

# NEC Hikes Cadet Flying Quota

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## CAP Times

Civil Air Patrol



USAF Auxiliary

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### Aerospace Workshops Scheduled

**NATIONAL HEADQUARTERS** — A listing of planned aerospace education workshops for this year has been released by the DCS/Aerospace Education and Training Office at National Headquarters. The schedule is complete as of March 2 and a final listing will be published by the Aerospace Education Office in its annual Aerospace Education Workshop brochure about June 1.

Aerospace Education Office officials report much work remains to be done in completing arrangements for these workshops, such as selecting locations, establishing dates and securing instructors.

Annual workshops combine the contributions of many agencies and schools into a single, integrated program covering the complete range of aviation and fields related to aeronautics.

Aerospace education workshops provide educators in elementary schools and junior and senior high schools with aviation information practices and materials which

(See AEROSPACE, Page 13)



### Unexpected Visitor

**DURING** the recent National Executive Committee meeting, CAP Col. D. Harold Byrd, center, made an unexpected visit to National Headquarters. He was greeted by Col. Joe L. Mason, USAF, national commander, left, and CAP Col. Lyle W. Castle, chairman of the national board. Colonel Byrd is a former chairman and one of the founders of the Civil Air Patrol. (National Headquarters photo)

### Snow and Wind

## Three Wings Provide Assistance During Major Natural Disasters

**NATIONAL HEADQUARTERS** — March may have come in like a lamb for most areas of the nation, but not for parts of the North Central and Southeast regions where CAP found itself assisting during the aftermath of two natural disasters which occurred—due to the weather—at about the same time. In the North Central Region,

North and South Dakota wings pitched in to help during and after a severe blizzard, while Mississippi Wing of the Southeast Region assisted with rescue and cleanup operations in the wake of a devastating tornado.

**HQ, NORTH DAKOTA WING** — When the two-state area of North

and South Dakota was hit by one of the worst blizzards in recent years, the North Dakota Wing was called in to help with search operations.

Many of the primary and secondary roads, which had been inundated with heavy snowfall whipped by high winds, were surveyed to locate stranded motorists, according to Maj. Donald P. Davis, USAF, USAF-CAP liaison officer.

This action was followed by a search for distress signals in the rural areas of the state.

Many airport facilities were snowbound but a minimum number of ski-equipped planes were available. Thirty-two sorties were flown by 31 aircraft for an estimated 55 hours of flying time.

Duties assigned filled excellently within ability of wing members. CAP personnel participating in the huge mission included 15 mission coordinators, 45 aircrews, five on flightline support and 21 cadets.

Communications equipment included 14 fixed and 16 mobile radio units.

**HQ, SOUTH DAKOTA WING** — At the same time its sister wing from the north was assisting in res-

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(See 3 WINGS, Page 13)

## Pilots Log 75 Percent Of Air Search Hours

By PHILIP J. MAHAR  
National Headquarters

**NATIONAL HEADQUARTERS** — Pilots of the Civil Air Patrol flew more than three-fourths of all flying hours expended on air search and rescue in the continental United States in 1965, according to figures released by the Air Force Aerospace Rescue and Recovery Service (ARRS).

The report showed that CAP pilots, who fly their own or corporate-owned aircraft on Air Force directed aerial search missions, accounted for 20,673 flying hours out of a total 27,951 flying hours ex-

pendent on this humanitarian service during 1965.

ARRS directs the nation's air search and rescue activity in which CAP pilots participate, along with pilots of all branches of the Armed Forces as well as civilian pilots of state and local government and civic organizations.

Figures released by ARRS for last year showed that CAP pilots flew on 200 of a total 439 search and rescue missions held under ARRS supervision during the year.

In addition, CAP pilots flew another 85 of 390 rescue missions

## Total Enrollment Approved at Three Sites

**ELLINGTON AFB, Tex.** — At its March meeting here, the National Executive Committee of the Civil Air Patrol Corporation agreed to increase the enrollment at the three summer flying encampments to 148 cadets. This is an increase of 24 cadets over the original proposal for the flying training.

In 1965 the initial summer flying encampment provided flying training for 28 cadets—12 in airplane and 16 in glider. Total cadets attending the encampment was 92. This year cadets attending any of the three sites will receive flying training. The numbers will vary slightly at the different locations.

At Elmira, home of the history-making first encampment, 12 cadets will receive airplane training and 24 will be taught in the glider.

At each of the Chester, S. C., and Lawton, Okla., sites, 24 cadets will receive powered flight training and 32 will be tutored in the glider.

Contracts for the encampments were signed earlier this year at each of the sites with six different companies.

As last year, the Elmira Aeronautical Corp. will provide the airplane training and Schweizer Aircraft Corp. will offer the glider training at that encampment site.

In Chester, Bermuda High Soaring Inc. will provide the glider training and Aero Flight Inc. will provide powered flight.

Contracts were signed with Sailplanes Inc., and Southern Aviation for the Lawton encampment.

Col. Joe L. Mason, USAF, national commander, personally signed the contracts at Chester and Lawton while CAP Col. Edwin Lyons, Northeast Region commander, signed the contracts at Elmira on behalf of Colonel Mason.

During the NEC meeting, approval was given to Kansas Wing for leasing three Piper 140's for that wing to conduct a flying program.

The proposal was made by CAP Col. Charles W. Matthis Jr., Kansas Wing commander, at the December 1965 session of the National Executive Committee. The proposal was in turn given to the CAP Policy Committee for further study.

The committee recommended permission be granted.

Other major actions taken by the NEC during the winter session included:

- Change in senior member renewal dates.
- Change in CAP serial number for new senior members.
- Approval of the 1966 Spiritual Life Conference and approved additional funds to expand the enrollment to 100 cadets. The ex-

(See NEC, Page 13)

## USAF-CAP Offices Cited For Safety

**NATIONAL HEADQUARTERS** — Four USAF-CAP organizations have been selected to receive the Continental Air Command (CONAC) Meritorious Achievement Award for their flying safety record during 1965, according to Maj. Lavoy E. Lasiter, USAF, director of safety at National Headquarters.

Recipients of the award are the USAF-CAP Liaison Offices of the Northeast, Southeast and Southwest regions and the Puerto Rico Wing.

Air Force Officers assigned to the award-winning liaison offices are: Col. Robert R. Johnston, Northeast Region; Col. Ernest B. Maxwell, Southwest Region; Col. Alvin E. Herbert, Southeast Region; and Maj. Lawrence R. Carastro, Puerto Rico Wing.

In a letter announcing the awards Lt. Col. Charles E. Westbrook, USAF, of the CONAC office of the Inspector General, said, "... Please convey our congratulations and appreciation to the personnel of these liaison offices for the manner in which they actively supported the command flying safety program in 1965 ..."

A certificate accompanying each of the awards lauded the liaison offices "... for having maintained a meritorious record in flying safety and experiencing no aircraft accidents during the period ... January 1 to December 31, 1965.

The certificates were signed by Maj. Gen. J. S. Holtner, USAF, vice commander of CONAC.

### 1966 Space Age Course Postponed

**NATIONAL HEADQUARTERS** — The 1966 Space Age Orientation Course conducted at Chanute Air Force Base, Ill. has been cancelled due to an increased training demand placed upon Air Training Command, parent command of the training facility.

ATC indicated the postponement is only for 1966.

## Alaskan Pilot Awarded Medal for Sea Rescue

**KOTZEBUE, Alaska** — Orders have been issued by National Headquarters awarding the Civil Air Patrol Bronze Medal of Valor to SM Donald J. Ferguson, assistant operations officer of the Kotzebue Composite Squadron, Alaska Wing.

The medal was awarded for distinguished and conspicuous heroic action north of the Arctic Circle Sept. 26, 1964.

Ferguson landed a float-equipped Piper Super Cub twice beside an overturned boat in Hotham Inlet to rescue two fishermen. Weather and sea conditions were extremely hazardous, with winds of

20-30 knots, waves 4-6 feet high and temperatures at freezing.

He landed to pick up the weakest fisherman, then flew him 12 miles to shore. He immediately returned to pick up the other man and flew him to Kotzebue.

Knowing that the two men, hanging onto the boat in 30 degree water, would soon die unless they were rescued, Ferguson twice landed and took off from Hotham Inlet under seemingly impossible conditions.

The National Headquarters orders said, "... Ferguson's actions reflect great credit upon himself and the Civil Air Patrol."



COLONEL SAUM

## 8 Changes Registered In March

**NATIONAL HEADQUARTERS** — Lt. Col. Hugh H. Saum Jr., USAF, director of Administrative Services at National Headquarters, retired March 25 after nearly 24 years of active service in the Armed Forces.

He heads a list of eight personnel changes — all losses — involving officers and airmen assigned to National Headquarters or wing USAF-CAP liaison offices.

Colonel Saum, a native of Washington, D. C. who now claims Chevy Chase, Md., as his home town, was assigned to National Headquarters in July 1961 following a three-year tour in Naples, Italy, as executive assistant, DCS/Plans and Operations, at Hq, Allied Air Forces, Southern Europe.

The colonel earned his B.A. degree from the University of Maryland and is a graduate of the USAF Air Command and Staff College at Maxwell AFB, Ala.

He entered the Armed Forces in October 1942 and saw WW II service in North Africa, Southern France, Bavaria and at 7th Army Headquarters under Gen. Joseph D. Patch.

Other personnel actions were: Maj. Allen V. Mundt, USAF, Nevada Wing USAF-CAP liaison officer, retired March 31.

Maj. Herbert J. Simone, USAF, who was assigned to the Inspector General's Office at National Headquarters, was reassigned to the Ohio Wing as USAF-CAP LO.

MSGT. Charles S. Boykin and TSgt. Ray E. Billick of National Headquarters, were both reassigned to the Office of Defense Attache, American Embassy, APO New York 09254.

TSgt. Roy A. Harrell was reassigned from National Headquarters to Hq, 6250 Combat Support Group, PACAF, APO San Francisco 96307.

SSgts. Howard Green and Leslie H. Wickham, National Headquarters, were both reassigned to Lackland Military Training Center, ATC, Lackland AFB, Texas.

**THE** following Air Force majors assigned to region and wing USAF-CAP liaison offices, have been selected for promotion to the grade of lieutenant colonel effective March 20, 1966:

Donald R. Bachelder, Minnesota Wing; Harry E. Brandes, Southwest Region; William W. Burnette, New Mexico Wing; Robert L. Kennedy, Hawaii Wing; Edwin P. Leonard, Northeast Region; Jack O. McReynolds, Colorado Wing; J. C. Voelker, Rocky Mountain Region.

Maj. Thomas J. McBride, Great Lakes Region USAF-CAP liaison office, was also selected for promotion to lieutenant colonel, but the effective date has not been announced.

# CAP News in Brief

## Plenty of Air Time

DAYTON, Ohio—Dayton-Gentile Cadet Squadron 704C, Ohio Wing, recently received a "check" for \$10,960 from Dayton Television Station WLW-D. The certificate represented the dollar value of 137 public service announcements made by the station in 1965 on behalf of CAP.

These announcements consisted of film spots furnished by National Headquarters and of color slides and special copy furnished by the Dayton-Gentile squadron.

## March in Mardi Gras Parades

NEW ORLEANS, La.—More than 100 cadets, members of Moisant and New Orleans Cadet Squadrons and Crescent City Composite Squadron, Louisiana Wing, joined together to march in six parades during the recent Mardi Gras here.

The drill unit began intensive drill practice a few months in advance of the Mardi Gras season.

All six of the parades were televised on local stations. In addition to New Orleans, parades were held in Helois, Carrollton, Iris, Venis and Mid City.

## Unit Holds Open House

PLYMOUTH, Wis.—The Plymouth Composite Squadron, Wisconsin Wing, recently held an open house here at the VFW Hall to acquaint area residents with the Civil Air Patrol mission and programs. Wing staff members were present to help answer questions about CAP.

Three films were shown depicting the cadet training program, career advantages offered to young men and women, the basic history of CAP and highlights of special activities available to cadets.

CAP Lt. Melvin Macoskie, squadron chaplain, gave a short talk leading into a question and answer period in which many of the visitors participated.

## First Aid Course

EDGEWATER, Fla.—The New Smyrna Beach Composite Squadron, Florida Wing, recently held a first aid course for its members. Eleven cadets and six senior members of the local squadron attended.

In addition to New Smyrna Beach squadron members, 17 members of Canaveral Composite Squadron and three from the Central Brevard Composite Squadron also attended.

The course was conducted by John Clarkson, chief of the Pan American World Airways Medical Disaster Crew at Melbourne, Fla.

## Units to Get L-16's

SIOUX FALLS, S.D.—Three South Dakota Wing L-16 aircraft are being reconditioned by the M & B Flying Service at Sheldon, Iowa. All three planes are being entirely recovered and one is getting a complete engine overhaul.

When completed, the aircraft will be assigned to the Brookings and Sioux Falls composite squadrons and the Pierre Senior Squadron. Funds appropriated by the state legislature are being used to refurbish the planes.

## Radio Operators

COMMACK, N.Y.—Suffolk Cadet Squadron 6, New York Wing, recently announced that it has seven CAP radio operators. They are Capt. Joseph T. DePaolo, and Joseph J. Scirica, Lts. Arthur W. Poslusny and Victor C. Sandstrom, WO Ruth L. Geiger, MSgt. Patricia A. Poslusny and Cadet John Wickenhauser.

Squadron communications equipment includes three citizen band radios and one two-meter rig.

Lieutenant Poslusny recently purchased a dark blue nine passenger station wagon that will double as the squadron staff car.

## Tour FAA Facility

PLEASANTON, Calif.—Members of San Alascosta Composite Squadron 108, California Wing, recently toured the Federal Aviation Agency facility at Fremont, Calif.

Operators on duty allowed cadets to listen to conversations between the center controller and pilots as far away as Hawaii. CAP members were fascinated by the radar scanning and plotting room. They were also shown where conversations with pilots are recorded.

## Visit Engineering Department

BLACKSBURG, Va.—The Aerospace Engineering Department at Virginia Polytechnic Institute was host to members of the Montgomery Composite Squadron, Virginia Wing, on a recent tour.

Dr. James Eades, head of the department, conducted the tour which included visits to subsonic and supersonic wind tunnels, a satellite simulator, a Link trainer, computers and models used in wind tunnels for testing. Dr. Eades also gave the cadets a briefing on the Manned Space Center near Houston, Texas, where he has visited as guest of Chris Craft, a graduate of the Institute.

## New Group Commander

LOS ALAMOS, N.M.—Following a recent reorganization of New Mexico Wing headquarters in Albuquerque, CAP Maj. Harleigh Allen of the Los Alamos Composite Squadron was appointed commander of the Northern Group.

He is a ten year CAP veteran and has been executive officer of the Los Alamos squadron for the past three years.

Major Allen's aviation career began during the old barnstorming days of the 1920's. He owns a four-place aircraft.

The group includes units from Farmington, Los Alamos, Santa Fe and Las Vegas areas.



## 'Astro-nots'

EVEN a pressure suit can't hide the smiles of two "space" cadets during their visit to Tyndall AFB, Fla. The space sisters, Cadet Theresa Fradette and Cadet Peggy O'Neal, are members of Tyndall Cadet Squadron, Florida Wing, and were guests of the Physiological Training Center at the base. (USAF Photo)

## From FAA

# Experimental Program Aids Instrument Flying

WASHINGTON, D.C. — A test program designed to introduce general aviation pilots to the benefits of the national airspace system while also encouraging their greater use of it, is now underway in the Federal Aviation Agency's seven-state Southern Region.

The Instrument Flight Rules-Systems Indoctrination Program (IFR-SIP) encourages instrument qualified pilots to gain experience in conducting instrument operations in the national airspace system by providing them with special pre-flight and in-flight services. Pilots need only request SIP handling when filing IFR flight plans.

Prior to take off, each pilot participating in the SIP program is given detailed weather briefing by FAA personnel. Clearances are reviewed to make certain the pilot understands fully the assigned altitudes, routes and radio frequencies.

In flight, air traffic control radar service is provided each SIP pilot to the maximum extent possible. He is briefed frequently on his exact position as observed on radar and advised of the distance to his destination. Reminders on radio frequency and direction changes are also given regularly.

"Many instrument rated pilots tell us that they are reluctant to fly on instruments in the national airspace system because they believe the system is too complicated for their limited experience," said James D. Rogers, director of FAA's Southern Region. "However, we believe that less experienced pilots who participate with us in the SIP program will find the system to be far less complicated than they imagine and will become so proficient they will be able to fly on instruments in the future with increased confidence."

At present, the SIP test program is limited to the seven states comprising the Southern Region — Florida, Georgia, Alabama, Missis-

issippi, Tennessee, North Carolina and South Carolina. The program began in February.

Other recent FAA developments include:

- In February the FAA named 17 aviation mechanics as regional winners in the third annual Aviation Mechanic Safety Awards, lauding them for their contributions to aviation safety through better maintenance practices and improved equipment reliability and design.

Each regional winner was awarded a metal plaque engraved with the FAA seal and a citation signed by the FAA administrator and the FAA regional director. Winners also received their choice of a tuition-free aviation mechanic course at the FAA Academy in Oklahoma City.

Regional winners were listed in the FAA Information Bulletin 66-14.

- Robert J. Cannon, a career civil servant and an electrical and electronics engineer for 25 years, was recently named deputy director of the FAA's experimental aviation laboratory, the National Aviation Facilities Experimental Center (NAFEC), Atlantic City, N.J.

- The FAA recently appointed William M. Flenner of Atlanta, Ga., as deputy director of its Southern Region. He was previously chief of the Airports Division of the region, which serves the southern states east of the Mississippi River.

- Improved flight insurance service is now offered to air travelers using Washington (D.C.) National and Dulles International Airports, the FAA recently announced.

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# Scholarship Application Date Nears

NATIONAL HEADQUARTERS — Wings have just about two weeks left to forward applications for scholarships and grants being offered to cadets and senior members through the Aerospace Education Office.

Applications received at National Headquarters after the April 15 deadline will not be considered by the selection committee.

A total of 67 scholarships and grants are being offered this year in a variety of educational fields related to aerospace power. Scholarship monies this year will total more than \$38,000.

**DEADLINE** for nominating this year's recipients of the three Frank G. Brewer-Civil Air Patrol Memorial Aerospace Awards was also April 1.

The Brewer Award is a three-part award presented annually to two CAP members and one non-CAP member or organization which contributed most, on an unselfish basis, to the advancement of youth in aerospace activities.

Frank G. Brewer established the first Brewer award in 1943 for "development of youth in aviation" to honor his two sons, Frank Jr., and Robert, both World War II veterans.

Robert, a paratrooper who jumped on D-Day, was captured and later died in a German prisoner-of-war camp.

Frank Jr., who sponsors the current memorial award, was a radio-man on a B-26 Marauder and holds many military decorations.

# Seniors Urged To Apply Now For FAA Plan

NATIONAL HEADQUARTERS — Qualified senior members of CAP are again urged to apply for one of the Federal Aviation Agency/CAP orientation programs scheduled for this summer at the FAA Academy in Oklahoma City.

Although there are a total of 70 vacancies in three phases of the program, little interest has been shown to date by senior members. (See editorial by Col. Joe L. Mason, USAF, national commander, page 4.)

There is still ample time left to apply, but the deadline will creep up fast. Wings and regions must submit their nominations in time to arrive at National Headquarters, Attention CPO, not later than June 1.

Ten CAP members may attend each part of each phase, scheduled as follows:

- Phase I, FAA/CAP Flight Instructor Orientation Program will be held in two parts — August 1-12 and August 15-26. It will include approximately 40 hours of ground and 15 hours of flying orientation in the T-34 aircraft.

- Phase II, FAA/CAP Pilot Orientation Program, will be held in three parts — June 20-July 1, July 5-15 and July 18-29. Activity will be same as that for Phase I.

- Phase III, FAA/CAP Aircraft Airworthiness Orientation Program will be held in two parts — July 18-29 and August 1-12. Activity will include orientation in FAA inspection requirements, inspection cycles, aircraft maintenance procedures and applicable maintenance publications. T-34 aircraft will be used, although the program is applicable to any light aircraft.



## New Commanders

WHO IS congratulating whom? Lt. Col. Bill Thomas, Nevada Wing interim wing commander congratulates WO Fran Johnson on her appointment as new commander of the Sahara Composite Squadron and Warrant Officer Johnson in turn congratulates Colonel Thomas on his appointment as wing commander. The brief ceremony took place at the Sahara Hotel in Las Vegas. (Photo by Robert L. Lawson)

# Plymouth Chaplain Cited by Wing; Air Force Officer at Utah Meet

PLYMOUTH, Wis. — Chaplain (Lt.) Melvin Macoskie, chaplain of the Plymouth Composite Squadron, Wisconsin Wing, has been named recipient of the wing outstanding chaplain award. Presentation was made at the annual Wisconsin dinner at the Tyrolean Towne House in Milwaukee.

Maj. Armin Graefe of Sheboygan accepted the award for the chaplain who was unable to attend the meeting. Lieutenant Macoskie is assistant pastor at St. John the Baptist Catholic Church in Plymouth.

HQ. PENNSYLVANIA WING — The semi-annual Pennsylvania Wing chaplains' meeting was held recently in the VIP room at the Philadelphia International Airport, with 14 chaplains and three other officers attending. Project officer

## Officer Cited

ORLANDO AFB, Fla. — CWO Norman J. Glass, USAF, commander of the 1360th Civil Engineering Squadron here was recently presented a Civil Air Patrol Certificate of Merit by Maj. VanNess H. Barnard, USAF, Florida Wing liaison officer.

WO Glass was cited for "... extremely valuable contributions to the Florida Wing of the CAP."

## Using Films

### Local Pilots Recruited

LA VERNE, Calif. — If seeing is believing and one picture is worth a thousand words, the La Verne Senior Squadron used both adages to good use in their pilot recruiting program.

Initially the unit began showing flying films at each weekly meeting. Pilots began arriving in droves.

As many as six or eight, and sometimes 10 people a week are now requesting membership in the squadron.

Once the film-showing idea took hold, the unit added additional "pictorial recruitment"—the unit has developed a pilot survival pro-

gram which is open to the public. During the regular meetings, films dealing with survival and emergency services are shown. The films are received from the Air Force Film Library.

The La Verne squadron provides command facilities for search and rescue missions being conducted out of Brackett Airport, a Los Angeles County airport with all hard surface runways and taxiways.

During SAR missions last year the unit provided complete facilities for search aircraft from the Coast Guard, National Guard and USAF as well as a variety of CAP search aircraft.

Chaplain Schroeder praised the wing for holding first place within the Pacific Region and remarked it was due to their "working together."

Col. Gordon Melcher, CAP, wing commander, presented a challenging message to the group when he stressed the importance of the CAP chaplain program. He also remarked he will stand behind the wing chaplains 100 percent.

Also present was Maj. Allen Mundt, USAF, wing USAF-CAP liaison officer.

ELGIN, Ariz. — Minister of the Sierra Vista Community Church, Sierra Vista, Ariz., has been appointed chaplain of the Cochise

# Air Races Attract Nation's Aviatrices

NATIONAL HEADQUARTERS—Aviation-minded women throughout the country are looking forward to two big races of the year. Many are expected to apply for entry in the All Women's International Air Race, a two-day race beginning May 25. Preparations are underway at the Monterrey Municipal Airport in Monterrey, Mexico, for the race, which will start there and end at the Palm Beach International Airport, West Palm Beach, Fla.

As they make their way along the designated route, pilots, in their small planes, will get a view of the countryside along Alice and Waco, Texas; Alexandria, La.; Laurel, Miss.; and Tallahassee and Orlando, Fla.

Contestants will be vying for the top cash award — a \$1,000 purse. There will be five other cash awards ranging from \$600 to \$100.

Applications for entry in the race are being accepted now through May 1 by the Florida Women Pilots Association, Inc., sponsor of the 16th annual race. For information and application forms, write to Vera Bratz, Chairman, 1840 S. W. 85th Ave., Miami, Fla.

Another race which in the past has seen many Civil Air Patrol members entered in is the 20th Annual POWDER PUFF DERBY, known internationally as the All-Woman Transcontinental Air Race. The race will be flagged off July 2 from famed Boeing Field, Seattle, Wash., on a speed dash to Florida. All contestants must buzz the finish line off Pier 60 at sparkling Clearwater Beach, Fla., by sundown July 5.

The race is open to all qualified women pilots flying stock model aircraft, single and multi-engine, 145-400 horsepower.

The unmatched beauty of America will begin to unfold as the fast climb-outs after take-off bring 14,410 ft. white-capped Mt. Ranier nearer. Racers will travel a 2,765 mile route along Pendleton, Ore.; Boise and Pocatello, Idaho; Rock Springs and Cheyenne, Wyo.; Kearney, Neb.; Kansas City, Kan.; Cape Girardeau, Mo.; Chattanooga, Tenn.; Augusta, Ga.; and Lake City, Fla.

The top five lucky winners will divide a \$3,000 purse. Trophies will be given as well as several thousand dollars more in additional prize monies for the best scores between stops, best in each class of aircraft, and in other specialized categories.

Co-sponsors for the race are the Seattle Unit, Airplane Owners and Pilots Association and the Western Washington Chapter of the Ninety-Nines, Inc.

Women interested in this exciting race should contact the All-Woman Transcontinental Air Race, Inc., Teterboro Airport, Teterboro, N.J. Send 50 cents for entry application and information kit. Entries will be accepted from April 15 until June 1.

# Cadet Secures Pilot License

SAN JOSE, Calif. — For most 18-year-olds a birthday present might range from a wrist watch to a new automobile.

But for Dan Lancaster it was a hard-earned commercial pilot's license. A year ago he got his private pilot's license — and that was on his birthday, too.

One big difference between these two presents and most others is that they were not given to him. He earned every cent of it himself, according to his father, Daniel J. Lancaster Sr.

Dan, a member of San Jose Composite Squadron 114, California Wing, began working at Reid Hillview Airport for Garden City Aero in February 1964 as a "line boy"—essentially the same as a parking attendant in an auto parking lot.

In a job like this a person is always around airplanes and that is what a future pilot needs. Like any other teenage interest, the more association with a project, the more the interest grows.

Dan's father could have made things a bit easier, but like other pilot-fathers, he knew you cannot give flying away. It must be earned, or the fledgling pilot will probably quit or never amount to more than an average pilot.

A senior at Mt. Pleasant high school, Dan boasts an "A" grade average. His future plans call for a college education at either Dartmouth College or Stanford University in mechanical engineering. He also plans to go into the Air Force after completing college.

## Legal Position Of C.A.P. Stated

NATIONAL HEADQUARTERS — National Headquarters has been receiving letters from several members pointing out the use of the letters "C.A.P." in connection with the Citizens Apprenticeship Program and the Community Action Program.

The legal position taken by the Corporation in these and similar situations, has been stated by CAP Col. Robert O'Neil, the assistant national legal officer, and is as follows:

"Assuming, but not deciding, that the Civil Air Patrol may have... a proprietary interest in the term 'CAP'; still, it does not appear... that it is the purpose or intention of the organization known as Citizens Apprenticeship Program or the Citizens Action Program (or CAP) to deceive the public as to an affiliation with Civil Air Patrol. It does not appear that Civil Air Patrol has or will suffer any damage or injury through such use. In the absence of these matters, Civil Air Patrol could not be heard to complain."

# Civil Air Patrol Times

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## Be Sharp—Look Sharp

Opportunity usually knocks but once. However, this summer the door is once again open to the senior members of Civil Air Patrol for the FAA/CAP Orientation Programs.



MASON

Scheduled at the FAA Academy for June, July and August, these programs can provide one of the most important keys to the success of CAP today and tomorrow, if we but capitalize on this golden opportunity. There are seventy spaces available to qualified candidates — CAP pilots, instructors, and maintenance people who have the ambition to increase their knowledge and skills in professional airmanship. The personnel who complete these orientation courses should be among the most proficient in CAP and will have the ability to impart their learning to others in a concentrated effort to help make our organization a leader in air operations and safety. Certainly our mission capabilities can grow appreciably and with this growth a greater reliability both for ourselves and those who may require the services of CAP in search and rescue activities, natural disaster, humanitarian efforts or in support of Civil Defense.

FAA and CAP have worked together to offer an orientation program which is informative, current and useful in its entirety to the needs of each of you. With opportunity comes obligation. I have emphasized to all region and wing commanders the importance of encouraging every qualified member to apply for the program of his particular specialty. To date few applications have been received. This is difficult to understand when the program offered cannot be purchased at any price. By failing to show interest and participation, we not only will be handicapping our growth potential, but possibly losing the best means of doing it. We cannot afford to lose FAA's valuable support at this stage of the game simply because we fail to take advantage of the opportunity.

Another method of bettering the CAP image is by a concentrated effort to improve the appearance of corporate equipment. Leaders of CAP and FAA agreed that the ten incentive aircraft used in the FAA/CAP Orientation Programs should compare favorably with any aircraft on any flight line anywhere. These planes are T-34 type, part of the 107 now in the CAP inventory.

We began special study and research for practical layout and color schemes which could be applicable to any CAP aircraft. The result of this effort is a simple, attractive and distinctive design for CAP, one which looks sharp and can have universal application in any company. As each T-34 receives an annual periodic inspection, it will also receive the "new CAP look" until all ten are completed during the early part of June. When they make their appearance at the FAA Academy in June, you may be assured that CAP will be well represented.

I think it is high time that Civil Air Patrol becomes known as the sharpest flying outfit in the country. The condition and appearance of your equipment speaks for you, your unit and entire organization, whether you desire it or not. CAP aircraft and vehicles must be properly maintained. This doesn't mean just internally — it also means the outside. In my opinion, it is inexcusable to fly in a ragtag plane or even allow people to see a truck or van which appears to be a fugitive from the junk yard. Take stock. A little elbow grease, soap, water, wax and paint can transform an eyesore into a respectable asset in a very small time.

Most of all, it takes the desire for self-improvement and the initiative to do something about it. We shouldn't have to be embarrassed or apologetic for anything that bears the CAP insignia. Pride in appearance nearly always precedes public acceptance. Your image is what you make it.

We at National Headquarters and members of the National Executive Committee are working to make Civil Air Patrol one of the best flying organizations in the country. Only through member participation can this be achieved and then only if the participating members are willing to improve themselves through the various programs offered today.

*Joe L. Mason*

## Medal of Valor

By Charles Wood

1st Lt.  
**Elmer L. MULKEY**  
 COMMANDER  
 BIG SPRING COMPOSITE SQUADRON  
 TEXAS WING

AWARDED CAP BRONZE MEDAL OF VALOR FOR SAVING THE LIFE OF MRS. ROBERT ROSS, APRIL 3 1965.

RECEIVED OVERSEAS FLYING TIME IN ALASKA AND ALEUTIANS WITH ARMY AIR CORPS.

\* NOW LIVES IN COAHOMA  
 \* BORN IN McCAMEY

BECAME A CADET MEMBER IN 1942.

APRIL 1965

## Letters

### Needs Uniforms

Dear Sir,  
 As a major in the CAP in the Maine Wing I have been unable to locate garrison hat insignia. Could you direct me to a source of supply please.

Your Truly  
 Robert A. Marden

Advertisements appear in CAP TIMES each month offering various types of equipment for Civil Air Patrol members.

### Snow Help

Dear Sir,  
 . . . I notified Captain Floyd Hinchey . . . asking for assistance at the Civil Defense Headquarters during the snow storm (January 31, 1966 storm in Carroll County, Md.) Their response was immediate with men and equipment.

During the 4-day emergency period, the CAP participated with a total of 10 men. They not only provided communication facilities but also helped in several search and rescue missions. Their vehicle was used by this agency (Civil Defense Office, Westminster, Md.) for transportation . . . to various trouble spots in the area and for delivering fuel, medicine and food.

An important factor that was learned during the emergency . . . was that when called upon . . . CAP was able to provide valuable assistance in coordination of activities which enable those at the Emergency Center to function more smoothly in their task of bringing the county back to normal operations.

Sincerely  
 Stover V. Rohrer  
 Director,  
 Carroll County Civil Defense

### Astronauts

Editor:  
 Our squadron is interested in finding out whether or not any of  
 (See LETTERS, Page 12)



JOAN MERRIAM SMITH—Senators George Smathers of Florida and Margaret Chase Smith of Maine have entered a joint resolution into the Senate whereas the United States would officially recognize the historic, unique achievement of Joan Merriam Smith's solo flight around the world. She was later killed in a plane crash in California. The aviatrix was a former CAP cadet. A similar resolution was presented in the House of Representatives by Reps. Don Clausen, California; Paul Fino, New York City; Dante Fascell, Miami; Craig Hosmer, Long Beach, Calif.; and Martha Griffiths, Detroit.

DIRECTOR OF SAFETY—All CAP units are reminded a director of safety who is responsible directly to the commander should be appointed. The initiation of the safety representative is in line with the new accident prevention program being instituted throughout Civil Air Patrol.

RESCUE AND RECOVERY—The Air Force has produced a fact sheet explaining the Aerospace Rescue and Recovery Service, formerly called Air Rescue Service. Civil Air Patrol received recognition for the inland search operations. CAP members should obtain a copy of the sheet (2-66) and retain it in their headquarters for further reference. The sheet updates Fact Sheet 5-63 "Air Rescue" dated May 1963. The sheet is available through the Office of the Secretary of the Air Force, Internal Information Division, Washington, D.C. 20330.

CAP TIMES DEADLINE—Articles and photographs for consideration in the May issue of CAP TIMES should be mailed to arrive at National Headquarters no later than April 13. The CAP TIMES editor is continually seeking good feature stories on individuals and outstanding photographs of news events. Address all mail to: Editor, CAP TIMES, National Headquarters CAP-USAF, Ellington AFB, Texas 77030.

AIR UNIVERSITY—A military alma mater with 1,600,000 alumni, the Air University, passed 20 years of service March 12 as the Academic Center of the U.S. Aerospace power. Located at Maxwell AFB, Ala., the university directs the operations of the Air War College, Air Command and Staff College and Squadron Officers School. It is also the home of the Extension Course Institute (ECI) of which Civil Air Patrol is a participating organization. ECI is a major part of the senior training program.

PEOPLE AND FACTS—Major Robert Owen, Group 5, Florida Wing, has been appointed to the Military Affairs Committee of the Greater West Palm Beach Chamber of Commerce . . . All members of the Sheboygan Composite Squadron, Wisconsin Wing, are attending observer classes as a refresher course for official search missions . . . A total of 11 books have been donated to the Farrell (Pa.) Public Library by the local CAP unit.

# Florida Group Five Helps on Two SAR Missions

RIVIERA BEACH, Fla. — For the second time in less than a month members of Group 5, Florida Wing, were called upon to assist in searching for missing persons.

The latest mission involved three local men reported missing in a 20-foot inboard Chris Craft sea skiff. They had left on a fishing trip at 10 a.m. and were last reported leaving the Lake Worth Inlet and heading northeast toward the Gulf Stream.

When the trio had failed to return by evening, their employer at Frederic's Steak House in West Palm Beach notified the Civil Air Patrol and Coast Guard, asking them to search for the missing men.

The following morning CAP Maj. Robert Owen, Group 5 commander, flew his Seabee amphibian plane from Boynton Beach to Fort Pierce. He was airborne for approximately

See the official 1965 search and rescue statistics just released by the Air Force Aerospace Rescue and Recovery Service (ARRS) on page one of this issue.

three hours and reported rough seas made it difficult to see anything on the surface of the water.

That afternoon two members of the Palm Beach Senior Squadron flew the CAP Cessna 120 on further sea search. This flight also lasted for three hours, then the mission was closed for the day.

Three more sorties had been planned for the next morning, but early that day Joseph M. Leveillee, Group 5 information officer, learned from the Coast Guard that a motorship had spotted the boat about 60 miles southeast of Cape Kennedy. The three men were reported in good condition and had been safely removed to the motorship and were on their way to Baltimore, Md.

About two weeks previously Patrick Asa King, reported missing in the Everglades, was the object of a sweeping air search by members of Group 5.

Ft. Lauderdale police reported that King, a Broward Junior College student, showed up at the house of a friend and was taken to Broward General Hospital where his condition was reported as satisfactory. He had been missing for 16 days.

The man told Ft. Lauderdale police officials that he did not remember much about his experience and that he had apparently suffered from loss of memory.

A patrolman said King did remember being in a game preserve in the vicinity of Tallahassee, which is hundreds of miles away from the original area where he had intended to hunt. He had stayed several days at the cabin of another hunter and stayed two days with a game warden.

## Pennsylvania Wing

LANSDALE, Pa. — A weasel, tracked vehicle belonging to North Penn Senior Squadron 904, Pennsylvania Wing, played an active role in rescue operations recently when heavy drifting snow blanketed the North Penn Valley, confining persons to their homes, shutting off rural roads and bringing motor traffic to a standstill.

CAP Maj. Harold Kuhn, squadron commander, received his first call for assistance from a man who had been discharged from the Grandview hospital at Sellersville two days earlier but was unable to get to his home in Hilltown Township. The man was concerned for the welfare of his wife and two small children who were "snowed in" and in need of milk.

During the trip the weasel climbed 12-foot snow drifts with ease and on several occasions had to leave the roadway, which was blocked by stalled motor vehicles,

and made its way over fields to complete the trip.

Major Baker delivered the man, along with the milk, to the stranded family. Persons along the route were astounded by the unusual sight of the weasel jogging along on its mission of mercy. After arriving at his home, the man praised CAP for being able to help him when all seemed impossible and impassable.

The weasel answered another call for assistance to "rescue" the chief operator for the local telephone company from her home in Line Lexington, which was hemmed in by 10-foot drifts. The company's giant line trucks equipped with winches and front wheel drives had tried in vain, but once again the weasel came through and completed the mission.

While answering a call to deliver food and medicine the following day the right track broke and the weasel was temporarily out of service. Squadron members worked diligently to repair the track and the weasel was soon running again. "Burning the midnight oil" to repair the weasel were Maj. Ervin Kaucher, Lt. D. D. Cummings, WO Robert Beck and SM's William Landis, Robert Webb, Gerald Huddleston and Buck Kauffman.

By CAP MAJOR  
ELIZABETH MAGNERS  
Gen. C. A. Spatz Composite  
Sq. (IO)

BOYERTOWN, Pa. — When it comes to flying the Civil Air Patrol usually comes out on top, but a stork beat the best efforts of the Pennsylvania Wing during the recent heavy snowstorm.

While drifts from 10 to 20 feet deep blocked roads in the Boyertown area, Mrs. Marjorie Drumheller of near Englewood suddenly realized that her fifth child was about to make an appearance. Her husband contacted their family doctor, Dr. Ross Bushyager of Boyertown, and plans were made to evacuate the mother-to-be.

CAP Capt. Ard S. Barr, Spatz squadron commander was called and he immediately started arrangements to have a helicopter dispatched to transport the expectant mother to the hospital.

Douglass Township officials were preparing to break through the drifted rural roads to reach the family by snow plow, when the busy father called with the glad news that a baby girl had arrived. The stork had made an emergency landing with the help of the amazed father.

Since both mother and child were in excellent condition, Captain Barr cancelled the request for a helicopter. Nearby neighbors helped care for the mother, baby and other children of the family.

In an emergency, helicopters can be secured from the Willow Grove base in Philadelphia, but Captain Barr and his staff are hoping that future snowfalls will be light and that the stork will stick to VFR weather.

## West Virginia Wing

MARTINSBURG, W.Va. — At the request of the Jefferson County director of Civil Defense, a mercy mission was authorized by CAP Col. Robert E. Gobel, wing commander, and performed by members of the West Virginia Wing.

The mission involved flying a pair of human eyes, going to the International Eye Bank, from the Martinsburg (W.Va.) airport to Washington (D.C.) National airport.

Two CAP pilots flew the mission in an L-5B aircraft.

Mission headquarters was located in Martinsburg and mission coordinator was CAP Maj. Robert L. Saunders Jr., Group IV commander.

## California Wing

SAN DIEGO, Calif. — On a recent Friday evening units of San



'A Wing and a Prayer'

WHEN A Brockville, Ontario, Canada man, with his wife and two sons aboard, was forced to land a Piper Cherokee on the North Hills (Pa.) football field recently, the plane was headed directly toward the front doors of the high school. The pilot intentionally caught the left wing on a tree to stop, but this resulted in turning the plane completely around, slamming the other wing against a flag pole. Twelve cadets and three senior members of North Hills Cadet Squadron 610, Pennsylvania Wing, were at the scene within 45 minutes after the accident. They stayed throughout the night, in heavy snow (15 inches in 10 hours) to assist local authorities in securing the plane. (Photo by CAP Lt. Frank W. Fork)

Diego County Group 3, California Wing, were informed that a Piper Comanche had not arrived at Indo, Calif., on a flight from Gillespie Field at Santee.

The two men aboard, one from San Diego and the other from National City, had started the what should have been a 45 minute flight just before noon Thursday.

Search base was established at Brown Field, Chula Vista, under the command of CAP Maj. O. K. Sandaker. CAP ground rescue teams and Sheriff's Aero Squadron, which also joined in the search, operated out of Gillespie Field.

Ramp checks and preliminary

planning for aerial search were made Friday night. Since the pilot had not filed a flight plan, search efforts would concentrate on the usual route from Gillespie Field to Indo, nearly a straight line via Ramona, Lake Henshaw and Toro Peak.

On Sunday afternoon a wrecked plane was reported to the California highway patrol by a woman who had heard a diving plane during a snowstorm about noon Thursday. The woman and her daughter found the plane while hiking near their home on the Santa Ysabel Indian Reservation.

The wreckage was in the southern route area, about 10 miles north of Julian and 35 miles from Gillespie Field. An identification flight was dispatched with positive results. There were no survivors and ground crews found both bodies still strapped in the plane.

Participating in the search from Group 3 were 73 senior members and 28 cadets. The squadron pilots flew 20 planes on 58 sorties for about 130 flying hours. Ten ground crews totaled 320 man hours. Communications included two fixed base units, nine mobile units and 13 airborne units.

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8 PACKS	\$32 <sup>00</sup>	\$64 <sup>00</sup>	\$96 <sup>00</sup>	\$128 <sup>00</sup>	\$192 <sup>00</sup>	\$256 <sup>00</sup>	\$320 <sup>00</sup>	\$384 <sup>00</sup>	\$448 <sup>00</sup>	\$512 <sup>00</sup>	\$576 <sup>00</sup>	\$640 <sup>00</sup>
12 PACKS	\$48 <sup>00</sup>	\$96 <sup>00</sup>	\$144 <sup>00</sup>	\$192 <sup>00</sup>	\$288 <sup>00</sup>	\$384 <sup>00</sup>	\$480 <sup>00</sup>	\$576 <sup>00</sup>	\$672 <sup>00</sup>	\$768 <sup>00</sup>	\$864 <sup>00</sup>	\$960 <sup>00</sup>
20 PACKS	\$80 <sup>00</sup>	\$160 <sup>00</sup>	\$240 <sup>00</sup>	\$320 <sup>00</sup>	\$480 <sup>00</sup>	\$640 <sup>00</sup>	\$800 <sup>00</sup>	\$960 <sup>00</sup>	\$1120 <sup>00</sup>	\$1280 <sup>00</sup>	\$1440 <sup>00</sup>	\$1600 <sup>00</sup>
32 PACKS	\$128 <sup>00</sup>	\$256 <sup>00</sup>	\$384 <sup>00</sup>	\$512 <sup>00</sup>	\$768 <sup>00</sup>	\$1024 <sup>00</sup>	\$1280 <sup>00</sup>	\$1536 <sup>00</sup>	\$1792 <sup>00</sup>	\$2048 <sup>00</sup>	\$2304 <sup>00</sup>	\$2560 <sup>00</sup>
40 PACKS	\$160 <sup>00</sup>	\$320 <sup>00</sup>	\$480 <sup>00</sup>	\$640 <sup>00</sup>	\$960 <sup>00</sup>	\$1280 <sup>00</sup>	\$1600 <sup>00</sup>	\$1920 <sup>00</sup>	\$2240 <sup>00</sup>	\$2560 <sup>00</sup>	\$2880 <sup>00</sup>	\$3200 <sup>00</sup>

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# California Pilot Is Credited With Saving Six Persons

MATHER AFB, Calif. — Mather Senior Squadron 32, California Wing, has a fine reason to be proud. Named most valuable pilot in the California Wing was Capt. Charles B. Steele a CAP veteran of 23 years and original commander of the squadron. Captain Steele has been a member of CAP since 1942; except for a brief period in 1950. He has been a constant contributing member to the CAP search and rescue program in California.

Since 1963, Captain Steele, a rated pilot has participated in 15 actual searches and nine simulated missions, flying more than 50 individual sorties.

Most of the missions were flown in his personal Piper Comanche.

To Captain Steele's credit are three sightings of downed aircraft. Two of these sightings resulted in the safe rescue of the six persons involved.

His first successful sighting was on April 21, 1963, when he found a lost aircraft that had landed on a frozen lake bed in the Sierras. Captain Steele remained over the scene until a rescue helicopter arrived. All three persons aboard were rescued safely.

The second sighting occurred on May 20, 1963. This resulted in the successful rescue of a fellow CAP member, Jack Lieneke, his wife and sister.

The captain spotted Lieneke's downed Tri-pacer in the Feather River Canyon after an extensive three-day search of the area. After dropping messages and supplies to the people, he helped direct the rescue helicopters to the area.

His most recent find was a Cessna 172 that had flown into Blue Mountain west of Lake Tahoe on Sept. 10, 1965. The crash resulted from icing and IFR conditions when the pilot tried to fly over the Sierras in severe weather.

Captain Steele spotted the aircraft and directed ground teams to the location. Although the pilot had lived a short time after the crash, he had died before the rescue teams could reach him.

These three sightings are just part of the contribution he has made to CAP over the years. He commanded Squadron 32 from its beginning in 1960 to 1962 and again in 1964. He has also served as executive officer and operations officer. His current position is air search and rescue training officer and he has written a search and rescue manual used by the squadron.

Captain Steele is quick to point out the importance of good observers and how they have been the key to his successful searches. He credits them and good luck for his search finds rather than his own skill and unselfish contributions of his time and aircraft to CAP.

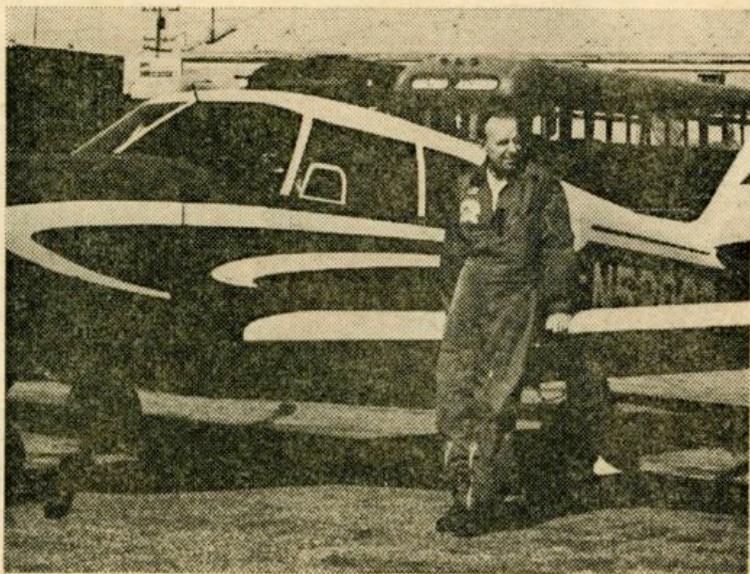
His advice to all CAP members flying search and rescue activities

## Commander Leaves Post

PORT CHESTER, N.Y. — An Air Force Reserve lieutenant who joined Civil Air Patrol and assumed command of the Port Chester Composite Squadron, New York Wing, has been transferred to the Air National Guard and been reassigned to New Mexico.

Lt. Glenn W. Redmond saw combat in Vietnam (See CAP TIMES, January 1966) and later joined CAP as squadron commander, will be assigned to Kirtland AFB, New Mexico. As a member of the N.M. Air Guard unit he will fly the familiar F-100, the same plane he logged combat time in.

Prior to his departure, the squadron held a farewell party and each of the cadets in the unit signed a card of appreciation for the work he had accomplished during his short term of CAP service.



### Successful Team

MOST VALUABLE pilot in the California Wing is the recent title earned by Captain Charles B. Steele, Mather squadron 32. Captain Steele has been credited with three "finds" resulting in the rescue of six persons, one a CAP member.

is to "become proficient at flying close, accurate grid and contour patterns. It is important to get in tight patterns in order to adequately cover the area."

He also cautions members to be alert for aircraft pieces and parts—a downed aircraft is rarely found intact.

Among Captain Steele's interests,

besides everything associated with owning a Piper Comanche and being active in CAP, are golf and service to his community of El Dorado Hills. He is a member of the Board of Directors and the Volunteer Fire Department.

He and his wife, Evelyn, and their two daughters reside at 3426 Mesa Verde Ave., El Dorado Hills.

## CAP Units Assist Local Agencies During 'March of Dimes' Drive

MOBILE, Ala. — Members of the communications team of the Mobile Composite Squadron, Alabama Wing, coordinated their efforts with the amateur radio service in Mobile to collect funds received during the recent "Mothers March Against Birth Defects."

Due to rain and cold weather the CAP unit worked until 1 a.m. collecting and counting monies. Cadets worked until 11 p.m. and were then dismissed because of pressing school work.

PINE BLUFF, Ark. — Each year one of the Arkansas television stations sponsors a drive to raise money for the March of Dimes. The station donated their network time from 10 p.m. Saturday to 6 p.m. Sunday for a Telerama.

For the second consecutive year, members of the Pine Bluff Composite Squadron, Arkansas Wing, assisted during the Telerama. Donors would call the TV station and their number and address were recorded.

The address was then located on a city map and a radio message was then dispatched to a mobile radio in the area of the call. CAP cadets and seniors working that particular area of the city collected the donation.

This year seven seniors, seven cadets and five prospective members assisted. Each of the volunteers donated 20 hours of his time, the use of personal radio equipment and personal vehicle.

Taking part in the Telerama were: Senior Members Ricky Langrell, John Warriner, Richard Arledge, Josie Carter, Bill Carter, Joseph Henslee, and Shirley Henslee. Prospective members were Harroll Chance, Martha Chance, Billie Arledge and Clara Warriner. Cadets included Clarence Arm-

strong, Eddie Baxter, Johnny Simmons, Molly Dunegan, James Boyd, Tony Fowler, Clifford Fowler and Paula Carter.

PITTSBURGH, Pa. — North Hills Cadet Squadron 610, Pennsylvania Wing, not only helped man-



### Engaged

LT. COL. and Mrs. Lorenzo M. Thompson, USAF, have announced the engagement of their daughter, Marsha Lynn Thompson, to Capt. Gerald P. Stadler, U.S. Army. Captain Stadler is a West Point graduate and assigned to the 1st Armored Division, Ft. Hood, Texas. Colonel Thompson is chief, administrative services and inspector general at National Headquarters.

## Flies Flag Orangeburg Unit Honors Lincoln

ORANGEBURG, N.Y. — Rockland Civil Air Patrol members celebrated the 157th anniversary of President Lincoln's birth in a most unusual way — by flying a 100-year-old flag

above the headquarters. The flag belongs to Maj. David Quinn. It was the personal property of his father, a Civil War veteran who received his appointment to West Point personally from Lincoln.

The 35-star flag was hoisted above the Rockland unit's headquarters at its airfield in Orangeburg. Also on display at the CAP unit was a piece of railing from Ford's Theater, the place where Lincoln was shot.

The piece of railing also belongs to Major Quinn. It was carved into a cane by David Spangler, the carpenter at Ford's Theater who helped John Wilkes Booth to his horse after he had broken his ankle in his jump from the balcony to the stage of the theater seconds earlier.

After the theater was demolished, the railing, upon which President Lincoln slumped after Booth had shot him, was saved and sent to Dry Tortugas federal prison off the Florida Keys, where Spangler had been sent to serve a life sentence. Whether or not he had any knowledge of the assassination plot is still a question.

From the railing, Spangler carved out three canes, one of which became the property of Major Quinn.

The flag which flew for one day over the CAP headquarters, was the command flag of Col. James Baird Quinn, whom Lincoln personally appointed to the U.S. Military Academy during a visit to a military hospital in Washington, D.C. following the first battle of Bull Run in 1861.

Quinn, who received a leg injury in the battle, was brought back to Union lines by a Confederate soldier who agreed to get him to safety in exchange for Quinn's Army boots.

Lincoln was an occasional visitor to Quinn's room at West Point.

Lincoln made it a practice to visit cadets he personally recommended to the Point.

As was the custom at West Point, third-year cadets were issued flags with a blank blue field, upon which they were to sew the proper number of stars. Each cadet was to carry his flag during the rest of his days in the service.

Colonel Quinn carried his flag through 45 years in the Army.

On May 26 when the Military Academy honors the graduating class of 1966, the Rockland County Group is scheduled to fly in formation over the parade grounds.

## Delaware Unit Serves as Host To Conference

WILMINGTON, Del. — Delaware Wing, under the command of Civil Air Patrol Col. Louisa Spruance Morse, hosted the recently successful Middle East Region Commanders Conference. Held at the Kent Manor Inn here, the conference was attended by 39 CAP officers and 11 Air Force officers.

The conference program included a review of the past year's events and progress, and outlined the programs for 1966.

Commander of the region, CAP Col. Stanhope Lineberry, explained the 1966 summer flying encampment and pointed out that one of the locations is within the Middle East Region, Chester, South Carolina.

William J. Reynolds, director of aerospace education for the region, explained the CAP high school aerospace education program and announced that the program is being implemented this fall in Christiana high school, Christiana, Del.

Maj. Robert Guyton, USAF, director of operations for the region, presented the USAF film "SAR Mission Coordinator." The film is both an excellent training aid for CAP personnel and an informative work for better civilian understanding of CAP's search and rescue function. The film, 1175A, was produced by the Air Force with assistance from National Headquarters. It is available to CAP units from USAF film libraries.

A second film "Walking in Space" explaining the Gemini 4 program, was also shown during the conference. The film was produced by Douglas Aircraft Corp.

Wing commanders attending the meeting included CAP Colonels: Morse; Robert E. Gobel, West Virginia; John R. Taylor, South Carolina; Daniel E. Evans, National Capital; and William Patterson, Maryland. Virginia Wing was represented by CAP Lt. Col. Douglas E. Hicks, deputy commander, and North Carolina Wing was represented by CAP Lt. Col. Ralph P. Cochrane, deputy commander.

Air Force officers included: Maj. V. H. Hopple, South Carolina; Maj. H. E. Hartwig, North Carolina; Maj. Samuel J. Hooper, West Virginia; Maj. George Upright, National Capital; Capt. Winston E. Whigham, Delaware; Capt. A. M. Nicoll II, Maryland; and Capt. F. D. Carter, Virginia.

### Assistance Request

PITTSBURGH, Pa.—Capt. Peter C. Marchant, USAF Recruiting Officer, requested assistance from the North Hills Cadet Squadron, Pennsylvania Wing, during the recent three day annual KQV Career Exposition held at the Pittsburgh Civic Arena.

Sixteen cadets responded by helping Air Force recruiters discuss the USAF program to visitors. In some cases, when an inquirer was too young to enlist in the Air Force, he was provided with information on the CAP cadet program.

More than 500,000 young people passed through the exhibit and the squadron has had at least 20 telephone calls pertaining to CAP and has recruited four cadets.

# Boyertown Lions Club Gives Flag

BOYERTOWN, Pa. — An American flag was presented by the Boyertown Lions Club to the Gen. Carl A. Spaatz Squadron 807, Pennsylvania Wing, at the conclusion of the Lions Club meeting recently.

Presentation was made by Francis C. Stahl, Lions president, with assistance from William Campbell, first vice president, Warren W. Stauffer, second vice president and Anthony J. Klaver, Zone "B" chairman. CAP Capt. Ard S. Barr, squadron commander, accepted the flag on behalf of the unit. Cadet C. James Scott represented the cadet portion of the composite squadron.

The new flag will make its first public appearance in the annual Boyertown Memorial Day parade, and will be used in squadron ceremonies in the Boyertown Area high school during the weekly meetings.

Captain Barr expressed the appreciation of the CAP squadron to the Boyertown Lions Club members and recalled that they have helped deserving local CAP cadets in the past who have needed financial assistance in order to obtain the maximum benefit from participation in the CAP program.

**THE LIONS CLUB** has also aided in the maintenance of the squadron's emergency vehicles when extensive repairs exceeded the amounts of money members of the unit could earn through scrap sales and candy drives.

In thanking President Stahl, Captain Barr said "We are thankful for our many friends... we know they are solidly behind the youth of the community and their patriotic spirit in encouraging."

As part of the Silver Anniversary of Civil Air Patrol, the General Spaatz squadron in turn presented a talk about CAP's colorful history and the unlimited future that lies ahead for the volunteers of the organization. The presentation was made by Captain Barr and CAP Major Elizabeth J. Magners, squadron information officer.

The CAP history included the showing of "The Civil Air Patrol Story," a documentary film of CAP. The film was followed by a special color-slide presentation showing the many activities of the local CAP squadron, including both the cadet and senior bivouacs; air shows; plane crashes; CD operations; and orientation flights.

Major Magners then spoke on the opportunities offered to men and women in CAP and the need for dedicated adults to continue to expand the ever growing workload of the squadron.

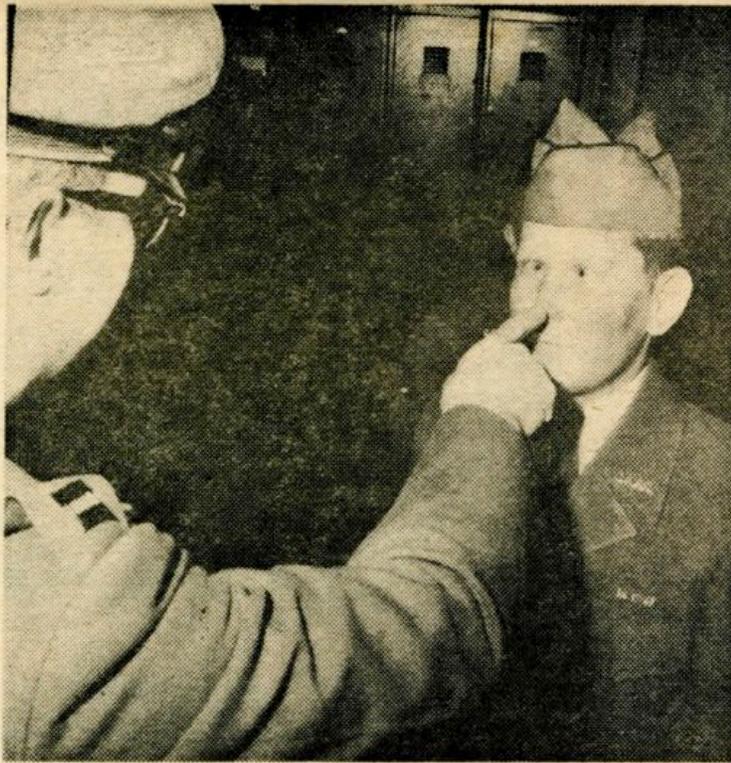
President Stahl commented it seems to be "Air Force Night" as he introduced additional guests at the speaker's table. Col. John H. Bertolet, USAF ret., and Col. Edward G. Cattilini, U.S. Army ret.; both addressed the Lions. Colonel Cattilini is deputy district governor of Lions International.

## Officers Honored

RIVIERA BEACH, Fla. — Group 5, Florida Wing, was recently honored by two Air Force officers from the Pentagon, Washington, D.C. The visitors were Col. Lester C. Hess, deputy assistant to the chief of staff, reserve forces, and Lt. Col. John L. Bridges, Air Force liaison officer.

Both colonels attended the monthly commanders' meeting and inspected Group 5 headquarters, Palm Beach Senior Squadron and Palm Beach Girl Cadet Squadron.

CAP Maj. Robert Owen, group commander, and CAP Maj. Paul Potter, group legal officer, escorted and hosted the colonels during their three day stay in Palm Beach.



## You Too, Cadet

DURING a recent inspection of the Rutland Cadet Squadron, Vermont Wing, Cadet Robert Scott took his military training to heart when Capt. Darcy Baccei said "That order stands for you too."

(Rutland DAILY HERALD Photo)

# National Discontinues Baggage Tag Sales

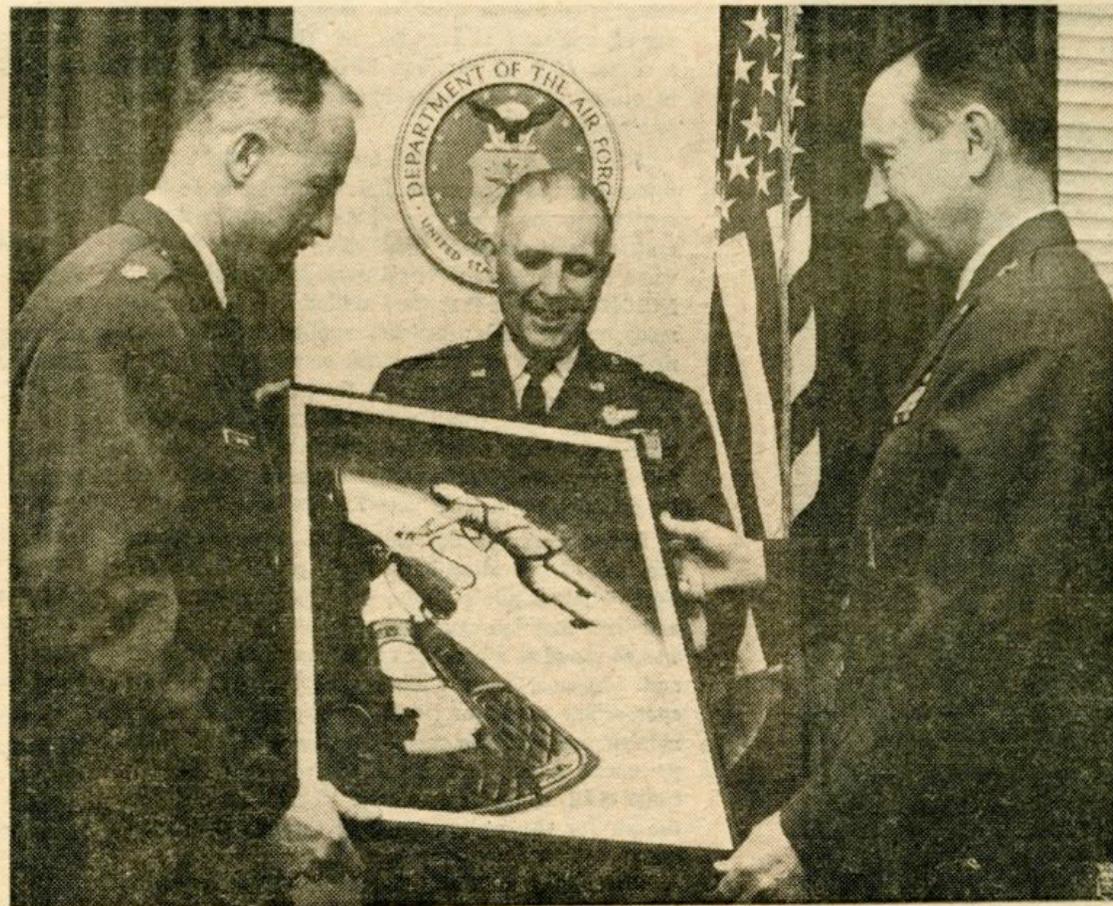
**NATIONAL HEADQUARTERS** — Effective immediately, orders will not be accepted for baggage/key chains. This action was necessary due to lack of interest from CAP units in the silver and blue promotional item.

Silver and blue ball point pens, appropriately inscribed, are still available.

Through the efforts of the National Headquarters Office of Information, a special rate has been obtained for the pens. Although they carry a fair retail price of \$1.25, the pens may be purchased for only 27 cents each.

Any CAP unit wishing to purchase the pens should submit its order directly to National Headquarters, Attention CPN. All orders must be accompanied by a money order made payable to Office of Information.

For more standardized ordering, National Headquarters has set a minimum quantity order of 100. For a minimum order, the money order should be in the amount of \$10.50 — this would include \$10 for the pens and 50 cents for handling and mailing.



## Walk in Space

ON BEHALF of CAP Lt. Col. Dorothy M. Swain, headquarters, Oregon Wing, Lt. Col. Lloyd H. Garland, USAF, left, director of information at National Headquarters, presents a water color painting of Astronaut Ed White's historic walk in space for inclusion in the United States Air Force Documentary Art Exhibit. Colonel Swain painted the picture entirely from published news photos and presented it to National during the 1965 National Board meeting. Accepting the painting for the Air Force are Maj. Gen. Curtis R. Low, USAF, center, and Brig. Gen. William C. Garland, USAF.

# Falcon Foundation Gives Scholarship

BANDON, Ore. — Cadet John N. DiNardo of Pittsburgh Cadet Squadron, Pennsylvania Wing, who is also an honor student at Millard School here, has been named the winner of the General Carl A. Spaatz Falcon Foundation scholarship.

This scholarship, named for the aerospace pioneer and first Air Force chief of staff as well as the first chairman of the national Board, Civil Air Patrol, was established last year by Litton Industries in honor of General Spaatz. The general has served on Litton's board of directors since his retirement from the Air Force.

The Falcon Foundation awards \$1,000 scholarships annually to aspirants for Air Force Academy appointment, to be used for prep school tuition and expenses.

DiNardo is the son of Mr. and Mrs. John J. DiNardo of West Mifflin, Pa.

The 1966 Spaatz scholarship winner has been active in Civil Air Patrol for several years. His extracurricular activities include president of the Millard School Key Club; vice president of the German Club; a member of the National Junior Honor Society; the Drama Club; the Debate Team; and teaches a Sunday School class.

He earned his letters in football and track as a guard and miler, respectively.

General Spaatz is one of several Air Force leaders for whom Falcon Foundation scholarships have been named. These include Generals Curtis LeMay and Emmett "Rosy" O'Donnell and the late Generals

Hoyt S. Vandenberg, Frank Andrews, Thomas D. White and Clare Chennault.

The first winner of the General Carl A. Spaatz scholarship is Gerald R. Johnson, now a first year cadet at the academy. He has made the Dean's List and is rated in the upper 5 per cent of his class. He is from Willow Grove, Pa.

Falcon Foundation scholarships in themselves do not guarantee the winners a Congressional appointment to the academy. DiNardo is seeking an appointment to enter the academy in next June's starting class.



WATSON

# Cadet Gets Nomination To Academy

WEST ALLIS, Wis. — Representative Clement J. Zablocki has named Cadet William L. Watson as a principal nominee to the United States Air Force Academy. Cadet Watson is presently attending the academy prep school at Colorado Springs, Colo.

Cadet Watson joined Civil Air Patrol in 1961 and worked his way to cadet commander of Squadron 7, Wisconsin Wing. He attended the wing summer encampment in both 1964 and 1965 at Chanute AFB, Ill.

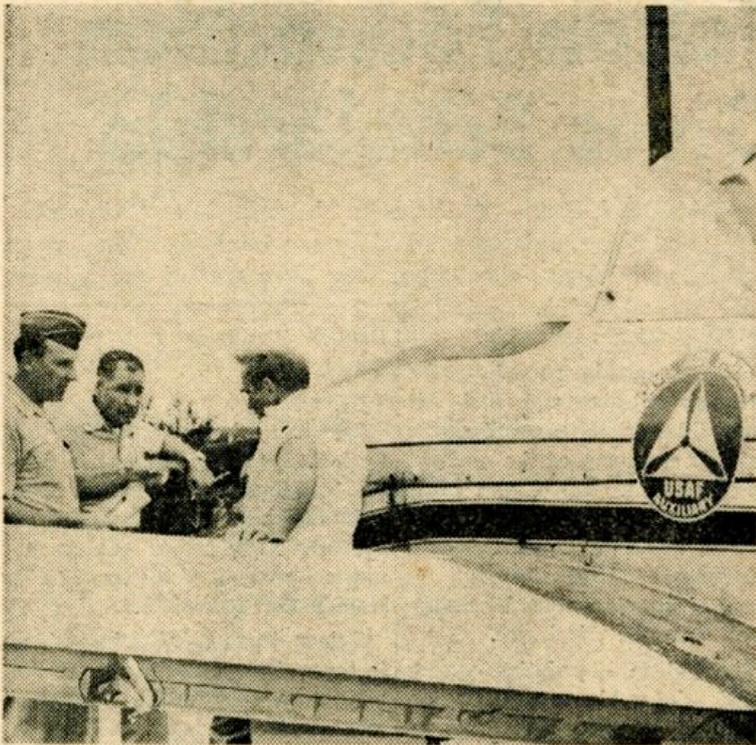
After being graduated from Pulaski high school in January 1965 he attended the University of Wisconsin, Milwaukee Campus, in the spring of that year. He was a member of the Pershing Rifles, Reserve Officer Training Corps, during his term at the University.

Cadet Watson's father, CAP Major William W. Watson, is wing information officer, and his mother is wing historian.

## Teaches First Aid

EDGEWATER, Fla. — John Clarkson recently conducted a first aid course for members of the New Smyrna Beach Composite Squadron, according to CAP Maj. Edward Steighner, squadron commander.

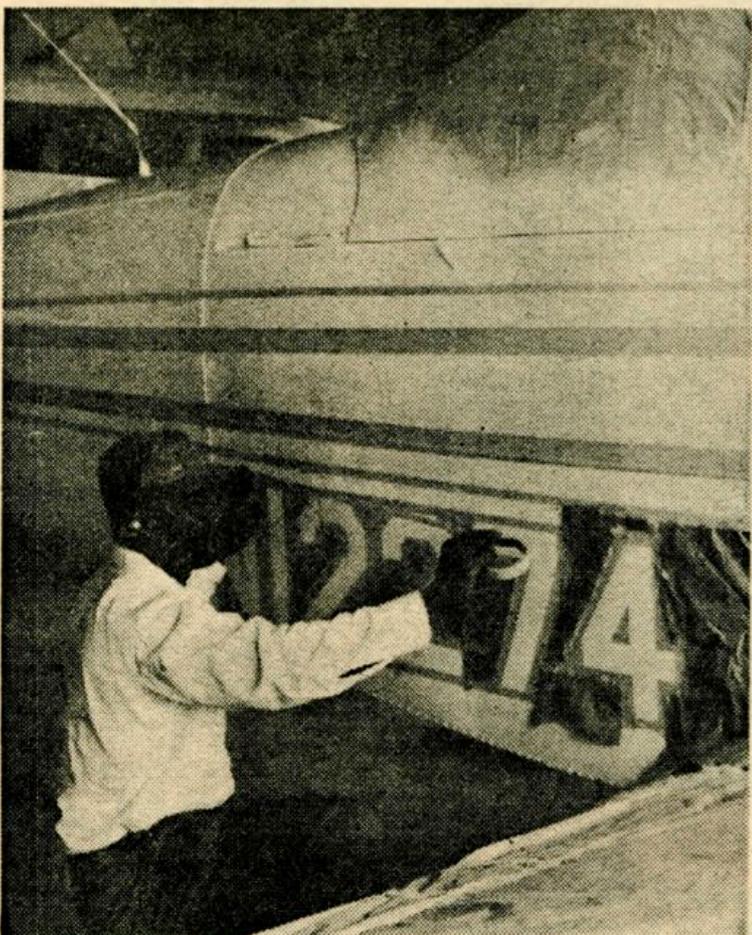
Clarkson, head of the Pan American Medical Disaster Crew at Cape Kennedy, was flown in from Melbourne, Fla., for the special course.



ARRIVING in Texas after my rehabilitation in Georgia, project officers at Civil Air Patrol Headquarters seemed concerned about my lack-luster appearance. I certainly couldn't represent an organization such as the Civil Air Patrol in my present condition, but listening to these professionals discussing the techniques that would put me back on the glamor scene made me eager to get the job done.



SITTING quietly and unnoticed in the hangar, I am undergoing my biggest moment—a complete facelifting.



MEANWHILE, my two Mentor sisters were receiving their facelifting jobs at Cliff Hyde's Flying Service in nearby LaPorte, Texas. I could just imagine their impatience and envy, knowing I would be completed first.

# Miss Mentor Models Mission Makeup



## New Facelifting For An O

**A** LA MODE — in the fashion — that's me!

But it wasn't always this way. Oh, no indeed. Just a short time ago I couldn't carry a tune any longer and my shape was such that I was drawing more groans than whistles. Don't laugh, some of my friends were in even tougher shape, standing in a corner of Davis-Monthan AFB, Arizona, shrouded in moth-ball cocoons looking like the wrath of a mischievous plague.

It's been a long flight for this old girl. I can remember the time when I was nothing more than a gleam in the mind's-eye of an imaginative Beechcraft aircraft designer right up to that day in 1952 when they gave me my first paint job and the name NC10466. During that time skilled hands of craftsmen, precise and practiced, applied smooth magnesium skin to my barren frame, wrapping it in a semi-monocoque fashion, and then flush riveting it perfection. They wired me up for all-metal control surfaces and fully instrumented me, then added a 225 horsepower horizontally opposed Continental six cylinder engine that gave me the voice of a lark.

Those were the days all right. I was assigned the task of providing basic flight principles to Air Force student pilots of the Air Training Command and with that job came my nickname of Mentor. I was as proud as a peacock of that name. A counselor and educator, what a fine way to perform. Of course, like any tutor worth her wings, I had to admonish some of the more undisciplined and inexperienced hands that came aboard from time to time. Still do for that matter. There's no place in the air for the undisciplined or careless flyer, you know.

Well, after all those hours with the Air Training Command I received a new role. Continuing in the educational process, I was assigned to the Aero Club at Dobbins AFB, Georgia. Here, the boys that maintained and administered to the Air Force's aircraft fleet, could look to leisure hours of learning to fly with me or, in the case of the pilots and crews who flew on day to day Air Force business, just spending relaxing moments breezing around in the lower atmosphere taking me for a spin around the countryside.

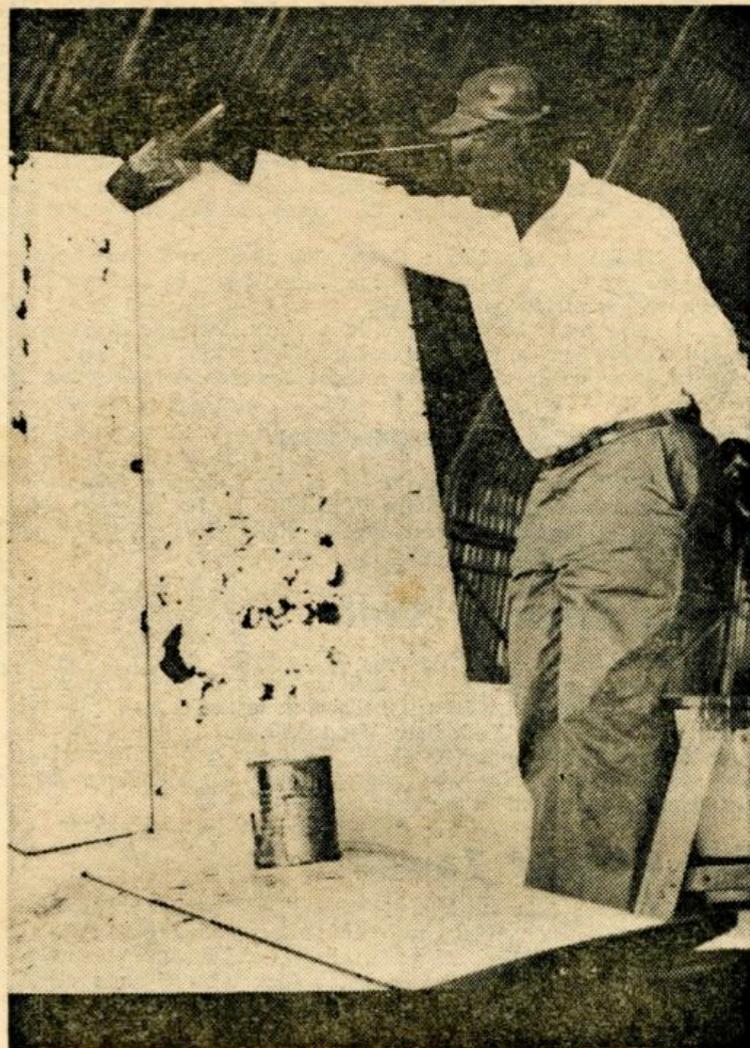
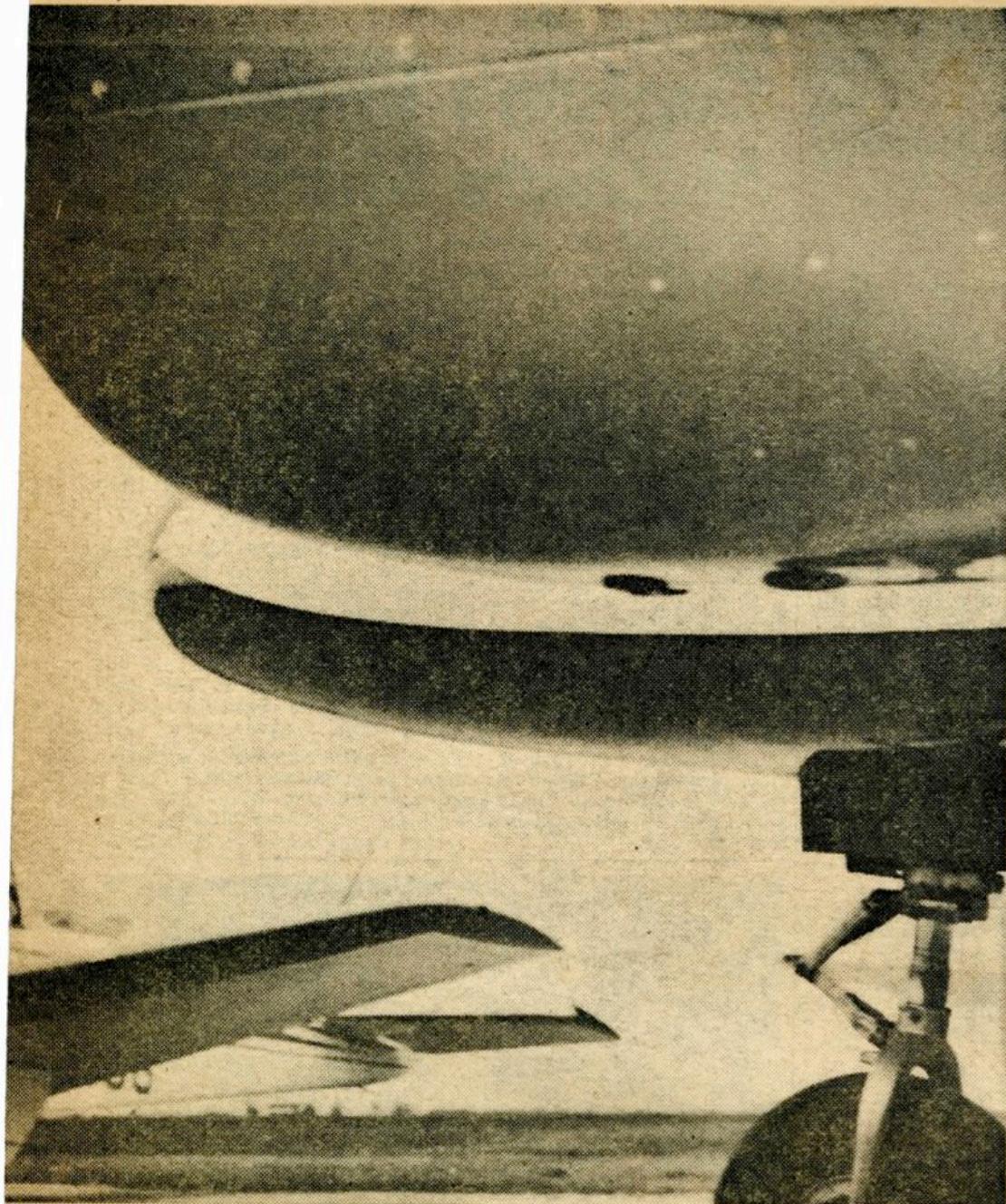
It was about this time that I started to go down on final glide. They weren't flying me as much these days and some of my old zing was gone. Sitting alone on the ramp I began taking stock. Having been exposed to so many of the elements over the years my gloss was gone and a lack-luster appearance had set in. Most of my corrosive protection had begun to disappear and my control surfaces were getting harder to maneuver. Soon my eyesight began failing; instrumentation began getting so bad I couldn't cage my directional gyros without an assist.

Then a call came in for me from Civil Air Patrol. They had an urgent requirement for Mentors in their humanitarian service programs and the role called for a dual personality. The organization needed an aircraft that could be utilized in its vital pilot upgrading and pilot orientation programs held under the auspices of the Federal Aviation Agency Academy at Will Rogers Field, Oklahoma. At the same time I would be called upon to fly Air Force directed search and rescue missions where they could use my attributes to good advantage because, even if I do say so myself, I'm very versatile. For instance, I can still clear a 50-foot obstacle in 1200 feet; cruise at 173 m.p.h. and have a very low stall speed to provide better observation (just 56 m.p.h.).

I guess I filled the bill all right, because in an action-packed session of the Corporation's National Executive Committee in March 1964 they accepted the Air Force's offer to send I'll ole me and 80 more Mentors to its units throughout the United States.

Spending more than \$200,000 for a comprehensive rehabilitation program on the entire 81 aircraft, the organization contracted the operation out on a local basis and I was fortunate in securing the ministrations of the Hill Aircraft and Leasing Corporation of Atlanta, Georgia, for my rejuvenation.

Arriving at Fulton County Airport in Atlanta on July 12, 1965, I was ready and eager for the major operation at hand. Well, sir, you wouldn't believe the love, labor and material it took to overhaul me.



OH, I was a sorry sight indeed when the practiced hands of the craftsman began the long process involved in stripping, cleaning and applying self-etching primer to my shoddy frame. Why, it even took special primer (Turco W.O1) and procedures to clean up my magnesium control surfaces.

# Old Beauty

Story by Miss Mentor 466 as told to TSgt. Don F. Gilbride and photographed by TSgt. David W. Snyder.

Why it would take some people months of intensified effort at a health farm, ranch, or studio, to get into the shape these craftsmen put me into in just 60 days. And did I show it! I'll never forget the pride I felt when I received that pat from the test pilot after my acceptance check on September 12, 1965. And then, when he said, "She's better than new," I thought I'd burst into a chandelle right there on the ramp.

Rejuvenated internally it was now time for a girl's most critical moment in life . . . a complete facelifting.

Civil Air Patrol authorized an expenditure of \$6,300 for that "facelift" on ten of us in a very special category, known as "incentive" aircraft. The first trio of our group, of which I was one, arrived at Ellington AFB, Texas, where we would wait for the contract to be negotiated. Checking aircraft around the country, they found that the painting done by Cliff Hyde's Flying Service in LaPorte, Texas, held up extremely well and that the cost for each aircraft — between \$575 and \$675 — was agreeable. This included complete stripping, cleaning and an application of self-etching primer.

Applying their finest makeup (in this case Glidden Super White Specification #333-135 in two coats with a touch of Glidden Bahama Blue Specification #333-369 for trim and Dulux Inca Silver #56303 for my landing gear and wheel wells) they used special primer (Turco W.O1) and procedures to clean my magnesium control surfaces. Selected especially for Civil Air Patrol aircraft, the rest of my 107 Mentor friends tell me it is very smart looking and gives me that simple, attractive and distinctive combination that enhances and adds a new prestige to the organization.

The complete operation was painless and a rousing success. While I underwent treatment at Ellington AFB under the watchful eyes of the National Headquarters staff, my two friends were receiving their new look at nearby LaPorte, Texas, and the end result has made us a very fashionable trio.

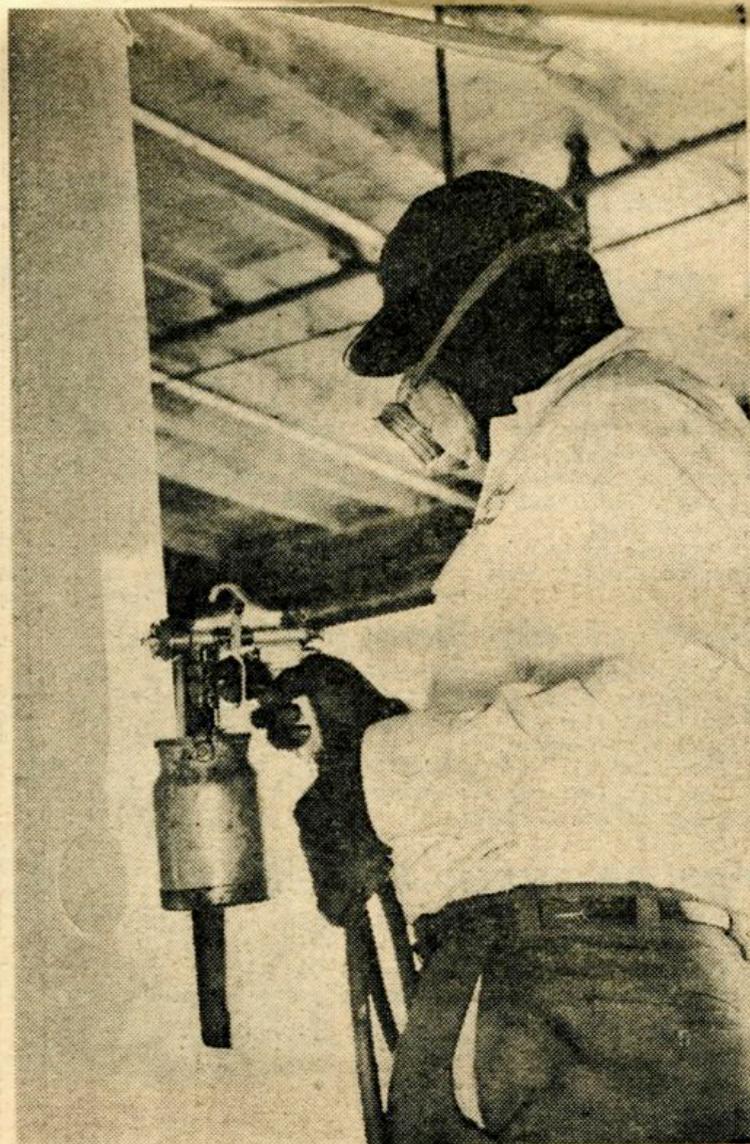
Of course, other Mentors are joining us every

day. Alaska's Civil Air Patrol Wing has undertaken its own self-help operation which was recently completed on its Mentor. We won't be receiving any grooming, cleaning or polishing for about 90 days to allow for best results of the facelift to set in. But after this settling period you can bet your best stabilizer that a good waxing with Garry's Royal Satin Wax (Garry Laboratories, Inc. of Buffalo, New York) will make me the pride of the fleet. Good cleaning and waxing techniques will prolong my new look while I am busy with the business at hand, flying Instructors and pilots who are brushing up on procedures and performing those life saving missions Civil Air Patrol is renowned for.

As a matter of face, my schedule for this summer is already set and is so packed with flying hours my log should look like a teenagers dance card after her first prom. From June 20 through August 26 my days will be filled counseling pilots and instructors of the Civil Air Patrol as they learn flight maneuvers, instrument flying, the psychology of training others, meteorology and air traffic control. For only by imparting additional technical knowledge and improving their pilot techniques will they be able to return to the local operating field with me and help other Civil Air Patrol members become better pilots. After our summer sky and skull sessions in Oklahoma, my friends and I will disperse with the prevailing winds to take up our field assignments with Civil Air Patrol units. Mine will be in Cincinnati, Ohio and I expect to see them from time to time during visits to Civil Air Patrol units by the National Board Chairman. Of course, all of us hope we'll be invited back to Will Rogers Field next year.

I'm so full of pride at the prospects offered in my new role I could bust my rivets just thinking of my future in the program. Where else could I look forward to the care such as that given in the T-34 Standardization Program where prudent and accepted practices are the only ones used; where preventive maintenance is a daily practice and supervision and experience guide every action.

Yes sir, it looks like a very attractive and promising future for old NC10466 after all.



NOW I was ready for the critical moment of my life—the application of two coats of that amazing Glidden Super White (Spec. #333-135) with just a touch of Glidden Bahama Blue (Spec. #333-369) for trim. Then the final treatment of Dulux Inca Silver (#56303) for my landing gear and wheel well.

## Cadet News Briefs

### Cadets Flying High

BIRMINGHAM, Ala.—Cadets Janice Missildine and Wayne Perry, both members of Birmingham Composite Squadron 1, Alabama Wing, recently made their first solo flight. They both are Banks high school students.

Cadet Missildine soloed in a Cessna 150 at Sunny-K-Aero Corp., after completing a wing flight scholarship. She plans to continue flying and earn her private pilot license.

Cadet Perry made his solo flight in a Piper Cherokee at Lackey Aero Corp., after only a few hours of dual instruction. He paid for his flight instruction by working as a flight line man at Lackey Aero.

### Model Rocket Program

LAFAYETTE, La.—Cadet members of the Lafayette Composite Squadron, Louisiana Wing, recently initiated a model rocketry program which will be handled according to National Model Rocketry Association rules to assure safety.

### Cadets Sponsor Ball

LOUISVILLE, Ky.—The Kentucky Wing Cadet Advisory Council recently sponsored a military wing ball at the Kentucky State Fairgrounds here. Cadet Richard Parris, chairman of the council, planned the ball with help from the Indiana Wing CAC.

Cadets and Senior members of the Kentucky and Indiana wings were invited to the affair, with approximately 200 attending. Proceeds from the ball went to the Kentucky Wing CAC.

### Visit Airport Tower

MILWAUKEE, Wis.—Cadets of Milwaukee Composite Squadron 3, Group X, Wisconsin Wing, recently toured Timmerman Airport here in connection with their Airports, Airways and Electronics course.

They visited the airport tower where they were given a visual demonstration and were briefed on tower operations, including radio chatter and weather procedures.

### Guides Plane, Not Car

VANDENBERG AFB, Calif.—On his 16th birthday, Cadet John R. Spooner received his student pilot license before he had obtained his automobile driver's license.

Cadet Spooner has been a member of Vandenberg Cadet Squadron 101 for three years and became the first cadet of his age to receive a student pilot license from the Vandenberg AFB Aero Club.

He has taken advantage of classes in navigation, theory of flight, aircraft structure, meteorology and power plants offered by CAP, and soloed in a Cessna 150 after only eight hours of dual instruction.

### Help in Fund Drive

BETHESDA, Md.—Six cadets of the Bethesda-Chevy Chase Cadet Squadron, Maryland Wing, helped in the recent Montgomery County Heart Fund drive by collecting in the area around their unit headquarters.

Assisting in the fund raising campaign were Cadets Lester Patterson, Frank Brezina, Penny Dixon, Tammy Bottomley, Lynn Leebriek and Parker Temple.

### A 'Missile' Each Week

ST. AUGUSTINE, Fla.—Thanks to a gift of a long carriage typewriter from CAP Maj. William G. Kobos, Group 25 commander, cadets of the Santa Rosa Squadron, Florida Wing, are now turning out a missile a week.

Before getting the gift, cadets were writing their squadron monthly publication, The CAP MISSILE, in longhand due to the placement of their symbol, a missile, in the center of a sheet of legal size paper. The stencil could not be placed in a typewriter with a regular carriage.

Now the cadets, using the "new" old Royal typewriter, are publishing on a weekly basis and are asking for chances to contribute.

### Assist at Air Show

VAN NUYS, Calif.—Cadets of Van Nuys Composite Squadron 33, California Wing, distributed information and assisted law enforcement agencies during a recent two-day antique air show held at the Van Nuys airport.

The show was held to raise funds for the powder puff derby scheduled for 1968 and was considered by many to be the best air show ever held in this area.

### Man Aerospace Exhibit

ATLANTIC CITY, N.J.—Cadets Terrance Ewing, Alfred Dandurand and Charles Lawless, members of the Ocean City Composite Squadron, New Jersey Wing, manned the CAP national aerospace education exhibit at the recent annual convention of the American Association of School Administrators.

Approximately 30,000 educators attended the convention held at Convention Hall in Atlantic City.

### Named to Council

TITUSVILLE, Fla.—Cadet John S. Duncan, cadet commander of the Titusville Composite Squadron, Florida Wing, was recently named chairman of the Group 6 Cadet Council, succeeding Cadet John Walker.

Duncan joined CAP as a cadet basic and worked his way up to the cadet rank of first lieutenant by completing the necessary courses and by attending at least one summer encampment.

He was previously vice chairman of the council.



### Commander

CIVIL Air Patrol Colonel Donald E. Hale, who is also an Air Force Reserve officer, has assumed command of the Rocky Mountain Region. The colonel served as deputy region commander for four years prior to his assuming command of the five-wing region. Colonel Hale expressed plans to cultivate the potential of the region to its maximum. (USAF Photo)

### Annual Florida Meeting Held

ORLANDO, Fla.—Florida Wing held its annual state-wide conference at the Robert Meyer Motor Hotel here with all parts of the wing represented.

The conference opened Friday evening with the chaplain's section meeting. The meeting was held early in the conference to enable the chaplains to return home for their Sunday services.

During the section meeting the chaplains discussed their role in the cadet program, recruitment of additional chaplains in order to meet the ever growing needs within the squadrons, chaplain duties at summer encampments and other related problems within the chaplain program.

The operations officers meeting was combined with the training officers meeting because many of the individual problems in these fields overlap. Persons working with the Emergency Services Program were invited to attend the meeting.

One of the main topics of discussion was the Florida Wing Search and Rescue Manual. Other subjects included reimbursement procedures, paperwork on missions, senior training and all phases and organization of rescue squads.

Information officers concentrated their talks on the overall information program with special emphasis on the monthly reporting system (IBM punch cards — CAP Form 19). Several of the information officers were cited for their outstanding efforts as squadron and group IO's.

One of the most important of all section meetings during the state-wide conference was the cadet program. Senior member instructors covered every phase of the program: records, management, special activities, testing, encampments and other related areas of interest.

During this meeting trophies and plaques were awarded to top units.

Other section meetings included medical officers, inspectors, personnel and administrative services.

### Pilot Honored

HQ, ILLINOIS WING — United Airlines recently presented a "Million Miler Plaque" to Maj. Joseph Wuehitech, CAP, a pilot for United.

Major Wuehitech is a member of the Evergreen Park Composite Squadron, Illinois Wing.

### Women in CAP

## Captain's Interests Motivate Students

HUNTINGTON, N.Y. — Capt. Mary E. Moore, information officer for Suffolk Composite Squadron 7, New York Wing, is making a newly-formed Civil Air Patrol club an exciting experience for students of Simpson Junior High School.

After discussing her idea with the Suffolk CAP commander, CAP Maj. Lewis P. Gaines, and arming herself with CAP material, she set out to convince the school's club director of the value of CAP in the school's club program. She obtained a "green light," and immediately set up an attractive hall display, donned her CAP uniform and began promoting her new organization (she also sponsors a future nurses club at the school).

The club caught on with the students and Simpson Junior High School now has a full-fledged CAP club. Headed by Captain Moore, the club is turning out junior high school students interested in aerospace and CAP.

A school nurse and teacher at the junior high school, Captain Moore is also nurse education instructor at New York University.

The captain is active in many civic and professional organizations. She is a member of the American Nurses Association, National Education Association, New York State Teachers Association, and Associated Teachers of Huntington. She is currently chairman of nursing services for the Huntington Red Cross unit.

The nurse-teacher has been recognized by the American National Red Cross and the Huntington Chamber of Commerce for her nursing and teaching services.

Captain Moore served in the Army Nurse Corp in 1945. Two years later she joined the reserves and served for four years.

A registered nurse for more than 35 years, Captain Moore holds a masters degree in education. She is a member of the Pi Lambda Theta and Kappa Delta Pi organizations.



### In Flight

LIEUTENANT Kent Dudley, USAF, a navigator with the 965th AEW & C Squadron, McClellan AFB, Calif., guides two Civil Air Patrol cadets in the use of a periscope sextant prior to a recent orientation and training flight. Cadet Laura Cooper and Cadet Robert Ridgeway were part of the 25 cadets and five senior escorts who made the flight aboard a TC-121 aircraft. (USAF Photo)

## Shreveport Unit Hosts Cadet Council Meeting

BARKSDALE AFB, La. — The Shreveport Cadet Squadron hosted the Louisiana Wing Cadet Advisory Council at its recent meeting here, attended by 35 members of the wing.

The Air Force played a prominent role in the wing meeting when Col. Hubert E. Allen, USAF, vice commander, Barksdale Air Force Base, officially welcomed the group. He explained the function of Barksdale and how it fits into the big picture of the Strategic Air Command.

The base is the home of Headquarters, Second Air Force and many subordinate units.

Cadet Michael O'Quin, chairman of the council, conducted the meeting. Cadet O'Quin is a holder of the coveted Spaatz Award.

The second session of the two-day meeting provided the highlight

for the council. All members were taken on a tour of Headquarters, Second Air Force, Combat Operations Center and the Command Post.

Lt. Col. Rose, USAF, protocol officer, welcomed the group to the installation and gave a detailed briefing, including a slide presentation, on the mission of Second Air Force.

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# New York Unit Joins In CAP-Boy Scout Exercise

By CAP Maj.  
BARIAN B. LORD

Binghamton Squadron Commander BINGHAMTON, N. Y. — Members of the Binghamton Cadet Squadron, New York Wing, recently participated in "Operation Frostbite," a three-day exercise at Camp Tuscarora, N. Y., scheduled by the Hiawatha District, Boy Scouts of America.

The Binghamton's main mission was to set out four targets in the surrounding mountains to simulate the crew of military aircraft. Squadron officials also held lectures in three areas of the camp on search and rescue operations and worked with the radio emergency associated citizens team (REACT) in communications.

At 8 a.m. Friday the rescue team, consisting of four senior members and 10 cadets, converged upon the camp and was assigned to a shelter some distance from the 250 Boy Scouts and their leaders.

AS THE temperature was steadily dropping, lean-tos and temporary shelters were set up. CAP seniors and cadets served as instructors and evaluators — one senior and two cadets to four units of 50 Boy Scouts.

Later, under security conditions, personnel targets were placed in four different sections of the camp.

Early evening hours were spent listening to the four senior members of the Binghamton squadron. WO Charles Smith, rescue team commander, was the main speaker with Lt. Herbert Unger, executive officer, MSgt. Harley Loomis, safety officer, and TSgt. Robert Maus, communications NCO, having equal time to explain their various squadron functions during an actual or official search and rescue mission.

During the lectures, I informed the squadron members via land line that they were on stand-by basis due to the crash of an Air Force C-119 in Pennsylvania about 30 miles from Binghamton. This gave the Boy Scouts an idea of how a CAP unit reacts during an actual SAR mission.

The order to stand by was rescinded the following afternoon because the Pennsylvania Wing

did not request assistance from the New York Wing.

At 9 a.m. Sunday in a shivery minus 9 degree temperature cadets, seniors and scouts began the search. All targets were well concealed — one near heavy brush, another at the bottom of a ravine — but by 11 a.m. all had been located, "victims" treated with first aid using Red Cross methods. Camp broke up at 1:30 p.m.

Sunday afternoon the New York Wing had deployed two T-34's from Westchester airport to Broome County airport for a fly-over of the camp area. Then orientation flights were arranged for those who had qualified in the observer's course.

Words of praise for squadron members' actions, military deportment and knowledge in subjects from all who were at the exercise for observation purposes.

Dr. Finley Wright, vice chairman of the Hiawatha District, BSA, said he thought the cadets did an excellent job during the joint "Operation Frostbite."

## Florida Wing

NEW PORT RICHEY, Fla. — The West Pasco Composite Squadron, Florida Wing, commanded by CAP Lt. Remington Taylor, held a bivouac on a recent weekend at the Hillsborough River State Park. Twelve cadets and seven senior members participated.

Guests at the bivouac were CAP Lt. Col. Earl Pilcher, Group 17 commander, CAP Lt. Ernst Littlejohn, commander of the Seminole Cadet Squadron, and Mrs. Littlejohn, also a CAP CWO.

Main event Saturday was simulated search for a pilot who had parachuted deep in the woods. Squadron search parties, equipped with two-way radios, crossed a river and recovered the "injured" pilot, after searching through a heavily wooded area. The pilot was given first aid on the scene and returned across the river by stretcher to camp.

Squadron members attended churches of their choice in Zephyrhills. In the afternoon cadets and senior members attended a lecture on snakes given by the state park director.

## Pennsylvania Wing

BOYERTOWN, Pa. — Officers of General Carl A. Spaatz Composite Squadron 807, Pennsylvania Wing, and officials from the borough of Boyertown were among more than 60 township and borough Civil Defense directors, hospital representatives, school heads and Volunteer Medical Service Corps and CAP members who attended a special meeting conducted by the Berks County Civil Defense director in the courthouse at Reading, Pa.

Guest speaker at the meeting was Maj. William C. Vielhauer, USMC, inspector-instructor at the U.S. Naval and Marine Corps Reserve Training Center in Reading.

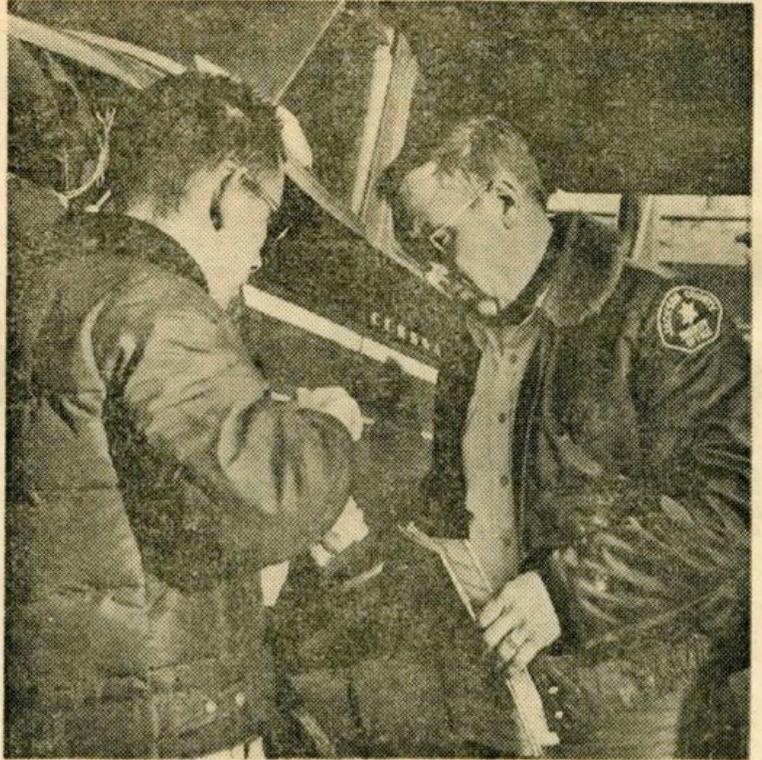
He gave a presentation on the Marine Corps' commitment in Vietnam, with particular emphasis on the Marine Corps Reserve Civic Action Program. The major explained that this program is designed to assist the Marine forces in Vietnam in the successful prosecution of that war.

AS PART of the presentation, Major Vielhauer showed a film, "War Within a War," which depicted one of the major problems of the Vietnamese war and what the Marine Corps is doing to overcome that problem.

Also as part of the program, a discussion of regulations and rules concerning Civil Defense automobile identification tags was conducted by Mrs. Marguerite V. Osman. It was announced that the state will recall all CD tags currently in use and 405 new tags have been issued to Berks County by the State Council of Civil Defense. The new tags will be distributed to restricted personnel, including key CAP officers.

Boyertown representatives at the meeting sampled crackers that will be stocked in disaster shelter areas and saw new packaging materials that will enable water to be stored several years without changing. Sanitation kits for shelters were also shown, as was a newly-developed first aid kit.

Residents of the community have been invited to make application for enrollment in a radiologi-



## Effective Training

AIR ACADEMY Composite Squadron observer training paid big dividends recently when 90 per cent of the squadron members joined other Colorado Wing units in search for a plane missing on a flight from Denver to San Antonio, Texas. Above, an unidentified mechanic checks the aircraft oil level with CAP pilot, Don "Bud" Emich, right, who is an experienced pilot in mountain areas and also the Jackson County Sheriff. Other units participating were from Littleton, Denver, Walden and Pueblo. (Air Academy Composite Squadron photo)

cal metering class scheduled to begin in the near future.

Civil Air Patrol representatives at the meeting included members of the General Spaatz squadron and the Pennsylvania Wing information office; Lt. Robert Urkuski, commander of the Reading Composite Squadron, and Cadets Nancy K. Magners and Michael W. Glas-mire.

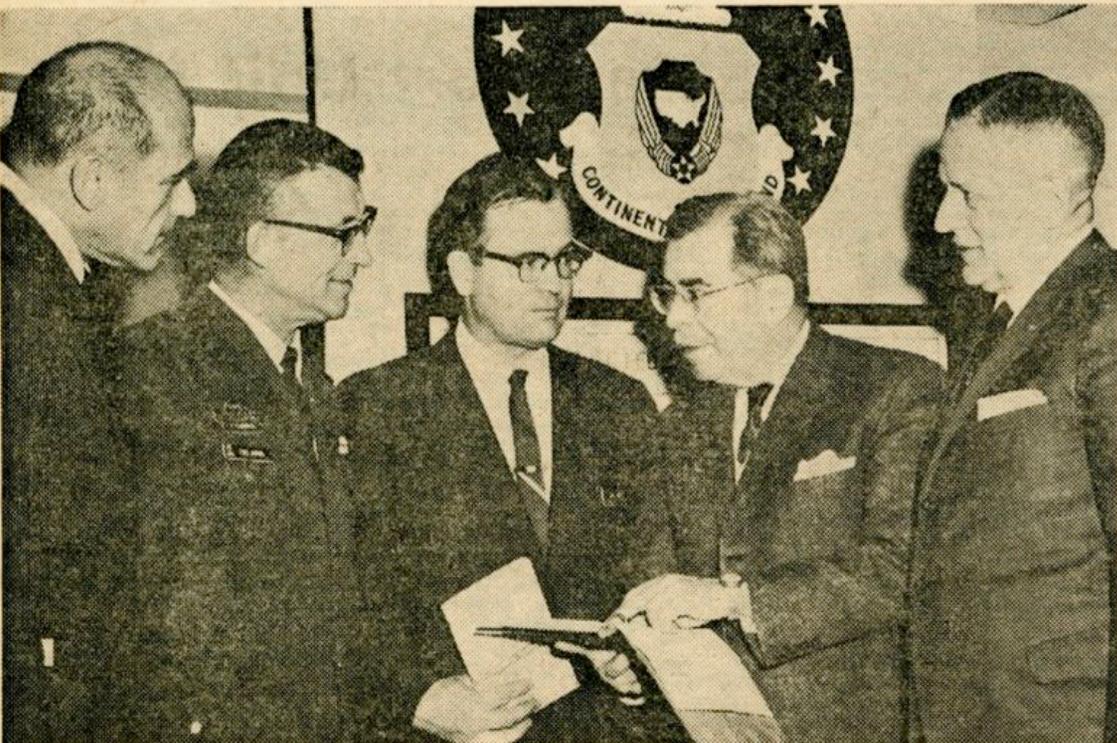
## Ohio Wing

FREMONT, Ohio — Members of Fremont Composite Squadron 602, Ohio Wing, along with members of the Green Springs, Ohio have set up a Red Cross first aid training course.

Classes will held at the Civil Defense headquarters.

HQ., OHIO WING — Aircraft owner-pilots, student pilots and others of the Ohio-Indiana-Michigan area interested in flying attended a recent omni radio clinic at the New Toledo Express airport.

The free clinic was sponsored by the National Flight Services, Inc., and the Airwork Corporation. CAP cadet student pilots who have flown into the airport on cross-country flights praise the friendly and courteous services of the airport and CAP personnel attending the clinic received valuable information on latest developments and techniques in radio communication.



## Project GAPE

SKY HAVEN Senior Squadron, Illinois Wing, recently hosted a seminar on air safety conducted at Chicago's O'Hare International Airport by members of the Flight Safety Foundation of New York. Under contract to the Federal Aviation Agency, FSF has launched Project GAPE—General Aviation Pilot Education — which emphasizes professional education rather than regulations to reduce aircraft accidents. Conferring at the seminar are, left to right, CAP WO Maury Begner, program chairman; CAP Lt. Col. Walter Zielinski, Sky Haven squadron commander; Basil G. Maile and Joe Chase, both of Flight Safety Foundation; and CAP Capt. Fred Filling, squadron executive officer. (Photo by Ted Koston, SM)

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## Flying Safety

# Birds Naturally Equipped; Man Must Rely on Flaps

(The following article has been reprinted from the FAA Aviation News, monthly magazine of the Federal Aviation Agency)

Birds have been in the flying game a lot longer than man, so it's not surprising that our feathered friends are naturally endowed with sophisticated flying equipment. They can adjust the camber of their flight surfaces to accommodate varying conditions. But man has had to resort to flaps, slots and slats to get the same effect.

What about these high lift devices? There are five commonly used types—plain, split, slotted, Fowler and Krueger flaps.

The plain flap is a simple, hinged portion of the trailing edge. The effect on the camber added well aft of the chord causes a significant increase in lift.

The split flap consists of a plate deflected from the lower surface of the section and produces a slightly greater change in maximum lift than the plain flap. However, a much larger change in drag results from the large turbulent wake produced by this type of flap.

The slotted flap is similar to the plain flap, but the gap between the main section and the flap leading edge is given specific contours to help in redirecting the airflow. High energy air from the main section lower surface is ducted to the flap upper surface. The slotted flap can cause much greater increases in maximum lift than the plain or split flap, and wing section drags are much lower.

The Fowler flap arrangement is similar to the slotted flap. The difference is that the deflected flap segment is moved aft along a set of tracks, which increases the chord and effects an increase in wing area. The Fowler flap is characterized by large increases in maximum lift and section drags slightly lower than the slotted flap.

**KRUEGER** flaps are high lift devices fitted to the leading edge of a wing section. Another high lift device, the fixed slot, conducts a flow of high energy air into the boundary layer on the upper surface and delays airflow separation to some higher angle of attack and lift coefficient. Since the slot alone effects no change in camber, the higher maximum lift is obtained at a higher angle of attack. That is, the slot simply delays stall to a higher angle of attack.

An automatic slot arrangement

consists of a leading edge segment (slat) which is free to move on tracks. At low angles of attack the slat is held flush against the leading edge by the high positive local pressures. When the section is at high angles of attack, the high local suction pressures at the leading edge create a chordwise force forward to actuate the slat. The slot formed then allows the section to continue to a higher angle of attack and to produce a maximum lift greater than the basic section.

The management of high lift devices on an airplane is an important factor in flying. The devices which are actuated automatically, such as the self-operating slats and slots, are of little concern and cause few complications since relatively small changes in drag and pitching moment take place.

In order to appreciate some of the factors involved in flap management, assume that the airplane has just taken off and the flaps are extended. The pilot should not completely retract the flaps until the airplane has enough airspeed. If the flaps are retracted prematurely at insufficient speed the clean configuration may not be able to support the airplane and it may sink or stall. The same factor must be considered for intermediate flap-positions between fully retracted and fully extended. As the configuration is altered from the "dirty" to the "clean," three important changes take place:

- The reduction of camber by flap retraction changes the wing pitching moment and, for the majority of airplanes, requires retrimming to balance the nose up moment change. Some planes feature automatic retrimming programmed with flap deflection.

- The retraction of flaps causes a reduction of drag which increases the acceleration of the airplane.

- The retraction of flaps requires an increase in angle of attack to maintain the same lift.

Thus, if airplane acceleration is slow through the flap retraction speed range, the angle of attack must be increased to prevent the plane from sinking. This situation is typical after takeoff when gross weight, density altitude and temperature are high.

When flaps are lowered for landing, essentially the same items must be considered:

- The increase in drag for a given value of lift requires a higher power setting to maintain airspeed and altitude.

- Lowering the flaps requires retrimming to balance the nose down moment change.

- The angle of attack required to produce the same value of lift is less. For example, flap extension tends to cause the plane to "balloon" or gain altitude.

In many aircraft, the effect of intermediate flap extension is of primary importance in certain critical operating conditions. Small initial deflections of the flaps cause noticeable increases in maximum lift without large increases in drag. This is especially true of craft equipped with slotted or Fowler flaps. Large flap deflections past 30 to 35 degrees do not create the same rate of lift change but do cause greater changes in drag. A characteristic of most airplanes is that the first 50 percent of flap travel causes more than half of the total change in maximum lift and the last 50 percent of flap deflection causes more than half the total change in drag.

With the increase in high performance aircraft, high lift devices will become as common as retractable landing gears. And that's what the flap is all about.

## Bishop Course Proves Popular

**BISHOP, Calif.**—Bishop Composite Squadron 66, California Wing, was recently overwhelmed by response of the public to the squadron's invitation to join it in the ground sessions of the Aircraft Owners and Pilots Association (AOPA) "Pinch Hitter" Course.

CAP Maj. Carl Muth planned the three evening sessions, thinking a few visitors might respond. Not only did all senior members of the squadron appear, but all cadets and many "outsiders" also attended.

The course covered rudiments of flying, map reading, radio techniques and the ability to land a small plane without previous instruction if the need should arise if the pilot suddenly became unable to handle the plane.

Major Muth, squadron operations officer, holds commercial pilot and instructor's licenses, has many hours of flying time to his credit and owns his own plane.

## New 'Bunker' Home

**FORT MACARTHUR, Calif.**—San Pedro Squadron 81 has moved into its new home and from all reports the facilities are unusually "safe." Their new headquarters is the upper reservation of the fort, used during World War II as a bunker for coast artillery guns.

The squadron used to meet in a school in the harbor area of San Pedro, but through the efforts of CAP Lt. Hugh Cahill, squadron commander, and CAP WO Robert Trano, executive officer, the unit was permitted to move to the Fort MacArthur area.



## Stitch in Time

THE CAPETTES of Oklahoma State University may be a military drill team but the members are still girls. Here WO Kay Scholen provides a feminine touch to a uniform as she sews rank designation on a flight suit. The CAPETTES visited the Air Force Museum at Wright-Patterson AFB, Ohio, as part of their military training. (Photo by Lt. A. G. Franks, CAP)

## LETTERS

(Continued from Page 4)

our astronauts were ever CAP members. The subject came up at a discussion on CAP members that went on to bigger and better things and we felt that you could help us. We would appreciate any assistance you can give us . . .

Patricia A. Poslusny  
Cadet CAP

All of the astronauts have been honorary members of Civil Air Patrol prior to their flights. Colonel Frank Borman, USAF, was a former cadet member from Arizona Wing. Many other famous people have been members of Civil Air Patrol. A few include Robert Cummings, Gill Robb Wilson, Zack Mosley and the late Joan Merriam Smith. The honorary list runs the gamut from Presidents of the United States, senators, congressmen, movie stars, and individuals from all walks of life.

## March of Dimes

(EDITOR'S NOTE: The following letter appeared in the Bridgeville, Ill., newspaper. It was forwarded to National Headquarters by CAP WO Agnes Tucker of the Bridgeville Composite Squadron, Illinois Wing.)

Sir:  
I wish to extend grateful thanks to the Bridgeville Civil Air Patrol for their outstanding civic spirit portrayed in their collections for the . . . March of Dimes.

Congratulations to the leaders and to the parents of these fine young men. Their deed should be recorded . . .

Sincerely  
Mrs. Merrille Miller  
Chairman, March of Dimes

**JACKSONVILLE, Fla.**—Cadet Keith L. Dobson, Jacksonville Cadet Squadron, Florida Wing, has been awarded the Group 2 flight scholarship. The scholarship was presented by CAP Capt. Carl Scheufler on behalf of the seniors of the group.

## CAP Members Become Expert At Monitoring

**UNIVERSITY PARK, N. M.**—Four members of the Dona Ana Composite Squadron, New Mexico Wing, have completed the prescribed study of the Civil Defense course in radiological monitoring. Graduates were Bertha M. Wall, Robert E. Wall, Wiley Dessauer and Joseph Fuller.

Roy Torrance, Dona Ana County CD director, presented the CAP squadron with a complete set of monitoring equipment which will be used by the unit to teach other members of its use in the event of actual radiation fallout.

After more members of the squadron become familiar with the monitoring equipment, the squadron will take an active part in monitoring, decontamination and recovery of aircraft in time of emergency.

The Dona Ana unit has been chartered for only one year but has been exceedingly active during this short period of time. Some of the activities recorded by the unit include:

1. Sponsored an American Red Cross first aid course.
2. Fought a range fire with the Bureau of Land Management.
3. Collected food and clothing for a destitute family.
4. Cleaned up damages caused by swollen arroyos after hard rains.
5. Assisted the local March of Dimes effort.
6. Participated in Christmas entertainment for crippled children.
7. Held a fly-in breakfast to help increase local interest in aviation.
8. Participated in all cadet council meetings.
9. Attended summer encampment at Biggs Air Force Base.
10. Squadron attendance at annual SARTest totaled 90 percent.
11. Actively participated in four search and rescue missions.

## Unit in Appleton Offers Free Class to Pilots

**APPLETON, Wis.**—A free course in navigation, meteorology, and other flying skills has been provided the citizens of Appleton by the Fox Cities Composite Squadron, Wisconsin Wing.

The course covered all material needed by a private pilot to pass his Federal Aviation Agency written examination plus a number of specialized subjects.

Primarily the course was intended for current private pilots who wished to update their knowledge, improve their proficiency in the subjects taught or just review. Foundation for the course was the Sanderson Films Inc., training program.

According to squadron officials the course was open to student pilots, private pilots and anyone interested in aviation or wanting to learn to fly. The course was offered as part of the ever-expanding community service program provided by the Fox Cities unit.

The Sanderson training program covers the following subjects: pre-flight facts, navigation, meteorology and Federal Aviation Regulations.

The Sanderson films were augmented with Air Force training films. Local citizens attending the

course were not charged for the instruction; however, text books were made available at nominal fees through Civil Air Patrol channels.

In addition, films were shown covering radio navigation, emergency procedures and flight computer.

The course was not an accredited ground school but rather supplemented and expanded upon the training that the pilot or student had already taken, squadron officials pointed out.

"We hope to interest all the members of the general aviation community and any air minded citizens," Major Roberts, squadron commander, said. "It is our goal to further the stature of aviation in general.

"By training pilots to be better navigators, safety conscious and weather wise we will be doing a small part in achieving this goal. Members of scouting will find this course covers more than their Merit Badge requirements.

"Young people with an eye to a future in aviation or aerospace will find that this is an excellent starting point," the major emphasized.

# Aerospace Workshops Are Announced

(Continued from Page 1)

can be useful in the classroom. The workshops give teachers a chance to catch up with technical advances made in the aerospace age. They also demonstrate for educators how aviation affects subjects taught in all grade levels of our education system.

By attending aerospace education workshops, teachers can get a better understanding of the economic, scientific and vocational implications of aviation and learn how these implications affect students.

The program enables teachers to provide better instruction, counseling and guidance to students in

terms of what the technical advances in aviation symbolize and the impact of this technology upon all aspects of society.

Benefits derived by the teachers include:

- Credits for revalidating teaching certificates.
  - Eligibility for salary increases.
  - Improving opportunities for additional remunerative jobs in connection with their regular positions.
  - Making their tasks as educators more rewarding and interesting to themselves and the students.
- Following is a listing of the workshops as of March 2:

## GREAT LAKES REGION

- Indiana**  
Indiana Univ., Bloomington June 8-22  
Purdue Univ., West Lafayette June 12-17
- Kentucky**  
Murray State Col., Murray Pending
- Michigan**  
Ferris State Col., Big Rapids August 15-27  
Michigan State Univ., East Lansing July 11-22  
Wayne State Univ., Detroit August 22-September 2
- Ohio**  
Miami Univ., Oxford June 20-July 22  
Univ. of Akron, Akron July 25-August 5
- Wisconsin**  
Marquette Univ., Milwaukee Pending  
Wisconsin St. Univ., Stevens Point Pending

## MIDDLE EAST REGION

- Maryland**  
Towson St. College, Baltimore June 20-July 8
- North Carolina**  
East Carolina Col., Greenville June 27-July 8  
High Point Col., High Point June 9-30
- South Carolina**  
Univ. of S. Carolina, Columbia Pending
- Virginia**  
Richmond Prof. Inst., Richmond Spring Semester  
Univ. of Virginia, Charlottesville June 13-July 1

## NORTH CENTRAL REGION

- Iowa**  
Drake Univ., Des Moines July 18-22  
Simpson Col., Indianola November 20-23  
State Col. of Iowa, Cedar Falls June 13-July 1
- Kansas**  
Fort Hays Kansas St. Col., Hays June 27-July 15  
Friends Univ., Wichita July 18-August 5  
Kansas St. Col. of Pittsburg, Pittsburg June 27-July 9  
Kansas St. Teachers Col., Emporia July 11-August 5  
Southwestern Col., Winfield July 5-22  
Wichita St. Univ., Wichita June 6-24
- Minnesota**  
Moorhead St. Col., Moorhead July 15-20
- Missouri**  
Northwest Mo. St. Col., Maryville Pending  
Southwest Mo. St. Col., Cape Girardeau Pending
- Nebraska**  
Kearney St. Col., Kearney June 27-July 8  
Peru St. Col., Peru Pending

## NORTHEAST REGION

- Connecticut**  
Conn. Univ. of Hartford, Hartford Pending
- New York**  
St. Univ. Col. (Oswego) Pending  
St. Univ. Col., Oswego August 8-19
- Pennsylvania**  
Temple Univ., Philadelphia August 8-24

## PACIFIC REGION

- Alaska**  
Alaska Meth. Univ., Anchorage Pending
- California**  
Calif. St. Col., Long Beach August 1-24  
Fresno St. Col., Fresno June 20-July 15  
Immaculate Heart Col., Los Angeles June 20-July 1  
Los Angeles St. Col., Los Angeles Pending  
Napa County Schools, Napa County May 4, 11, 18, 25, June 1  
Sonoma St. Col., Cotati August 8-19  
S. San Gabriel Schools, San Gabriel September 23-30  
Stanislaus St. Col., Merced August 1-12  
Univ. of the Pacific, Stockton April 4  
Univ. of Redlands, Redlands August 8-24  
Univ. of San Francisco, San Francisco July 5-16
- Hawaii**  
Univ. of Hawaii, Honolulu June 20-July 29
- Nevada**  
Univ. of Nevada, Reno June 15-July 1
- Oregon**  
Eastern Oregon Univ., LaGrande August 1-12  
Portland Summer Term, Portland July 5-31
- Washington**  
Central Wash. St. Col., Ellensburg April 11-June 8  
Central Wash. St. Col., Ellensburg July 11-21  
Central Wash. St. Col., McChord AFB June 27-July 9  
Edmonds School Dist., Edmonds October 21-22  
Everett School Dist., Everett October 21-22  
Highline School Dist., Seattle September 2-10  
Univ. of Washington, Seattle June 20-July 1  
Walla Walla Col., College Place July 18-29  
Walla Walla Schools, Walla Walla September 1-2

## ROCKY MOUNTAIN REGION

- Colorado**  
Adams St. Col., Alamosa August 1-12  
Colorado St. Col., Greeley July 11-22  
Colorado St. Univ., Fort Collins June 13-24
- Idaho**  
Idaho Aerospace Day July 30-August 1  
Idaho St. Univ., Pocatello June 13-23  
Univ. of Idaho, Moscow June 20-July 1
- Montana**  
Col. of Great Falls, Great Falls June 20-July 9  
Eastern Mont. Col., Billings June 20-July 8  
Northern Mont. Col., Havre June 13-July 6  
Western Mont. Col., Dillon June 13-July 1  
Univ. of Montana, Missoula June 20-July 20
- Utah**  
Brigham Young Univ., Provo June 6-10  
Utah St. Univ., Logan June 6-10  
Weber St. Col., Ogden (Basic) June 6-10  
Weber St. Col., Ogden (Advanced) June 6-10  
Weber St. Col., Ogden (Junior) June 6-10
- Wyoming**  
Casper Col., Casper July 25-August 5  
Wyoming Univ., Laramie August 1-12

## SOUTHEAST REGION

- Alabama**  
Alabama A&M, Normal June 6-24  
Univ. of Alabama, University July 13-August 3  
Troy St. Col., Troy September-December
- Florida**  
Florida A&M Univ., Tallahassee June 14-July 8  
Florida Atlantic Univ., Boca Raton Pending  
Univ. of S. Florida, Tampa Each tri-semester  
Univ. of S. Florida, Lakeland July 11-22  
Univ. of S. Florida, Orlando June 13-24  
Univ. of S. Florida, St. Petersburg June 27-July 16  
Univ. of S. Florida, St. Thomas, Virgin Islands June 20-July 1  
Univ. of South Florida, Tampa July 18-20  
Univ. of South Florida, Tampa July 5-16
- Georgia**  
Georgia Southern Col., Statesboro August 5-13  
Univ. of Georgia, Athens July 25-August 19
- Mississippi**  
Jackson St. Col., Jackson June 6-July 9  
Univ. of S. Miss., Hattiesburg June 13-29
- Puerto Rico**  
Univ. of Puerto Rico, Rio Piedras Pending
- Tennessee**  
Memphis St. Univ., Memphis June 13-July 1  
Middle Tenn. St. Univ., Murfreesboro (Beg.) June 13-July 1  
Middle Tenn. St. Univ., Murfreesboro (Adv.) June 13-July 1
- SOUTHWEST REGION**
- Arkansas**  
Henderson St. Tea. Col., Arkadelphia June 6-July 9  
Little Rock Univ., Little Rock June 6-17  
Univ. of Arkansas, Fayetteville June 6-July 16
- New Mexico**  
Univ. of New Mexico, Albuquerque June 13-24
- Oklahoma**  
Central St. Col., Edmond June 27-July 1  
Southeastern St. Col., Durant Pending  
Univ. of Tulsa, Tulsa Pending
- Texas**  
Baylor Univ., Waco Pending  
Hardin-Simmons Univ., Abilene July 11-29  
Texas Col. of Arts & Ind., Corpus Christi Spring Sem.  
Texas Col. of Arts & Ind., Corpus Christi June 27-July 15  
Texas Wesleyan Col., Fort Worth June 9-10  
W. Texas St. Univ., Canyon July 19-August 5

# 3 Wings Provide Aid During Local Disasters

(Continued from Page 1)

cue operations, members of the South Dakota Wing were doing all they could to help during an emergency mission caused by what CAP Col. Charles C. Doughty, wing commander, and the U.S. Weather Bureau termed the worst blizzard in the history of the Dakotas.

Because the storm had disrupted the State Highway Patrol radio system, that agency used the CAP wing's statewide radio network which worked very well during the mission.

Four CAP aircraft — three from Rapid City and one from Hot Springs — were flying in the western part of the state as soon as flying conditions permitted.

Aircrews searched highways for stranded vehicles. It was reported that snowdrifts in some places were three feet deep and extended for several hundred yards.

Aerial search of highways in central and eastern parts of the state were carried out as soon as weather conditions permitted.

Wing operations were carried out in cooperation with the state director of Civil Defense, with the CD agency designating which highways were to be included in the search mission.

HQ, MISSISSIPPI WING — At the request of local authorities for assistance after a tornado hit three Mississippi counties, the Mississippi Wing provided initial help consist-

ing of emergency power, three base stations and six mobile radios for communication, a bus, a 1 1/4-ton truck and 40 CAP personnel.

The tornado hit in Hinds, Rankin and Scott counties, with the southwestern section of Jackson, county seat of Hinds county, receiving the worst destruction and havoc wrought by the storm.

Cooperating with Civil Defense officials, wing personnel assisted local authorities in their transportation disaster plan. CAP helped provide traffic control, remove debris, evacuate citizens, establish communication relays, set up emergency power generators and transport personnel and equipment to disaster areas.

Although CAP had nine aircraft available during the emergency, no flights were required.

The wing provided ground transportation for 130 persons and for movement of two generators, 100 blankets and a portable lighting system.

Capt. Charles A. Trest, USAF, Mississippi Wing USAF-CAP liaison officer, and his staff were on the scene throughout the emergency to provide assistance when required.

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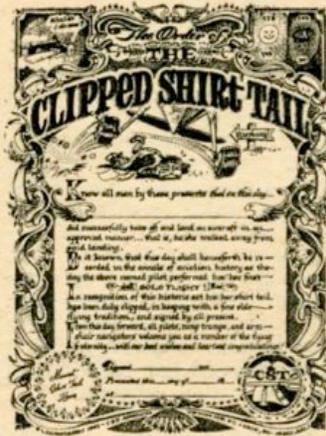


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# NEC Expands Flying Quota

(Continued from Page 13)

pansion was suggested by Maj. Gen. Robert P. Taylor, USAF, chief of Air Force chaplains.

The committee also approved three new wing commanders with the grade of colonel and four interim wing commanders with the grade of lieutenant colonel.

Named wing commander were Colonels George B. Carter, Kentucky Wing; Marvin W. Chapman, Oklahoma Wing; and William R. Thomas, Nevada Wing.

Interim wing commanders named were Lieutenant Colonels Pieter W. Burgemeestre, Mississippi Wing; Robert E. Foster, Wyoming Wing; Ralph T. Gwinn, Florida Wing; and Jack R. Harper, Montana Wing.

The next meeting of the National Executive Committee will be June 3-4. The location was not announced.

ST. ANN, Mo. — Private First Class Roger L. Amis, former cadet commander of St. Charles Composite Squadron, Missouri Wing, and presently serving with the 101st Airborne Division in Vietnam, has received an appointment to the United States Military Academy.

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**Achievements Cited**

# Alabama Squadron Honors Outstanding Pilot

DECATUR, Ala.—Decatur Composite Squadron's first pilot of the year award was recently presented to Luke Pryor by CAP Lt. Harry Tooker, commander of the Alabama Wing squadron. The pilot was honored for his outstanding support of aviation in the community for many years.

A plaque bearing Pryor's name and the year was set up at Pryor Field, named for a brother of Luke. The award will be made to an outstanding pilot each year and his name will be added to the plaque.

The Pryor family donated the land for the airport and the airport board has agreed to let the squadron use the airport facilities and donated \$150 to remodel an area for squadron headquarters.

Also, a \$600 Pryor Flight Scholarship will be awarded to the most outstanding cadet each year.

MIAMI, Fla. — In a new achievement program recently started by the Ben Franklin Cadet Squadron, Florida Wing, the outstanding male and female cadets of each cadet training cycle will be awarded trophies engraved with their name and dates of the cycle.

During the last cycle trophies were awarded to Cadets Jon Petruff and Marsha Rhines.

FARMINGDALE, N.Y. — A Certificate of Appreciation from Nassau Composite Squadron 5, New York Wing, has been awarded to CAP Lt. Frank Fisher, deputy for cadets in the Long Island Group, for his assistance and guidance given to the squadron during the past several years.

Lieutenant Fisher, a CAP member since 1962, serves as an advisor to many Long Island squadrons. Last summer he was senior tactical training officer during the summer encampment at Griffiss AFB, N.Y.

When presenting the award, CAP Capt. Irving Friedman, Nassau squadron commander, said, "Lieutenant Fisher serves as an example of the caliber of men who unsparsingly give of their time to promote the goals of CAP."

ST. AUGUSTINE, Fla. — Santa Rosa Cadet Squadron, Florida Wing, was the project host at a recent East Duval Group 25 annual cadet awards ball. Other units in the group are San Jose, Arlington and Fort Caroline cadet squadrons. The ball was held at the Seminole Hotel in Jacksonville.

CAP Capt. David H. Gleason, Sector C director of plans and programs and past commander of Group 25, presented the following awards to cadets indicated:

Group Cadet Achievement Award to J. J. DeNelle, Arlington squadron; Squadron Cadet Achievement awards to W. F. Jacobs Jr., Ft. Caroline; R. E. Knopf, San Jose; and Mark A. Albrecht, Santa Rosa.

Group Outstanding Cadet Award to J. A. Goldstein, Ft. Caroline. Squadron Outstanding Cadet awards to J. A. Thigpen, Arlington; R. F. Loehner, San Jose; W. F. McIntyre, Santa Rosa.

CLARKSTON, Mich. — Two cadets of the Clarkston Composite Squadron will represent the Michigan Wing in CAP's Special Activities program.

Kathy Eudis was named most outstanding cadet of the wing and will tour New York and Rhode Island this summer in an inter-region exchange.

Robert Grace will also participate, but the special activity he will attend has not been announced.

DUQUESNE, Pa.—Cadet James Christensen of Pittsburgh Cadet Squadron 602, Pennsylvania Wing, was recently awarded one of three

flight scholarships, compliments of the Aviation Council of Pennsylvania.

One scholarship each was awarded to the eastern, central and western sectors of the wing, with cadets competing from squadron, group and wing levels.

Cadet Christensen was Pittsburgh Group 60's selection on the basis of his military bearing and scholastic ability.

His father, CAP WO Harry Christensen, is the squadron executive officer.

BESSEMER, Ala. — At its annual meeting the Bessemer Flying Service selected CAP Maj. James W. "Jim" Ross, executive officer of Birmingham Composite Squadron 34, Alabama Wing, as recipient of its Bessemer Aviation Man of the Year Award. The major, one of three CAP members nominated for the award, was presented an appropriate trophy.

Major Ross has been an active CAP member for more than 10 years. He was chosen for the award on the basis of his hospitality in greeting visitors and new pilots at the airport, his flying activity at the airport and his willingness to help with any aviation project in the Birmingham area.

WELLSVILLE, Ohio — Cadet William Erwin, a member of Wellsville Composite Squadron 306, Ohio Wing, is the recipient of the Lt. Col. Paul Bevan trophy for being the most deserving cadet in Group 3.

Each year the award is given to the cadet in the group who, in the opinion of the group commander and chaplain, has done the most for CAP in terms of service, good will and character, with no thought for personal recognition.

Cadet Erwin is a senior at Wellsville high school.

HUNTSVILLE, Ala. — The Huntsville Composite Squadron, Alabama Wing, has selected Cadet Richard McGill as outstanding cadet of the year for 1965.

Cadet McGill, a member of the squadron color guard, has been in CAP for two years and has earned the Certificate of Proficiency.

HOUMA, La. — Cadet Donald P. Lemoine has been chosen outstanding cadet of the year in the Houma Composite Squadron, Louisiana Wing. An appropriate plaque was presented to him by CAP Capt. Paul Eagle, squadron commander.

The honor cadet joined the Houma squadron early last year and participated in cleanup and relief work in the southern part of Louisiana after Hurricane Betsy struck that area.

WEST HOLLYWOOD, Fla. — The Hollywood Cadet Squadron, Florida Wing, recently captured two awards at the Group 16 Cadet Military Awards Ball.

CAP Maj. Edward Spencer, squadron commander, was presented with a trophy for having the outstanding cadet squadron in the group during 1965.

Also, CAP CWO Connie Goheler was presented with a trophy for being the outstanding information officer in the group last year. She also received a certificate of merit in recognition of her contribution to the information program.

PARK FOREST, Ill. — Charles Lantry, a former member of the Park Forest Composite Squadron, Group 2, Illinois Wing, and now a freshman at Michigan Technological University, Houghton, Mich., has received the outstanding basic cadet award for ranking in the upper 10 per cent of his R.O.T.C. class.

He is majoring in chemical engineering and is a member of the

Newman Club and the varsity wrestling team, in addition to being active in the Army R.O.T.C. program.

ERLANGER, Ky. — Cadet Ben Stull was recently awarded the "Trophy of the Month" from the Kenton County Composite Squadron, Kentucky Wing, for his outstanding service and performance in SARCAPS, discipline and attendance.

CAP Lt. Bill Appel, squadron information officer, reports that Cadet Stull's achievements are many and that he is a credit to CAP and the community.

ROME, Ga. — A flight bag was presented to Cadet Van Baxter, Rome Composite Squadron, Georgia Wing, during a recent cadet social function.

CAP CWO Charles A. Baker presented the gift in recognition of the cadet's service in the Rome unit during the past year.

Cadet Baxter left Rome in March for basic training as a regular U.S. Air Force enlistee.

PALM BEACH, Fla.—The Palm Beach Girl Cadet Squadron of Group 5, Florida Wing, was recently awarded a trophy for being the number one squadron in the wing during 1965. The award was for over-all achievement in cadet activities.

Six members of the Palm Beach Girl Cadet Squadron recently served as hostesses at an Omni Course held at Butler Aviation, Palm Beach International Airport.

The cadets, who directed visitors, helped them register and distributed pamphlets, were Kay Blair, Trisha Pietrucki, Joyce Vickers, Sally Gallagher and Brenda Shollenberger.

ORLANDO AFB, Fla. — Maj. Van Ness H. Barnard, USAF, Florida Wing USAF-CAP liaison officer, recently received a Turn Out Perfection (TOP) program award from the Continental Air Command.

The award, presented by Col. Alvin E. Hebert, USAF, Southeast Region chief liaison officer, was awarded to Major Barnard for significant achievement under the TOP program in support of the CAP-USAF mission from October 1-December 31, 1965.

In line with the USAF-wide effort to reduce or eliminate errors, the TOP program in CONAC is aimed at "doing it right the first time."



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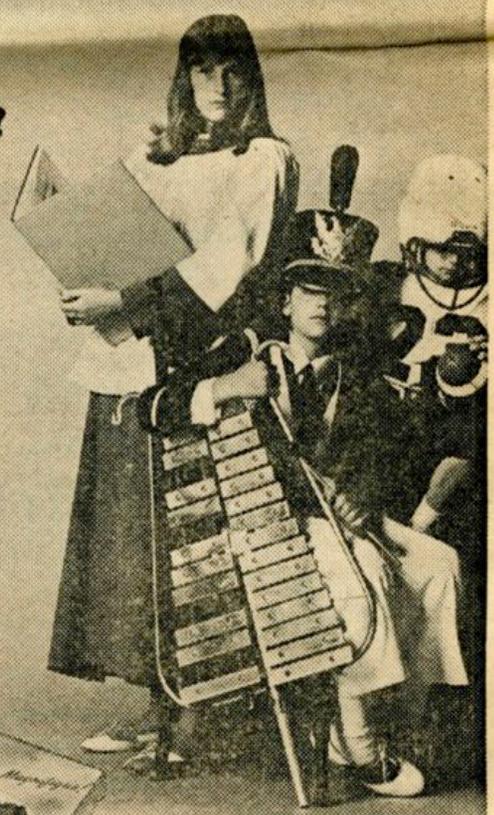


## Zonta Award

THE FIRST Zonta-CAP "Cadet of the Month" award is received by Cadet Dorothy Cooper a member of Cadet Squadron 12 at McClellan AFB, Calif., from Mrs. Catherine Vollmer, Sacramento Zonta Club president. Zonta Club honors a girl cadet each month and also a cadet of the year. (USAF Photo)

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# CAP Pilots Log Three-Fourths Of Total Air Search Hours

(Continued from Page 1)

flown by ARRS in Alaska. The Alaskan missions totaled 889 sorties and 1,732 flying hours. In a major unit effort the Polaris Group, located at Anchorage, Alaska, flew 63 missions which involved 427 sorties and 871 flying hours.

CAP's 1965 inland search and rescue effort, representing 74 per cent of the total flying hours expended by ARRS, was its best since 1956. In that year CAP pilots accounted for 77 per cent of the national search and rescue flying total.

CAP pilots flew a total 285 missions, 200 on inland SAR and 85 in Alaska, performing 11,682 sorties. (A sortie is a single flight in which a CAP pilot searches an assigned area.)

Overall, the ARRS report showed that 1,170 persons were involved in the 439 inland SAR missions flown by ARRS agencies and that nine persons were saved. The ARRS search and rescue effort also assisted 707 people in accomplishing its 1965 SAR mission.

The 1965 report from ARRS also reviewed SAR activities since February 1961, which revealed that CAP pilots flew 2,006 missions out of a total of 4,887 missions flown under ARRS supervision by all participating agencies during that period.

ARRS said there were 84,240 sorties and 160,149 hours flown during the period and credited CAP with flying 53,353 sorties totaling 98,571 flying hours.

During the four year period, ARRS said its SAR efforts involved 15,688 persons. There were

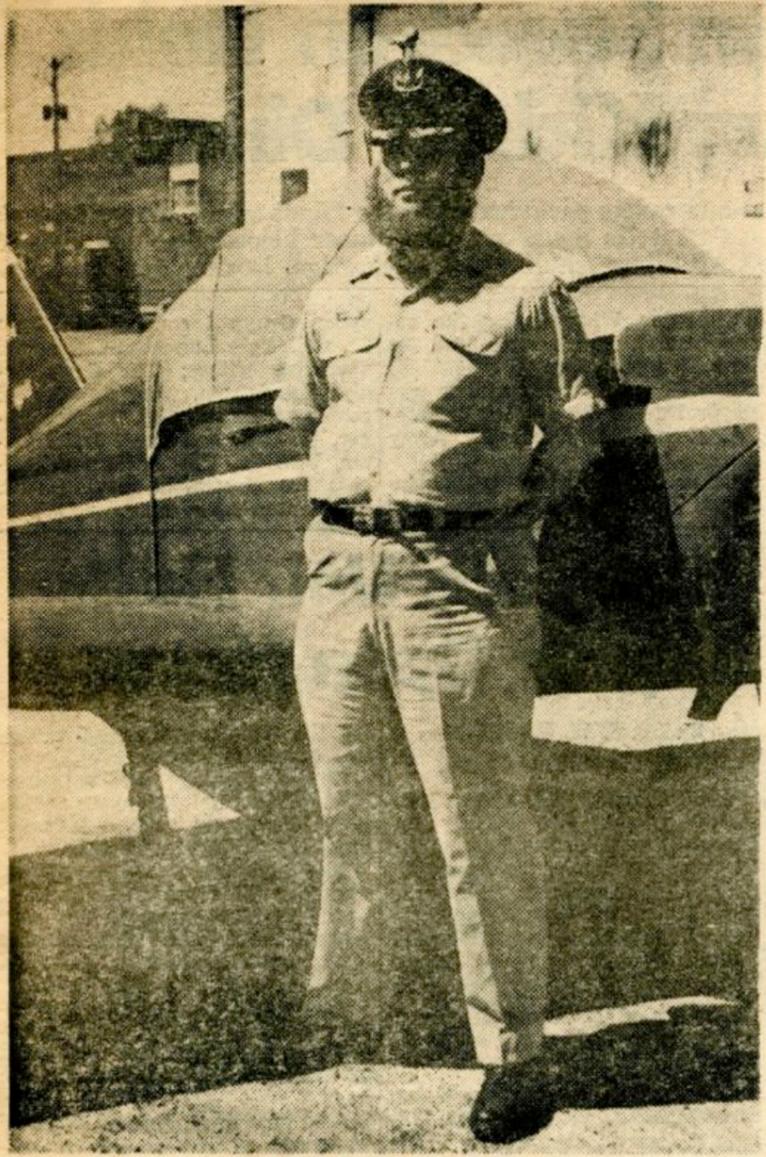
375 lives saved and 11,638 persons assisted in the period.

Following is a summary of CAP search and rescue participation by wing for 1965:

WING	SORTIES	HOURS
Alabama	155	262
Alaska	889	1,732
Arizona	775	2,058
Arkansas	133	311
California	2,013	3,894
Colorado	610	1,217
Connecticut	24	59
Delaware	—	—

Florida	327	702
Georgia	183	356
Hawaii	—	—
Idaho	14	14
Illinois	269	482
Indiana	86	209
Iowa	5	12
Kansas	43	58
Kentucky	49	118
Louisiana	207	341
Maine	—	—
Maryland	14	6*
Massachusetts	79	156
Michigan	27	67
Minnesota	79	125
Mississippi	78	166
Missouri	257	467
Montana	—	—
Nebraska	13	52
National Capital	5	5
Nevada	326	679
New Hampshire	137	240
New Jersey	64	92
New Mexico	498	1,501
New York	411	569
North Carolina	190	292
North Dakota	3	5
Ohio	342	564
Oklahoma	236	449
Oregon	32	44
Pennsylvania	449	752
Rhode Island	—	—
South Carolina	6	6
South Dakota	14	22
Tennessee	71	89
Texas	353	712
Utah	801	1,578
Virginia	66	92
Vermont	38	97
Washington	458	1,065
West Virginia	27	48
Wisconsin	23	48
Wyoming	363	748

\*Hours not reported.



**Flying Commander**

LT. COL. Robert Foster, interim wing commander of Wyoming Wing, poses with one of the oldest operational aircraft in Civil Air Patrol. Colonel Foster owns and flies a 1940 Culver Cadet, considered by many aviation enthusiasts as an antique. The 1940-vintage aircraft has a Continental 85 engine, controllable pitch prop and retractable landing gear. The beard has nothing to do with the age of the plane or the colonel—it was grown for Wyoming's 75th anniversary.

## Book Covers Prove Popular

SHEBOYGAN, Wis. — Members of the Sheboygan Composite Squadron, Wisconsin Wing, are always looking for ways to tell the CAP story to the public and are not adverse to looking to National Headquarters for help.

When the availability of CAP book covers was announced by the National Office of Information, the squadron saw another way to spread the CAP news. To date the squadron has distributed more than 800 book covers to high school pupils in the county and requests are still coming in.

Squadron members recently helped the Kohler Village Boy Scouts celebrate their birthday by attending a Bean Feed and showing of the Sheboygan slide story. CAP book covers were given to the young people assembled.

According to CAP Lt. Lu Giefer, squadron information officer, the book covers have been the best promotional aids ever received from National Headquarters.

## Obituaries

### 3 Former Cadets Die in Vietnam

ANNAPOLIS, Md. — PFC Harre N. Morse, a former cadet of the Annapolis Composite Squadron, Maryland Wing, was killed in action January 28 in Vietnam. He volunteered for the Army in 1964 and was serving as platoon communicator in the 1st Infantry Division.

Morse was buried with full military honors February 12 and became the first Vietnam casualty to be interred in the Annapolis National Cemetery here.

Pallbearers were soldiers of the 1st Army, who held the Stars and Stripes over the casket while their comrades fired the final salute.

A contingent of cadets representing the Annapolis squadron paid final tribute to their former comrade.

MANCHESTER, N.H. — Members of the New Hampshire Wing, at their annual conference, paid tribute to Roger J. McAllister of Milford, N.H., and a former member of CAP, who recently gave his life while serving with the U.S. Army in Vietnam.

HQ, HAWAII WING — Pvt. John Keao III, formerly a cadet in the Wheeler Composite Squadron, Hawaii Wing, was recently killed in action in Vietnam. He was a member of the 25th Infantry (Lightning) Division which was formerly based at Schofield Barracks in Hawaii.

Keao became a cadet at the age of 14 and was interested in all squadron activities. He earned the coveted Certificate of Proficiency and was a member of the Hawaii Drill team.

He was buried with full military honors at the National Memorial

Cemetery of the Pacific at Punchbowl, Hawaii.

HONOLULU, Hawaii — William Blaisdell, fire chief of the City and County of Honolulu, passed away January 26. Cause of death was attributed to a sudden heart attack. He had been fire chief since 1959.

Hawaii Wing members serving on Chief Blaisdell's funeral honor detail were Maj. Stanley Harter, Lts. John Craig and August Range, CWO Leonard Freitas, SSgt. Alexis San Miguel and SM Guy Piltz, a nephew of the deceased. In addition to being a member of CAP, Lieutenant Range is also a full time fireman on the Honolulu Department.

In June of 1960, Chief Blaisdell authorized the organization and utilization of the CAP Public Safety and Rescue Squad. The Honolulu Fire Department is responsible for the land and surf rescue mission on Oahu.

The Coast Guard coordinates and provides sea rescue and helicopter support.

Chief Blaisdell chose CAP to augment his forces and expedite on-scene communications between ground personnel and military helicopters. He also directed increased rescue training for the CAP Rescue Squad to better augment the rescue missions.

By 1964, CAP was on a 24-hour basis with the Fire Department rescue mission, responding to almost all alarms. In 1965, the chief directed that all CAP Rescue personnel be officially attached to his department as volunteers for full insurance protection.

WAUKESHA, Wis. — Senior Member Arthur J. Follett of the

Waukesha County Composite Squadron, Wisconsin Wing, died suddenly while removing snow at his home. He was 58.

Follett had been active in the Waukesha squadron for 22 years. In 1957, he represented the Waukesha County Civil Defense organization at the Nevada atomic test site during operation Plumb Bob. He spent two weeks learning radiation detection and decontamination.

LEBANON, Pa. — CAP Lt. Col. Charles B. Rich died February 3 at the age of 71. He had been in declining health during the past two years.

Colonel Rich, former Pennsylvania Wing commander and executive officer and commander of several CAP cadet encampments at Olmsted Air Force Base, was a retired agent for the U.S. Treasury Department and a World War I veteran.

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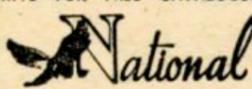
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# CAP Calendar

## CAP Conferences

Event	Date	Location
Southwest Region Conference	April 1-2	Dallas, Texas
Middle East Region Conference	April 29-30	Washington Hilton, Washington, D.C.
Pacific Region Conference	May 13-14	Dunes, Hotel, Las Vegas, Nev.
Rocky Mountain Region Conference	May 27-28	Broadmoor Hotel, Colorado Springs, Colo.
National Executive Committee Meeting	June 3-4	Unannounced
Southeast Region Conference	June 24-25	Diplomat Hotel, Hollywood, Fla.
North Central Region Conference	Sept. 9-10	Minneapolis, Minn.
Great Lakes Region Conference	Sept. 23-24	Detroit, Mich.
Northeast Region Conference	Oct. 14-15	Stowe, Vt.

## CAP Activities

FAA/CAP Pilot Orientation Program	June 20-July 1	Will Rogers Field, Okla. City, Okla.
FAA/CAP Pilot Orientation Program	July 5-15	Will Rogers Field, Okla. City, Okla.
Cadet Flying Encampment	July 17-Aug. 13	Elmira, N.Y.
Cadet Flying Encampment	July 17-Aug. 13	Chester, S.C.
Cadet Flying Encampment	July 17-Aug. 13	Lawton, Okla.
FAA/CAP Pilot Orientation Program	July 18-29	Will Rogers Field, Okla. City, Okla.
FAA/CAP Aircraft Airworthiness Orientation Program	July 18-29	Will Rogers Field, Okla. City, Okla.
Jet Orientation Course	July 24-30	Perrin AFB, Texas
FAA/CAP Aircraft Airworthiness Orientation Program	Aug. 1-12	Will Rogers Field, Okla. City, Okla.
FAA/CAP Flight Instructor Orientation Program	Aug. 1-12	Will Rogers Field, Okla. City, Okla.
Aerospace Age Orientation Course	Aug. 7-13	Maxwell AFB, Alabama
FAA/CAP Flight Instructor Orientation Program	Aug. 15-26	Will Rogers Field, Okla. City, Okla.

# Washington Squadron Holds Anniversary Kickoff Dinner

RENTON, Wash. — Seniors and cadets participated in the "fruit salad" dinner held at Kingen's Jet Inn by the Renton Composite Squadron. The dinner helped the unit kickoff its year-long observance of the CAP Silver Anniversary celebration. During the dinner 10 Search and Rescue Ribbons were awarded, along with one Blue Service Ribbon, one Recruiter Ribbon, one pilot's wings and one promotion.

CAP Capt. Marvin S. Walker received his ninth Bronze Clasp to the Air Search and Rescue Ribbon for 82 sorties. Captain Walker also was promoted to the grade of major.

Other CAP members earning the Air Search and Rescue Ribbon included: CWO Wilfred Cariveau with clasp for 20 sorties; Lt. Evelyn M. Walker for 11 sorties; CWO Mildred Cariveau for 12 sorties; Cadet Dennis Johnson; Cadet Scott McNeal; Cadet Larry Babb.

Also Cadet William Erdt; Cadet J. D. Colson and Cadet Charles Cariveau.

Cadet David Bently received the Recruiting Ribbon and CAP Capt. Robert A. Clark was awarded the second clasp to the Blue Service Ribbon, representing 12 years service.

Cadets Cariveau and Colson also were awarded the Cadet Navy Cruise.

The squadron placed first in the

Washington Wing during the annual search and rescue test for air rescue proficiency.

Special guest at the dinner was Mayor Donald W. Cluster of Renton. Mayor Cluster is a U.S. Army Reserve captain.

Other distinguished guests included CAP Lt. Col. Thomas For-

sythe, Group I commander; CAP Lt. Col. Nyle Lundstrom, Group I executive officer; CAP Capt. Evelyn Lundstrom, wing director of senior personnel; Maj. Stephen Ragar, USAFR, and Capt. Jeff Hamma, USAFR. The latter two officers are Reservists serving with the Renton squadron.

# Annapolis Unit Hosts Airport Open House

By LT. G. W. MASTERS  
Annapolis Composite Sq.

ANNAPOLIS, Md.—An "Open House" program was recently conducted at Lee Airport here under the joint auspices of the Annapolis Composite Squadron, Maryland Wing; the Annapolis Flying Service and the Baltimore Aero Service—all of which operate from the airport.

Members of the Annapolis squadron acted as official hosts for the day.

CAP Maj. Allison Terry, Group 8 commander, and CAP Capt. William J. Curran, commander of the Annapolis unit, welcomed visitors and directed guided tours of airport facilities. Meanwhile, squadron officers provided both general and technical information concern-

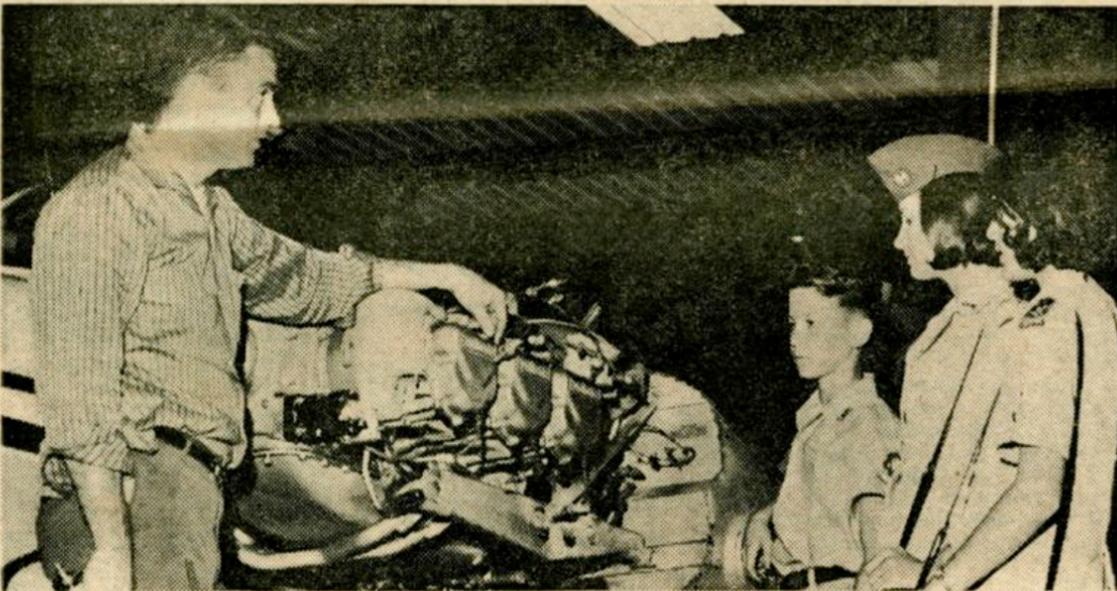
ing the various operational activities of the airport.

Guests visiting the squadron headquarters building were served refreshments by uniformed cadet members of the squadron.

The Honorable J. Millard Tawes, governor of Maryland, was guest of honor for the occasion. Governor Tawes has frequently demonstrated his genuine interest in the Civil Air Patrol and general aviation.

Cadets of the squadron performed well on the drill field at intervals throughout the day and aroused much interest among the guests.

A gratifying number of inquiries was received from among the estimated 2,000 visitors. Some of the guests were interested in the overall mission of CAP; others asked about the CAP aerospace education program.



**Maintenance**

CADETS from the Hattiesburg Composite Squadron, Mississippi Wing, receive a detailed briefing on aircraft engine and periodic maintenance from D. A. Sumrell. Cadets attending the special training, which supplemented their normal cadet program, are Eldridge Breland, Sue Her-ring, second right, and Mary Sullivan. (King's Studio Photo)

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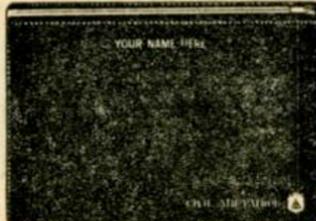
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