into the wind, to avoid the possibility of a "hot start" (the firing of excess fuel in the burner cans or tail pipe before the fan reaches compression speed).

Overpowering the Engine

Takeoff. Supercharged or turbine engines can be easily overboosted (and possibly damaged) in chilly weather if the pilot does not calculate the proper manifold pressure or engine pressure ratio for the pressure altitude and ambient temperature. Even with normally aspirated piston engines, there is a danger of harmfully exceeding the rated horsepower if subfreezing temperatures are ignored in handling the throttle. Power output increases at about 1 percent for each 10° of temperature below that of standard air (59°). At -40° F. an engine might develop as much as 10 percent more than the rated horsepower even though RPM and manifold pressure limits are not exceeded. The engine head temperature gauges should be carefully watched.

With many piston engines, the use of carburetor heat during takeoff in very cold weather may be desirable in order to assist the gasoline in vaporizing properly. Carburetor heat, under these circumstances, may also prevent an excessive leaning of the fuel/air mixture during takeoff, since the density

of the air present increases directly as the ambient air temperature drops.

Going up. Oddly enough, one of the more common problems during climb-out in cold weather is the danger of overheating the engine—this applies, of course, only to engines with airflow systems modified for winter operations. When baffles are used to restrict the movement of cooling air, the engine is vulnerable to overheating at lowered airspeeds and high rpm. Here again, the head temperature gauges should be monitored, and at the first sign of trouble the cowl flaps, if pilot-controllable, should be opened. Otherwise reduce power or increase airspeed.

The opposite problem—keeping the engine warm enough for smooth operation—may be present during letdown and approach to land. Under reduced power, engine heat may not be sufficient to vaporize fuel fully and maintain the proper air ratio in the mixture. In this phase of flight the pilot has recourse to several procedures for increasing engine heat: he can use a higher power setting, without increasing airspeed, by extending gear or flaps at an early stage of the approach; or he can use carburetor heat.

At the end of a winter's day of flying, the pilot may want to alter his normal method of shutting down the engine by turning off the fuel and running the carburetor dry, instead of just leaning out the mixture. This will lessen the fire hazard the next morning, especially if the engine is preheated by an overzealous hand.

A full discussion of this subject is available in "Cold Weather Operation of Aircraft," (FAA Advisory Circular 91-13A). Send a mailing label to DOT Distribution Unit TAD-484.3, Washington, D.C. 20591 when requesting your free copy.



Frosted plugs are a common cause of no-start on wintry mornings. Pre-heating saves delay.



SPAATZ WINNER—Cadet Col. William K. Conlon, (left), New York, Wing, receives Spaatz award from Brig. Gen. Samuel H. duPont Jr., national board chairman.

Senior Enrollment In AWC Increases

MAXWELL AFB, Ala.—Civil Air Patrol education officials have announced that some 325 senior members are now enrolled in the Air War College correspondence course. Prior to this year only 26 members had graduated from the program.

The course is open to CAP personnel who are in grades of lieutenant colonel and above and majors who have completed the Air Command and Staff College either in residence or by correspondence on either a group or individual basis.

The correspondence program was devised especially for members of the Air National Guard, Air Force Reserve and Civil Air Patrol.

CAP members completing the course are: Maj. Ocie Hunt, Lt. Col. L.H. Haselton, Col. Houston H.

Doyle, Lt. Col. W.H. Everett, Lt. Col. Betty W. McNabb, Lt. Col. R.J. Vollbehr, Lt. Col. C.R. Dillon, Lt. Col. C.A. Miles, Maj. R.W. Bishop, Lt. Col. W.C. Woolfson, Lt. Col. Manila D. Talley, Maj. James F. Kelsner, Lt. Col. Charles L. Wood, Lt. Col. Louis D. Wolff, Lt. Col. Josephine M. Weyer, Lt. Col. Roland S. Fortier, Lt. Col. Gerald K. Nash, Lt. Col. Bertha L. Wahl, Lt. Col. Albert F. Dettori, Lt. Col. Donald J. Chessman, Maj. Irving Cole, Maj. Stanley G. Smith, Maj. F. Prince,

Maj. John A. Vozzo, Lt. Col. Louie E. Gilbert and Maj. Shirley M. Timm.

Requests for information and/or enrollment should be addressed to the Associate Programs (AWCEDA) Air War College, Maxwell AFB, Ala. 36112.



FAREWELL—Col. Alvin S. Rousse, former Louisiana wing commander has assumed a position on the commander's staff of the Southwest Region. The former Air Force veteran had commanded the wing since 1967.

575 Northeast Members Gather For Annual Meet

ATLANTIC CITY, N.J. -- Gathering from nine states from the Northeast Region, a record number of Civil Air Patrol members

converged on the Shelburne Hotel here recently for their annual NER conference.

The 575 registered CAP members in attendance heard comments from Brig. Gen. Samuel H. duPont, Jr. national board chairman, regarding the present status of the corporation. They were also briefed on various functions of CAP from National Headquarters officials as well as from NER headquarters.

Col. Chester H. Bohart, USAF, CAP vice commander, headed the dignitary list from the Headquarters CAP-USAF staff. Also present was Dr. James P. Gilligan, deputy for Reserve Affairs and Education from the office of the assistant secretary of the Air Force.

One of the highlights during the

two-day conference was the presentation of the NER Cadet of the Year Award to Cadet/Col. Faith H. Vilas, of the Massachusetts Wing. She is a multi-engine pilot and director of cadets for the Massachusetts Wing.

Additionally, Lt. Col. Kathleen V. Backus, information officer for the Connecticut Wing was honored for the outstanding information program conducted by her Wing.

Two cadet colonels, William K. Conlon and Jeffrey Ellis of New York and Maine Wing respectively, received the Spaatz award from General duPont. Cadet Conlon enjoyed the unique distinction of achieving the award on his first attempt.

300 Members Join Exercise

MCCORD AFB, Wash.—More than 300 members of the Civil Air Patrol recently participated in a Civil Defense training exercise throughout the state of Washington.

The emergency operations center for the training problem was located in Olympia. Six support bases, Olympia, Paine Field, Bellingham, Centralia-Chehalis, Wenatchee and Spokane airports provided radiological survey throughout the state.

The problem was a simulated attack on the United States with eight atomic bomb blasts in the state. The training problem commenced 10 days after the assumed bomb blasts, which should provide a safe radiation level to permit personnel in small aircraft to survey radiation at ground level by air detection equipment.

Col. Stephen E. Mills, Washington wing commander, expressed the importance of such a training exercise and emphasized the importance of safety for all operations within the various phases of operations.



C/COL. JEFFREY K. ELLIS



CADET OF THE YEAR—Cadet Col. Faith H. Vilas receives cadet of year award for Northeast Region from Col. Chester H. Bohart, USAF, (right), CAP vice commander and Col. Julius Goldman, NER commander.

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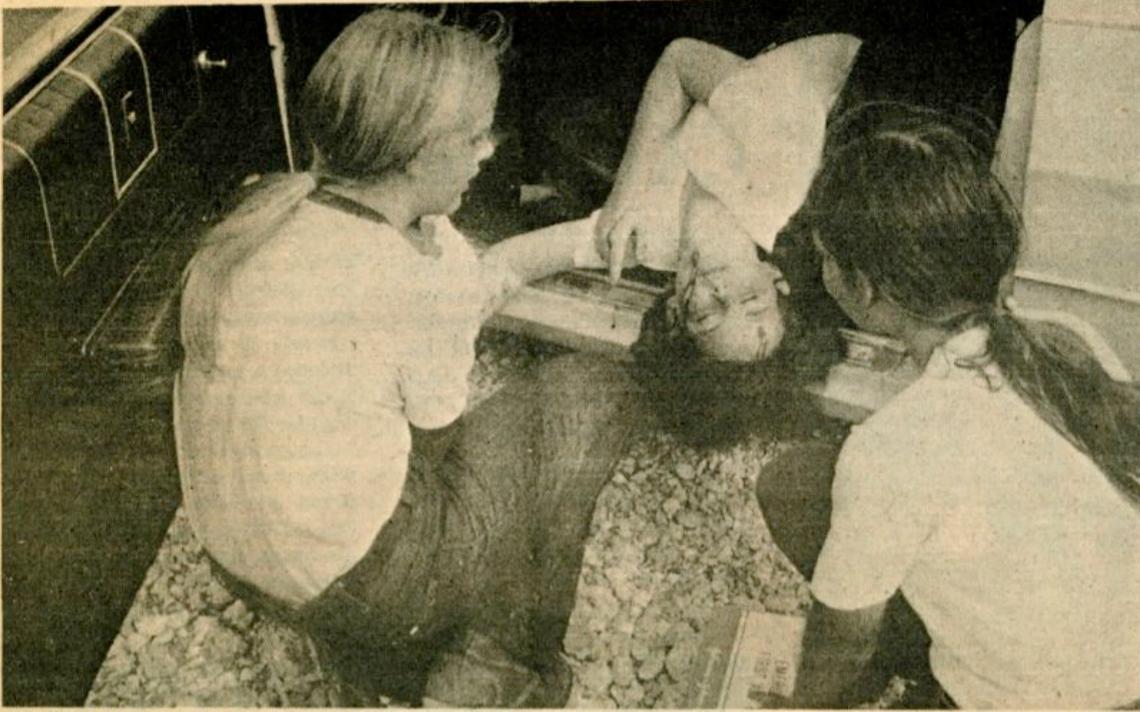
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REALISTIC TRAINING—The use of make up helps Senior Member Pat Hawkes add realism to a first aid training exercise. Maj. Fred P. Graham, commander of the Glades Survival School, believes the realistic approach will interest more cadets in the school's search and rescue program.

Minn. Cadet Of Year Serving In Germany

MINNEAPOLIS, Minn.—A lot has happened to John L. Reider since 1967 when he was named the Minnesota Wing Cadet of the Year. The 17 year old was then a senior at the Coon Rapids High School in suburban Minneapolis and was a member of the Anoka Squadron.

He is now a second lieutenant in the U.S. Army serving in West Germany. Stationed at Buedingen, 28 miles from Frankfurt on the Main, Lieutenant Reider heads an armored tank platoon, a reconnaissance unit that helps patrol the border separating West and East Germany.

When John, the son of Mr. and Mrs. Emil Reider, Coon Rapids, Minn., graduated from high school in 1967, he was a c/lieutenant colonel, the highest ranking cadet in his unit. That fall he enrolled at the University of Minnesota, Minneapolis, and in the Army's Reserve Officers Training Corps (ROTC), program.

Amid his studies and ROTC training John found time to court a former Anoka Sq. cadet, Cheryl J. Hansen. She was the squadron's queen candidate at the 1968 Minnesota Wing Military Ball. John and Cheryl got married September 1970.

This June John graduated with a bachelor of science degree in business administration. At joint Air Force-Army-Navy ceremonies he



LT. REIDER

received his commission as a second lieutenant in the regular Army. John also received a Distinguished Military Graduate award, the ROTC Drill award and a Certificate of Achievement for "Outstanding performance of duties as a member of the ROTC Brigade during 1970 71."

He spent this summer at basic armor training for officers at Ft. Knox, Ky. John graduated in the upper 20 per cent of his class and was on the Commandant's List. At his own request, John was sent to Ft. Benning, Ga., for three weeks of airborne (parachute jumping) training.

Glades School Adds Realism

SOUTH MIAMI, Fla.—The Glades Survival School held each month by the Cutler Cadet Sq. in Florida's Everglades is teaching first aid under conditions that simulate real accident victims.

No notes describing injuries are used and to the cadets the injured persons look authentic. Through the use of stage make up, bottled blood and derma wax the accident victims actually look like casualties. Cadets undergoing the first aid training treat the victim's wounds as they find them.

Maj. Fred P. Graham, commander of the school, believes that search and rescue training should be as rough as the real missions can sometimes be. Hundreds of cadets have already attended these weekend schools and Major Graham feels that the increased realism will interest more cadets in one of CAP's primary missions, search and rescue.

CADET BRIEFS

Three Selected ROTC Officers

JACKSONVILLE, Fla.—Three cadet members of the West Duval Comp. Sq. have been selected as officers in the Edward H. White Navy Junior ROTC program here.

Cadet Michael Rebarick is the company commander, serving in the grade of lieutenant commander. Ensign Michael Bower is serving as ordnance officer and drill team commander and Ensign Mark Smith is the chaplain. The unit is the only one of its kind in the Jacksonville area.

Flight Scholarship Awarded

SOUTH MIAMI, Fla.—Cadet Barbara Stack has been awarded the second in a series of flight scholarships given to cadets of the Cutler Cadet Sq.

These Scholarships allow the cadets to progress through flight training, and win the wings of a solo pilot. Cadets compete, every other month, for the scholarship and are judged on squadron activity, military bearing and courtesy, interest in flying and they must submit a written paper on "Why I Want To Fly."

Cadet Stack was selected for the current scholarship by a board of squadron senior officers.

Court Honors Squadron

SAN LUIS OSBISPO, Calif.—San Luis Osbispo Cadet Sq. 103 has been honored by the Superior Court of San Luis Osbispo County. Judge Timothy I. O'Reilly of the court requested that the squadron supply the color guard for naturalization ceremonies in the courthouse.

The cadet team was composed of James and Ronald Fauset, Gregg Pletcher and Alan Leatherwood. This was the 20th consecutive time the unit has been asked to perform this service.

Six Win Flight Grants

OAKLAND, Calif.—Six CAP cadets from Oakland's East Bay Sq. 18 have been awarded private pilot ground school scholarships at the Sierra Academy of Aeronautics at Oakland International Airport. The six cadets were nominated on a basis of merit and will attend the nine-week program in groups of two.

The 60-hour curriculum covers Federal Aviation Administration regulations, meteorology, navigation, aerodynamics, communications and flight planning. The course is designed to prepare students to take the F.A.A. written examination.

Engineers Hear CAP Educator

WINSTON SALEM, N.C.—Several members of the Winston Salem Comp. Sq. were guests at the Winston Salem Engineers Club dinner meeting. Guest speaker for the evening was John V. Sorenson, DCS Aerospace Education and Cadet Programs at CAP National Headquarters.

He told the engineers there is a tremendous opportunity open to engineers who will think and who are willing to serve. He spoke of the need for a strong deterrent force to maintain the American way of life and peace. Mr. Sorenson noted that only engineers have the talent and training to create this force. He questioned the wisdom of cancelling the SST and B-70 projects, citing Billy Mitchell and the B-19 rejections as a historic parallel of great concern.

Mr. Sorenson met with the CAP personnel and students after his speech.

CADET AWARDS

AMELIA EARHART AWARDS

Northeast Region
Michael P. Madore, Conn.
Alfred S. Nesser, Conn.
Leonard H. Rak, Conn.
David P. Johnson, Maine
Florence Dibenedetto, N.J.
John S. Chilstrom, Pa.
Curtis D. Deno, Pa.
Alden Littlefield, N.H.
Patrick M. Altamura, N.J.
George S. Rose, Pa.

Middle East Region
Jean M. Hayden, Del.
Joseph H. Sommer, Nat. Cap.
Steven D. Hunnicut, S.C.
Jan K. Bateman, Va.
Barbara E. Saviak, Del.
Daniel McDonald, Md.
Bruce E. Gewirtz, Nat. Cap.

Great Lakes Region
Joann M. Browy, Ill.
Michael P. Murray, Ill.
Michael J. Price, Ind.
Naomi R. Knepper, Ohio
Jeffrey L. Taulbee, Ohio

Southeast Region
David L. Trimble, Fla.
James E. Schwarz, Fla.
George Cire, Miss.
Carmen R. Adorno, P.R.
Esteban E. Bonilla, P.R.
Roberto Vega, P.R.

North Central Region
Stuart V. Hellman, Iowa
Joseph H. Simertz, Minn.
Paul A. Swendrowski, Mo.
Tim L. Popeika, Iowa
James P. Daly, Minn.
Richard B. Sorenson, N.D.
Mark J. Ebertz, N.D.

Southwest Region
Alton B. Luper, N.M.
James N. Tilson, Tex.
Robert L. Taylor, Tex.
Gerald K. Courville, La.
Raymond E. Jones, La.
Robert Jones, La.
Dianne Latimer, La.
James C. Eastwood, La.
Robert A. Bollinger, Tex.

BILLY MITCHELL AWARDS

Northeast Region
Joanne E. Feeley, Mass.
Gerard P. Riley, Mass.
David S. Douglas, Mass.
William C. Creighton II, N.J.
Lyndsay A. Campen, N.J.
Paul R. Bond, N.J.
Marilyn J. Forsey, N.Y.
Linda M. Fitch, N.Y.
Carl Kalota, N.Y.
Robert M. Stein, N.Y.
Carol L. Lane, N.Y.
Allen B. Lum, N.Y.
Mark W. Johnson, N.Y.
Guy A. Case, Pa.
George S. Rose, Pa.
Robert D. Sanford, Pa.
Keith D. O'Hannon, Pa.
Connie L. Evans, Pa.
Robert Hammett, Pa.
Mitchell L. Klein, Pa.
David A. Girts, Pa.
Jeffrey A. Smith, Pa.
Mark T. Bishop, Conn.
Leonard C. Cabana, Maine
George W. Davis, Mass.
Loraine C. Simard, N.H.
Louis F. Bilancia, N.J.
Matthew M. McCombs, N.Y.
Andrew J. Reggie, N.Y.
Heidi Kapanka, N.Y.
Cherie A. Carter, N.Y.
Benjamin Campanella, Pa.
Ronald E. O'Reilly Jr., Pa.
Brian A. Kreizinger, R.I.
Paul R. Daniel, Pa.

Middle East Region
Paul W. Lake Jr., Del.

Great Lakes Region
Theodore C. Meley, Del.
Gloria V. Seney, Del.
Malcolm M. Chandler, Md.
Gene A. Goodman, Md.
Thomas F. Quigley, Md.
Charles S. McClure, N.C.
James J. Stevens, N.C.
Wayne M. Cuttrel, S.C.
Donald S. Williams, Va.
David T. Robinson, Va.
Boyd L. Ballard, Va.
Dennis D. Clark, Va.
William M. Riddle Jr., Va.
Eddie J. DeLancey, W.Va.
Wayne D. Davidson, Nat. Cap.
Christopher M. Wilson, N.C.
Rodney M. King, S.C.

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William F. Henderson, Ala.
David A. Goliery, Fla.
Michael J. Elledge, Fla.
Alan Hammerschmidt, Fla.
Cynthia M. Page, Fla.
Robert M. Baldwin, Ga.
Ana Nunez, P.R.
Mirta Alvarez, P.R.
Aida E. Martinez, P.R.
Santos Torres, P.R.
Norma H. Zayas, P.R.
Eli Hernandez, P.R.
David Bruno, P.R.
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Angel L. Del Valle, P.R.
Neftaly Figueroa, P.R.
Tomas Laboy, P.R.
Olga M. Riefkohl, P.R.
Francisco Roman, P.R.
Hector R. Santiago, P.R.
Jose A. Sepulveda, P.R.
Justo Soto, P.R.
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James H. Norris, Ala.
Carter B. Brooks, Ala.
Michael J. Erickson, Ala.
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Robert E. Redding, Fla.
Charles N. Davis, Fla.
Michael A. Fisher, Fla.
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Sandra Bermudez, P.R.
Jannifer L. Ingram, Tenn.
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Mary E. Donahue, Iowa
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Robert T. Deal, Ohio
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John A. Price, Ohio
Allan R. Eichi, Ohio
Robbie M. Williams, Ohio
Robert L. Williams, Ohio

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Ange Branham, Wisc.
Alan Hammerschmidt, Fla.
Cynthia M. Page, Fla.
Robert M. Baldwin, Ga.
Ana Nunez, P.R.
Mirta Alvarez, P.R.
Aida E. Martinez, P.R.
Santos Torres, P.R.
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Jannifer L. Ingram, Tenn.
Robin C. Strickland, Tenn.

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Mark D. Rehwaldt, N.D.
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Craig D. Bowen, Ark.
Bobby J. Wilkes, La.
Russell K. Montgomery, N.Mex.
Alfred W. Standiford, N.Mex.
Robert E. Herd, Tex.
Richard Gomez, La.
Lonnice C. Jackson, N.Mex.
Randy J. Sarrington, Okla.
Robby M. Kelso, Tex.
David W. Manire, Tex.
Larry G. Sofka, Tex.
Rocky Mountain Region
Bradley K. Jensen, Colo.
Charles L. Schonberger, Colo.
Laneard J. Aldrich, Colo.
Jack O. Harper, Colo.



PAINTING PRESENTED—A caricature was presented to Maj. Gen. Nils O. Ohman, (center), commander of Headquarters Command, USAF, during the recent Community Leaders Luncheon held at Maxwell AFB, Ala. The painting depicted General Ohman's football days at West Point. Gen. John P. McConnell (right), (USAF-Retired), former Air Force Chief of Staff and executive consultant to CAP and Brig. Gen. Richard N. Ellis, CAP national commander, admire the work.

OUTLOOK

The Year Is New

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

It is most appropriate that we celebrate our thirtieth birthday and almost immediately enter into the New Year. The old Romans had a two-faced god of the gates called Janus, for whom the first month of the year is named. It isn't difficult to get the message, for we must concurrently maintain the backward and the forward view. We are not properly prepared for the future unless we read the past accurately. This exercise is called evaluation, inventory, and self examination. The idea of stepping into the new year as through a door of entry and also a point of departure, presents the greatest challenge of our lives. We wait on this threshold to give time for retrospection, although it is not our option to delay entry through this God-given aperture. A new year has a peculiar charm. It represents unexplored territory, fresh experiences, and a new outlook.

Facing the future, there is new hope for the discouraged, the despondent, and the defeated. We have all heard of the man who

received the counsel, "Smile and look up for things could always be worse." He smiled and looked up and, sure enough, things did get worse. However, in the new year, things could get better! If optimism is ever appropriate, it is certainly the order of the day for the future. There are always new opportunities for self-improvement and for unselfish service. Charles Schwab once telegraphed a report to his superior, Andrew Carnegie: "We broke the record yesterday." Mr. Carnegie replied, "What did you do today?"

When the little boy tried winding the clock, he asked, "Which way shall I turn the key?" His father replied, "Why, you can turn it in only one direction." We have all found that this is true with the wheel of life.

Before we cross the threshold, ending the old, beginning the new, let us discard all the things which are but excess baggage. Put off unforgiveness. Don't carry over any ill will, any grudges. These do nothing but burden and embitter life. Forget the things behind—all the things which are defeating and self-destructive. Don't be a slave to your sorrows.

We have often said facetiously, "You can't take it with you, but you can send it on ahead." By the same token, we have already sold a portion of our new year by the commitments which we have made. Good planning always constitutes a debt which must be paid in the future. However, we are still the ones who must pack the coming hours and days with blessing, hope, and courage. To a significant degree, it is within our capability to make these unknown days contagious with radiance and with uplifting power. You may help your brother bear his burden, or you may add to his load. If you are not a part of the solution, you are a part of the problem.

Also, consider the utter vanity of

life, both past and present, without the enriching power and presence of God. No day is ever lived profitably without the knowledge and realization that "In Him we live and move and have our being." May this New Year inspire in each of you awe sufficient to produce reverence for God and complete dependence on Him! May it bring you lasting prosperity—mostly prosperity of soul. May it present opportunities for uplifting service—self-forgetting service.

Jonathan Edwards made five resolutions for himself in his youth:

Resolved: To live with all my might while I do live. Never to lose one moment of time, but to improve it in the most profitable way I possibly can. Never to do anything which I should despise or thing meanly of in another. Never to do anything which I should be afraid to do if it were the last hour of my life.

"So teach us to number our days, that we may apply our hearts unto wisdom."

Spatz Qualifying Changes Announced

MAXWELL AFB, Ala.—Effective Jan. 1, 1972, the physical fitness portion of the Gen. Carl A. Spatz qualifying examination was changed. As of that date, the test will be based upon a timed long-distance run. Male candidates must run a mile and a half in 10 minutes 15 seconds and female candidates must run one mile in seven minutes or less.

This change eliminates the previous inconsistency between the physical fitness requirements for the Spatz Award and the standards for the cadet program. The new requirements are equal to category V in the Aerobics program and are indicative of a cadet's physical fitness, while still requiring the better than average conditioning for the Spatz Award.

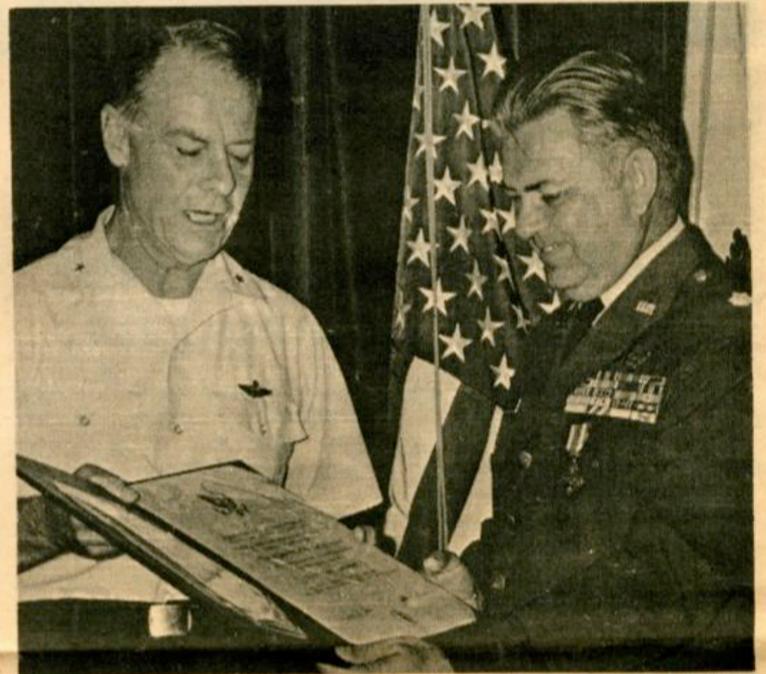
Virgin Islands Hosts CAP Planning Group

MAXWELL AFB, Ala.—Col. Chester H. Bohart, vice commander, CAP-USAF and Col. Tom Casaday, Southeast Region commander, headed a contingent of Civil Air Patrol and CAP-USAF representatives on a recent visit to St. Thomas, Virgin Islands.

The purpose of the visit was to explore the possibilities of a CAP unit being formed in the Virgin Islands. Expressions of interest had been received from several Virgin Islands sources for such a unit.

Hosting the contingent was Omar Brown, administrative assistant to the Governor of the Virgin Islands sources for such a unit.

Nearly 40 interested participants attended a meeting in Government House, where a briefing was given on Civil Air Patrol, its mission, and how to organize a unit. Private discussions were held with Mr. Brown and retired Air Force Gen. Charles Blair, president of Antilles Air Boats, Inc., regarding actions necessary to charter a unit in that area.



RETIREMENT CERTIFICATE—Lt. Col. John W. Miller (right), director of information for Headquarters, CAP-USAF, receives his certificate of retirement from Brig. Gen. Richard N. Ellis, national commander during recent ceremonies. Colonel Miller, a veteran of more than 29 years military service, also received the Meritorious Service Medal during the ceremony. Colonel Miller was replaced by Maj. M.E. Roberts. (USAF PHOTO By TSgt. Al Gurlaskie)

FECA Benefits Are Explained

MAXWELL AFB, Ala.—Word has reached National Headquarters that there has been some confusion concerning the right of 18 year old cadets, who convert to a senior membership category, to receive Federal Employees' Compensation Act (FECA), benefits. Age alone has no bearing in determining whether a CAP member is entitled to FECA benefits.

The test which a CAP member must meet in order to receive FECA benefits is that he be a senior member and be participating in a properly authorized U.S. Air Force requested mission.

A senior member's previous cadet status has no bearing on his right to receive FECA benefits. CAP Regulation 112-8 should be referred to if more specific information regarding FECA benefits is desired.

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<p>NOW AVAILABLE U.S. ARMY AIR FORCE W.W. II A2 TYPE BROWN LEATHER STEERHIDE FLIGHT JACKET</p> <p>PLAIN RAYON LINED Wool cuffs & bottom band, heavy duty front zipper, shoulder epulets. Excellent copy of original.</p> <p>\$37.95 Sizes 48-50 \$39.95</p> <p>Same jacket but with fur collar, quilt lined and slash pockets \$44.95</p>	<p>L2B USAF TYPE FLIGHT JACKET</p> <p>Blue or Sage Green. Reverses to Orange. Knit collar, water repellent Quilt Lined</p> <p>\$15.95</p> <p>USAF Brown USN Cream Issue B3A, Lt. wt. (skin tight) leather flight gloves \$5.95 Fire Retardant Nomex - \$9.95</p>	<p>U.S. ARMY AIR FORCE W.W. II B3 TYPE BROWN HEAVY WGT. LEATHER FLIGHT JACKET</p> <ul style="list-style-type: none"> Completely lined with cream color shearing. Large shearing collar. Waist tabs. Heavy duty zipper. <p>\$64.95 Size Extra Large \$69.95 Same Jacket but in simulated leather and shearing - \$24.95</p>
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