



CIVIL AIR PATROL NEWS



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MAXWELL AFB, ALA. 36112

AUGUST, 1974

NEC Rulings Affect All Wg. Commanders

ALLENTOWN, Pa. — Two items affecting wing commanders were the highlight of the June meeting of the National Executive Committee here.

The first one dealt with residency requirements for those personnel holding the position of wing commander.

The committee resolved that, "No member may serve as wing commander of a state unless he is a bona fide elector and a bona fide resident of that state. This does not apply to incumbents."

The second resolution passed by the NEC involves the grade structure of the wing commanders.

The resolution reads, "That a member appointed as an interim wing commander shall be advanced concurrently to the grade of lieutenant colonel. Upon election to the position of wing commander, he shall automatically be promoted to the grade of colonel, temporary, which grade shall become a permanent grade at the expiration of 12 months from the date of such temporary grade. If the wing commander is relieved of his command or resigns prior to attaining the grade of colonel, he shall revert to the grade held prior to becoming interim wing commander."

It was also resolved that, "Any member other than a wing commander promoted to the grade of colonel shall serve in such capacity for a period of 12 months before such grade becomes permanent. If such member is relieved or resigns prior to the 12 months, he reverts to the grade held prior to temporary position."

Other business at the NEC included the appointment of five interim wing commanders and six permanent wing commanders.

Appointed as interim wing commanders were: Lt. Col. Philip M. Polhemus, New

Hampshire; Lt. Col. Robert H. Wilson, Illinois; Lt. Col. Henri P. Casenove, Florida; Lt. Col. Lester W. Snyder, South Dakota and Lt. Col. David D. Smith, Montana.

Those appointed to wing commanders and promoted to temporary colonel were:

Charles X. Suraci Jr., National Capital; Randolph C. Ritter, Virginia; Harry J. Howes, Alabama; Mary C. Harris, Idaho; Albert D. Lamb, Wyoming; Warren J. Barry, California and Thomas S. Evans, Hawaii.

CAP Flying Less With Better Results

MAXWELL AFB, Ala. — Upgraded training programs and newly acquired direction finder equipment has resulted in an increased save rate yet CAP flying crews are having to fly less hours and sorties per search mission according to Air Force Lt. Col. Warren L. Crawford, director of emergency services at National Headquarters.

With seven months of this year behind them, CAP members have received credit for saving 24 lives. Last year during the same time period they were credited with 13 saves.

Electronic Locator Transmitters (ELT's) has had some effect on the improved record Colonel Crawford feels, however he attributes most of the improvement to improved air crew training and proficiency.

At the present time, each CAP wing has at least one aircraft which is equipped with directional finding equipment while some wings have as many as 14 or more. This gear homes-in on one ELT's radio signal to aid searchers in locating a crash site. Overall the organization has more than 260 aircraft equipped with this DF gear, the colonel said.

(See Save Count, Page 5)



A BIT OF NOSTALGIA — Joe Higgins, a lieutenant colonel in CAP, and the famed "You're in a heap of trouble boy" Dodge Safety Sheriff made a surprise appearance at the opening of the National Staff College at Maxwell AFB, Ala., on July 4. Here he presents a whistle to Col. O. A. Donaldson, commandant of students at this year's NSC. The clipboard and whistle are reminiscent of the early days in CAP when Colonel Donaldson had the job of gathering CAP volunteers to fly submarine patrol. (See story on Page 2)



TOPS AT COS — Cadets WO Frances Defensor beams with pride upon being named the "Outstanding Cadet" during the 1974 Cadet Officers School at Maxwell AFB, Ala. Sharing in her proud moment is Air Force Brig. Gen. Leslie J. Westberg, national commander, who made the presentation. Cadet Defensor is a member of the Bayamon High School Cadet Squadron 3, Puerto Rico Wing. She was one of 153 cadets from 45 wings to attend the week-long school.

Colonel Blake Retires

Key Posts Change

MAXWELL AFB, Ala. — Two key positions in National Headquarters CAP-USAF changed hands on July 31 as Air Force Col. John E. Blake, vice commander, ended his active military career and retired after more than 30 years service.

Col. Charles E. Messerli, USAF, moved into the vice commander's position succeeding Colonel Blake. Col. Walter J. Riley Jr., USAF, replaced Colonel Messerli as the chief of staff.

Colonel Blake entered into Aviation Cadet Training in 1942 and was commissioned a second lieutenant and awarded his wings in June 1943.

The colonel spent the remainder of the World War II years with the 310th Ferry Squadron which carried him to several countries including Italy, Africa, Germany, Iceland, France and Scotland.

When the Korean war erupted, he was assigned to Langley AFB, Va., for B-26 training and subsequent assignment to Iwakuni Air Station, Japan, where he flew 75 day and night combat missions over North Korea.

The colonel also served in Southeast Asia as director of

operations and later commander of the 7th Airborne Command and Control Squadron at Udorn Air Base, Thailand.

Colonel Riley is a veteran helicopter pilot who graduated from the Army Air Force helicopter school in 1946.

His first assignment in rescue operations was as a helicopter pilot in Belim, Brazil in 1946.

During a break in service the colonel earned a bachelor's degree in Agronomy from the University of Georgia. He was

(See Changes, Page 2)

Registration Picks Up As Board Meet Nears

MAXWELL AFB, Ala. — Registration for the National Board Meeting at the St. Francis Hotel in San Francisco on September 20-21 was nearing 400 at press time, according to Civil Air Patrol officials.

For those personnel who haven't made their reservations yet a room registration form is printed on page 15 for your convenience. If you think you will be able to attend, don't hesitate, send your card in today!

You can also pre-register in advance by sending in the Preregistration Form which also appears on page 15. The registration fee of \$19.50 covers the Saturday night banquet and all sundry charges with the exception of bus transportation fees between the airport and the hotel. You should preregister only if you are certain you will be going to the convention. No refunds will be made until 30 days after the convention. Dress for the Saturday night banquet will be black mess dress.

Those personnel attending the convention will find the weather in San Francisco at its best. The rainy season has not yet begun, fog is unlikely and the days will be sunny and bright. The average maximum temperature for the past 70 years, according to record, has been 68 degrees and the average minimum temperature has been 55 degrees.

From all indications, down to and including the weather, this looks like it will be the biggest and best board meeting ever. Won't you join in the fun? Mark these dates on your calendar. September 20-21.



COL. RILEY

219327024 18025
PRZYBYLONICZ E L
8057 GRAY HAVEN RD
BALTIMORE MD 21222

Prices Set

For New Cadet Textbook

MAXWELL AFB, Ala.—This is the last in a series of three articles printed in the Civil Air Patrol NEWS to inform all cadet and senior members of the new single-volume aerospace education text for use in the cadet program. The June CAP NEWS carried a front-page article on the use of the new text, the July CAP NEWS article covered the plan to transition into the new text, and this final article covers pricing and ordering procedures.

The new textbook will be placed in Achievement Packet No. 2 (Arnold Achievement); and all cadets entering Phase II of the cadet program will automatically receive the new text, which they will use in Achievements 2-7.

Effective Sept. 1, 1974, the cost of the Arnold Achievement Packet will be \$2.50 which includes the new text. After September 1, all cadets already in Phase II will be required to purchase the new text separately when they order their next achievement packet. This will require ordering two items on their bookstore order form: (1) the next achievement packet and (2) the new text "Your Aerospace World" which is ordered as Catalog No. 37. The check enclosed with the bookstore order form must include the total cost of both the achievement packet and the text according to the following schedule:

If You Are Ordering Achievement Packet	The Text Will Cost	The Achievement Packet Will Cost	Your Check Must Be Made Out For
No. 3	\$1.50	\$1.00	\$2.50
No. 4	1.50	1.00	2.50
No. 5	1.00	1.00	2.00
No. 6	1.00	1.00	2.00
No. 7	1.00	1.00	2.00

It may seem that cost of achievement packet and the text is high, but remember, once the text has been purchased, it will be used for all remaining achievements in Phase II. After the cadet has purchased the text, all subsequent achievement packets in Phase II will cost only \$1.00 each, which will include first-class postage. Therefore,

the overall cost to the cadet for Phase I and II has been reduced considerably; and the mail service should also be eliminated.

In August, all cadet and composite squadrons will be receiving a wall chart to aid their cadets in the transition process. Please post the chart on your bulletin board upon receipt.

Seniors From 49 Wings Complete Staff College

MAXWELL AFB, Ala. — Civil Air Patrol senior members representing 49 of the 52 wings recently completed the seventh annual National Staff College here. The college, held July 4-9, drew almost 200 attendees with Col. William E. Lewis, USAFR, as director.

The intensive five-day program provided leadership and management training for CAP staff officers, and presented concepts, methods and ideas which will enable them to better accomplish the CAP three-prong mission, and to carry out the duties and responsibilities associated with their positions.

Although the days were filled with lectures and seminars, social activities were not ignored. A mixer was held on opening night of the college, and the last day was crowned with the graduation ceremonies and a formal Dining-out ceremony.

Brig. Gen. Leslie J. Westberg, USAF, national commander, gave the official welcoming address. A surprise guest at the opening was CAP Lt. Col. Joe Higgins, the famed "You're in a heap of trouble, boy," Dodge Sheriff.

Brig. Gen. William M. Patterson, CAP, national board chairman, was the featured speaker at the dining-out.

A highlight of the Dining-out was the presentation of the Meritorious Service Award to

Col. O.A. Donaldson of the Pacific Region. Colonel Donaldson served as Commandant of Students and leader of a seminar during this year's school.

One of the most interesting aspects of the school was the problem solving exercise involving each seminar. The seminar led by Capt. David Lindsey, CAP, of the Great Lakes Region, won the event.

Changes

(continued from Page 1)

recalled in 1951 and served a year in Saudi Arabia as a rescue helicopter pilot.

Since 1964, the colonel has been associated with the Aerospace Rescue and Recovery Service and served at Hickam AFB, Hawaii, Orlando AFB, Fla., Scott AFB, Ill., Anderson AFB, Guam, and Saigon, Vietnam.

During this time, his duties ranged from that of helicopter pilot to squadron commander, to executive officer of Hq ARRS to vice commander of the 41st Aerospace Rescue and Recovery Wing, Hickam AFB, his last assignment prior to coming to HQ CAP-USAFA.

He is married to the former Dorothy H. Hinton and they have two children Dorothy Ann, married to SSgt. Anthony Webb of Davis-Monthan AFB, Ariz., and Walter J. III.

Two Radios Donated For Drawing During National Board Meeting

MAXWELL AFB, Ala. — Civil Air Patrol members attending the National Board meeting in San Francisco on September 20-21 will have an opportunity to win two Regency transceivers. The transceivers were donated by CAP Lt. Col. William C. Hess of the Pacific Region.

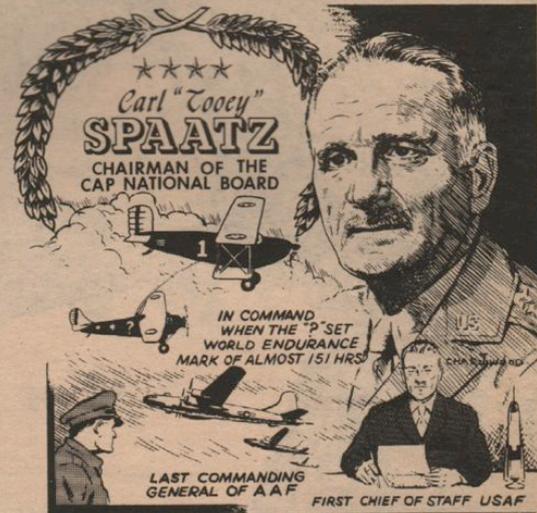
In making the donation Colonel Hess said, "The objective is to establish two new VHF CAP radio stations or to add VHF capabilities to two already existing CAP radio stations.

"Therefore," he added, "I would prefer that only CAP members who are active in the program be eligible for the drawing."

This makes the following people ineligible: Retired and active duty military personnel (including Reservists); retired and active duty corporation employees; retired CAP members; unassigned CAP members 'at large'; honorary CAP members and wives or other family members of the above groups.

The drawing for these radios will be made during the Saturday morning general assembly. Details on the drawing will be available at the Registration Desk at the Board Meeting.

In Memoriam



MAXWELL AFB, Ala. — Gen. Carl A. "Toocy" Spaatz, the first chief of staff U.S. Air Force, died on July 14 at Walter Reed Medical Center, Md., at the age of 83.

The general began his colorful career with the 25th Infantry at Schofield Barracks, Hawaii in 1914, following graduation from the U.S. Military Academy.

Probably one of the general's most notable accomplishments was commander of the Army plane "Question Mark" in its refueling endurance flight over Los Angeles in 1929. He was awarded the Distinguished Flying Cross for keeping the plane aloft a record total of 150 hours, 50 minutes and 15 seconds.

During World War II he commanded the Eighth Air Force; Twelfth Air Force, Northwest African Air Force and finally the U.S. Strategic Air Forces in Europe.

He was appointed chief of staff, U. S. Air Force in September 1947 and served until his retirement in June 1948. In August 1948, he became Chairman of the National Board, Civil Air Patrol, serving in this capacity for 11 years.

CAP's highest award for cadets, the Gen. Carl A. Spaatz Award, was named in his honor in 1963.

The general is survived by his wife, Ruth Harrison Spaatz, three daughters and 11 grandchildren.



MAXWELL AFB, Ala. — Col. Joe L. Mason (USAF-Ret.) a former National Commander of Civil Air Patrol died of cancer June 18 at Wilford Hall USAF Medical Center, Lackland AFB, Tex. He was 59.

Mason was named national commander on Aug. 1, 1964 and served until his retirement on Apr. 30, 1967, after 30 years of active service.

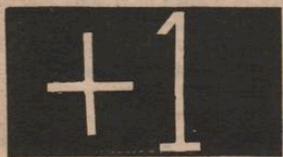
The colonel entered the Army Air Corps in 1937. He was commissioned and received his pilot wings the following year. A fighter pilot "Ace" in WWII, he downed five enemy aircraft.

During the Korean conflict, he commanded the 49th Fighter Wing and flew 18 missions in the F-84 Thunderjet.

His military decorations included the Distinguished Service Cross, Silver Star, Legion of Merit and Distinguished Flying Cross with two Oak Leaf Clusters.

He is survived by his wife, Eugenia M., a son, a brother and sister.

Burial was at Ft. Sam Houston, Tex., National Cemetery.



Chairman Urges

Support Of Supply Bill

PANAMA CITY, Fla.—During his speech to the Southeast Region Conference, CAP Brig. Gen. William M. Patterson, National Board Chairman, emphasized the importance of all CAP members letting their Congressmen know their feelings about the CAP Supply Bill (H.R. 13884).

General Patterson told the conferees, "We've got to get a nationwide letter writing campaign rolling. Every Congressman must know — from the people who elected them — the full story (and importance) of House Resolution 13884."

Each person at the conference was urged to write his or her Congressman and ask for their support in the passage of the bill. According to the Chairman, "It's obvious that in many areas, a sense of complacency has deadened too many of our people to the dangers of this bill dangling in limbo while the lawmakers turn their attention to other momentous problems at our times. We must not let that happen."

General Patterson cited the gratifying results obtained by CAP Lt. Col. John McDonald, a member of the Florida Wing. Colonel McDonald wrote to two Congressmen who represent his area. The response from both men was very favorable.

"Please be assured I will support H. R. 13884 when it comes to the House floor. America needs the Civil Air Patrol and the deeds accomplished by your organization," wrote Congressman Bill Chappell.

Representative Charles Bennett wrote to Colonel McDonald and said "I agree with you as to the importance of CAP and have sent for a copy of H. R. 13884 and will see what I can do to get it up for action in the House."

The lesson to be gained from these two replies, said General Patterson, is that "your Congressmen do want to hear from you. They are interested in your knowledgeable opinion and will take helpful action when given the proper impetus. That impetus is a personalized letter from a constituent."

Each person at the conference was given a list of the names and districts of the representatives on the House Armed Services Committee. That committee is currently considering H. R. 13884, the CAP Supply Bill. A copy of that list is printed here for your information.

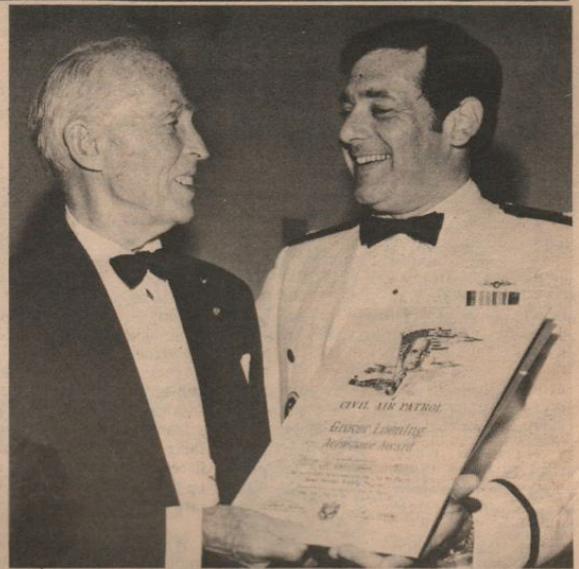
NAME	NORtheast REGION STATE	DISTRICT
Samuel S. Stratton	New York	28
Otis G. Pike	New York	1
Carlton J. King	New York	29
John E. Hunt	New Jersey	1
Donald J. Mitchell	New York	31
John P. Murtha	Pennsylvania	12
MIDDLE EAST REGION		
Marjorie S. Holt	Maryland	4
Floyd D. Spence	South Carolina	2
Mendel J. Davis	South Carolina	1
W. C. Daniel	Virginia	5
Robert H. Mollohan	West Virginia	1
G. William Whitehurst	Virginia	2
Robert W. Daniel, Jr.	Virginia	4
GREAT LAKES REGION		
Melvin Price	Illinois	23
Lucien V. Nedzi	Michigan	14
Les Aspin	Wisconsin	1
William G. Bray	Indiana	6
Leslie C. Arends	Illinois	15
Walter E. Powell	Ohio	8
George M. O'Brien	Illinois	17
Elwood R. Hillis	Indiana	5
SOUTHEAST REGION		
Charles E. Bennett	Florida	3
William Nichols	Alabama	3
Jack T. Brinkley	Georgia	3
G. V. Montgomery	Mississippi	3
William L. Dickinson	Alabama	2
Robin L. Beard	Tennessee	6
NORTH CENTRAL REGION		
Richard H. Ichord	Missouri	8
William J. Randall	Missouri	4
SOUTHWEST REGION		
O. Clark Fisher	Texas	21
Richard C. White	Texas	16
F. Edward Hebert, CM	Louisiana	1
Harold Runnels	New Mexico	12
Robert Price	Texas	3
David C. Treen	Louisiana	3
James R. Jones	Oklahoma	1
ROCKY MOUNTAIN REGION		
Patricia Schroeder	Colorado	1
William L. Armstrong	Colorado	5
PACIFIC REGION		
Charles H. Wilson	California	31
Robert L. Leggett	California	4
Floyd W. Hicks	Washington	4
Ronald V. Dellums	California	7
Robert C. Wilson	California	40
Charles S. Gubser	California	10

General Patterson pointed out that "these representatives need to know how important the passage of this bill is to the future of this great organization. Without the support this bill assures, I am convinced that we will not be able to continue meeting the challenges we are currently facing."

He challenged the conferees when he said, "the responsibility in this matter rests squarely on your shoulders."



A FIRST—CAP Cadet Lt. Col. Julian D. Allen receives his Chief Check Pilot Certificate of Proficiency from CAP Col. Oscar K. Jolley, Southeast Region commander. Allen, a four year veteran of CAP, is the first cadet to be awarded this Federal Aviation Administration certificate. He is a member of the Jackson Cadet Squadron (Mississippi Wing), and has more than 600 hours total flying time.



FIRST RECIPIENT—CAP Lt. Col. Bernard S. Schumacher (right), a member of Civil Air Patrol's Southeast Region, receives the "Grover Loening Aerospace Award" from aviation pioneer Grover Loening during the recent SER conference. The award was recently named in honor of Loening.

CAP Award Named For Veteran Aviator

MAXWELL AFB, Ala. — Grover Loening, an aviation and aerospace pioneer, was honored recently by Civil Air Patrol when the organization renamed a top senior member program award in his honor.

CAP's Aerospace Award which is earned by senior members who complete Level III of the Senior Member Training Program is now known as the Grover Loening Aerospace Award.

The renaming ceremony was held in Panama City Beach, Fla., during Southeast Region's annual conference with Loening present.

Loening became interested in airplanes and flying in 1909 while attending Columbia University. He later earned the first degree in aeronautics ever awarded in

the United States.

In his early years, he was associated with Orville Wright in the Wright Company.

He presently resides in Key Biscayne, Fla., where he writes books and is a consultant on aviation.



BOX SCORE

Seniors	34,313
Cadets	24,266
GAM	496
Total	59,075

(As of June 30, 1974)
(1,599 decrease since Jan. 1, 1974)

ERO-ASTRO ANSWERS (31)

THE SIKORSKY GRAND WAS BUILT IN RUSSIA AND FIRST FLEW MAY-13-1913!

1 SUPERSONIC SHE READS...

2 IT WAS THE FIRST FOUR ENGINE AIRCRAFT TO FLY-- ALSO FIRST TO HAVE A PASSENGER CABIN!

3 LATER THERE WAS A RE-ARRANGEMENT OF THE FOUR 100 H.P. ARGUS ENGINES!

4 IN JAN. 1914 AN IMPROVED BOMBER TYPE NAMED ILLYA MOUROMETZ, "THE GIANT," WAS FLOWN!

5 OVER 70 OF THIS BOMBER TYPE WERE BUILT DURING W-W-I- IT WAS ALSO FIRST TO HAVE A TAIL GUNNER!

6 IGOR SIKORSKY CAME TO AMERICA IN 1919 AND BECAME A LEADER IN U.S.A. FLYING BOAT AND HELICOPTER DEVELOPMENT!

NEXT

WHAT SUBSONIC U.S.A. AIRLINER WITH THREE JET ENGINES CAN CARRY UP TO 270 PASSENGERS?

ASKED BY REV. ROBERT HARMAN-- STUART, FLA.!

COS + NSC = XLNC

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

Since we seem to live in an era fascinated by abbreviations, acronyms, and classified AD phraseology, I'm sure you've had no trouble interpreting my cryptic title.

For the uninitiated, it means simply that our 1974 Cadet Officer School (COS) and the National Staff College (NSC) established new standards of excellence . . . and I congratulate all whose hard work made it possible.

COS

A total of 45 wings sent outstanding representatives to this year's school at Maxwell AFB. And, without exception, we at National were proud to claim these young men and women as part of our CAP family.



Their appearance was as sharp as their minds. These youngsters were the best ever. That's a

strong endorsement because, the Cadet Officer School consistently produces outstanding groups. The Class of '74 seemed to be more serious in improving themselves and their cadet program.

I appreciated having the opportunity to talk with them. No one could be exposed to their youthful (average age: 16.8) enthusiasm without getting a big lift. Their knowledge of Civil Air Patrol—and its problems—is reassuring as is their candor. These 153 cadets—including 32 young women—had an average of 3.5 years in Civil Air Patrol. They were officers; they were exceedingly knowledgeable and they quite frankly appreciated a curriculum and instructor that used this premise as a point of departure.

It's a good point for all of us to remember—not just in summer activities—but all through the year.

During the final critique we asked for their opinions. We told them we were listening. We got a great response. Now it's up to us to prove that we listened by putting into operation all that we heard.

NSC

When Col. Frank Swaim, RMR commander, was injured, we had to find a pinch-hitter to serve as Commandant of Students at the 1974 National Staff College.

Baseball experts generally agree that you can't win a pennant without a strong bench of reserve players—and we've got it. In fact, our bench stretches from the Atlantic to Hawaii.

We picked a winner . . . Col. "Pancho"

Donaldson from Oregon whose career in Civil Air Patrol dates to nearly a week before President Roosevelt made our CAP team official on Dec. 1, 1941!

I had the pleasure of saying farewell to the cadet officer class on Tuesday and welcoming our seniors on Thursday—which also happened to be the Fourth of July!

At the close of my remarks, I planned to present Pancho with a flashlight, clipboard and whistle to help him get the job done. (They were also reminiscent of his early days in CAP when Pancho used to wander around in the dark getting crews together to fly with him on dawn patrol for enemy submarines.)

But the whistle was missing and while I was urging the student body to give it up, a whistle blew from the back and a chubby guy came charging down the aisle—straight at Pancho!

"I've got your whistle Colonel Donaldson and you're in a heap o' trouble boy for impersonating a duly appointed law official."

It was, of course, our good friend and Civil Air Patrol colleague, Lt. Col. Joe Higgins, the Dodge Sheriff. He was in Montgomery to spark the Air Force Association Patriotic Rally and he "... just dropped by because he wanted to meet all those people who gave up their holidays to sharpen up their capabilities."

Before he left, CAP Colonel Higgins delivered a short talk to the class—and it was a classic. He talked straight from the shoulder and reminded them of the big job awaiting each when they returned to their home unit.

Joe and I joined with Gordy Weir, CAP's Executive Director, for a serious talk about his role in Civil Air Patrol. He does much for us and wants to do more—and he will. Each year Joe visits hundreds of communities, in every state, and talks with many thousands of people . . . including entire high school student bodies.

We hope to capitalize on that and in the very near future you'll be hearing more about Colonel Higgins.

I'm sure Joe's surprise appearance was a welcomed light moment for the 193 seniors who were about to tackle a tough, no-nonsense and intensive academic workday that started early and ended late.

It probed deeply into those two important ingredients without which Civil Air Patrol could not hope to survive and thrive—leadership and management.

Frankly, it was a grind but everybody took it in stride and morale was excellent. I was tremendously impressed with our senior scholars. As with the cadets, they injected new pride into all of us who were privileged to be their neighbors for a week.

1891 — Gen. Carl A. Spaatz — 1974

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

On July 16, it was my solemn honor to represent Civil Air Patrol at memorial services for a great American—General Carl Spaatz. Even as I stood with hundreds of other mourners in the Chapel at Andrews AFB, it was hard to realize that he was gone.

For nearly 60 years—1915 to 1974—this distinguished gentleman from Pennsylvania had dedicated himself to advancing airpower. His contributions to military aviation are known throughout the world—but he was a true believer in total aerospace supremacy — and General Spaatz supported all facets of American aviation.



He was a 12-year-old schoolboy when the Wrights made their historic flight in 1903 . . . But it was not until 1915 that he learned to fly. That came about when he transferred from the Infantry to the Signal Corps Aviation School 16 months after graduating from West Point.

PURSUIT PILOT

In 1916, he flew with General Pershing's expedition into Mexico and went to Europe in 1917 to fly pursuit missions. General Spaatz was in combat for just 19 days before the armistice—but shot down three enemy aircraft.

Following World War I, he was one of a handful of aviation pioneers who kept the Army Air Corps operating despite rock-bottom budgets, skeleton forces, antiquated equipment and national apathy.

In World War II, General Spaatz emerged as the greatest air combat leader in the world. His record, his fantastic achievements, and his global leadership has never been—will never be—can never be equalled!

He commanded the Strategic air assaults over Europe and in the Pacific. General Spaatz was present at all three unconditional surrenders by the enemy—at Reims, Berlin and Tokyo!

POST-WAR—MORE APATHY

The years following World War II, in many frustrating ways, were reminiscent of the post-armistice era of 1918-1938. Rapid—almost total demobilization—dismantled the mighty force which had completely ruled the skies on V-J Day. General Spaatz succeeded his friend and mentor General "Hap" Arnold, to become Commanding General of the Army Air Force. In September, 1947, President Tru-

man named him Chief of Staff when the independent Air Force was created.

At the same time, the President chose Stuart Symington for the important position as Air Force Secretary.

TEAM EFFORT

From the first day, Mr. Symington and General Spaatz worked together as a team dedicated to one overriding goal—rebuild the Air Force into an effective striking force. They believed the minimum for warding off any attack and at the same time striking a decisive retaliating blow, was 70 groups. By the spring of 1948, the Air Force had slowly and arduously climbed to 55 groups—just 15 short of their projected goal.

But then, another fiscal retrenchment crunched their efforts and the Air Force was directed to stabilize its program at 55 groups.

It's no secret that the administrative/political/protocol duties of Chief of Staff weighed heavily on General Spaatz. All of us know who served with him—and loved him—how irksome these peacetime necessities must have been, especially after his "get-the-job-done" successes as wartime combat commander. I was disappointed—but not surprised—when the general announced his retirement in April 1948.

Clearly, until the day of his death, General Spaatz believed that (and these are his words) "... A second rate Air Force is

like a second-best hand at poker—no good at all."

RETIRED? NEVER!

As he completed 34 years of active duty, General Spaatz had no time and little patience with the usual trappings of retirement. He was determined to keep impressing on the American public the need for keeping its Air Force strong at all times. —And he did!

THE CAP ERA

From its earliest days, Civil Air Patrol had received official support and personal interest from General Spaatz. Shortly after his retirement, President Truman approved HR 5298 (PL557) on May 26, 1948, which made CAP the Air Force auxiliary—and General Spaatz became its first national chairman.

He brought to that position an international reputation, decades of aerospace knowledge, and a dedication which has seldom been paralleled anywhere. From 1948 to 1959—by far the longest tenure in CAP history—he held the reins as the top corporate official.

His achievements are a matter of record history. But to all of us in this great organization, they are not dusty chronicles of the past . . . many of the trails blazed by General Spaatz are still traveled by today's senior members and cadets.

His wisdom, his writings and his unqualified belief in CAP and the nation it serves are as strongly evident today as they

were on fateful day 28 years ago. We will never forget that it was General Spaatz who stood tall, with confidence and strength, as CAP tottered on the brink of oblivion.

CAP—NO MISSION?

This was the situation in early 1946. Hostilities had ended—and so had CAP's wartime mission. There was little money, much confusion and almost total indifference toward all things connected with the military . . . including CAP.

An extraordinary session was scheduled in Washington on February 11-13 to discuss CAP's destiny. It was composed of 15 wing commanders and called the CAP Committee on Post-war Organization and Program.

Representing the U.S. Army Air Force was General Spaatz. With characteristic honesty he laid his cards on the table.

There were three important factors which now force a reconsideration of the CAP/AAF relationship.

1. The National emergency will soon terminate and with it, the legal authority for the existence of CAP under the War Powers Act.

2. The AAF ability to now resume missions performed by CAP in wartime.

3. Fiscal problems. In war, there was no question of appropriations for CAP support. Now it is questionable how long CAP can be supported by appropriate funds.

You must decide now, he said, the future role of CAP rather than wait until lack of funds render our program ineffectual.

In closing—and in my opinion this is one of the most significant quotes in CAP history—General Spaatz said:

"In order that you may discuss freely the problems which confront you in the establishment of the Civil Air Patrol as a permanent civilian organization, I will leave the conference in a moment with my staff. I am hoping you will decide this afternoon to continue the Civil Air Patrol . . . once your plans have been developed, I will be happy to receive your recommendations concerning how the Army Air Forces can assist you in your new role . . ."

No one in the room had any doubts that General Spaatz—and his boss, "Hap" Arnold—were extending an invitation wrapped in a challenge. And no one in that room hesitated to accept the invitation or the challenges of forming an organization which was, and is, without precedent in volunteer service to this country.

That's how Civil Air Patrol, as we know it today, was born. And now, the man who literally shook it into life and guided it for so many years is gone.

—But never forgotten!

CIVIL AIR PATROL NEWS

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AUGUST 1974 VOLUME 6, NO. 8

Decompression Sickness

by Lt. Col. S.W. Raymond, CAP
Illinois Wing Medical Officer

Although decompression sickness is not apt to occur in the type of flying done by CAP personnel, it is a possibility. Difficulties may arise in altitudes as low as 5,000 feet and may occur from a rapid climb to cruise altitude in a non-pressurized plane.

Symptoms take two forms. In the least serious of these, the gas and air which is always present in the stomach and bowel will expand and cause a bellyache. The pilot is apt to say "It is probably something I ate." Headaches and earaches come from expansion of air in the sinuses and eustachian tubes of the ears. Toothaches may occur in recently filled teeth. If the pain of these conditions becomes severe enough, shock and loss of consciousness may take place. Pain cannot be endured as readily at reduced pressure as at sea-level pressure.

In severe cases of decompression sickness, or chokes or bends may occur. Chokes are rapidly fatal. Bends can cause permanent mental and physical impairment. The name "chokes" adequately describes this, fortunately, rare condition. Bends show up as excruciating pain in the bones and joints. These conditions are not apt to occur in ordinary flight but can come on if a flight is undertaken soon after scuba diving; this can act like high altitude decompression.

The cause of the abdominal pain, headache, and earache is expansion of gas in a closed cavity. Bends and chokes are due to nitrogen bubbles in the blood. As the pressure is reduced by altitude, it is like taking the cap off a bottle of carbonated beverage and seeing the bubbles form. These bubbles plug the tiny

blood vessels, preventing a flow of blood to various parts of the body.

Scuba diving increases pressure at about a half pound per foot of depth — equivalent to about 500 feet of altitude. A dive for a few hours at 30 feet and a rapid flight up to 8,000 feet shortly thereafter can amount to rapid decompression at 20,000 feet. The diver-airman has gone from a pressure of 30 pounds per square inch (15 pounds from the water and 15 pounds from atmospheric pressure) to about 12 pounds of pressure.

Preventing symptoms of decompression can best be accomplished by not flying for about two weeks after dental work if a toothache does occur. Sinus pain and earache may be forestalled by using an inhaler

which shrinks the nasal membranes. Avoid flights after scuba diving unless time is allowed for decompression; diving clubs can furnish charts for the time required. Don't try to "wash out" dissolved nitrogen by breathing oxygen before flying; this can make nitrogen concentration worse. Don't chew gum, eat gassy foods, or drink carbonated beverages before take-off.

Treatment of any of the symptoms of decompression sickness is to restore pressure. Land as rapidly as possible; this will bring about a cure. Bends will require the use of a pressure chamber and the help of trained personnel to prevent permanent injury and to relieve the pain. Chokes are not apt to occur in CAP flying.

Radio 'Saves Day' For Three Fliers

WILLIAMSPORT, Pa. — Three Pennsylvania Civil Air Patrol members experimenting with a portable CAP band radio on a flight from Virginia to here recently had to rely solely on the set when their aircraft experienced electrical problems near Washington, D.C. and they were forced to make an emergency landing.

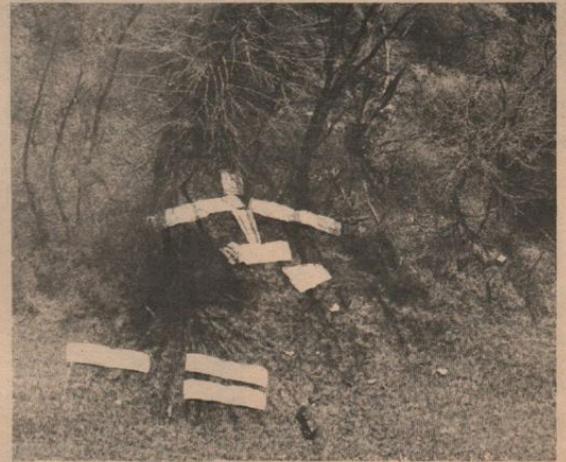
Capt. F. Carl Chambers, the owner and pilot of the aircraft said he and two other CAP members, Capt. Duane Gleckner and 2d Lt. Kenneth Kelley, were experimenting with a portable FM band radio enroute from Virginia.

When the aircraft was approximately 15 miles southwest of Dulles International Airport an electrical short circuit silenced the plane's radio communications. A short while later, smoke began to emit from the plane's instrument panel forcing Chambers to shut down the aircraft's electrical system.

"We were flying at 5,500 feet and if a fire would have broken out at that altitude it would have consumed the plane before I could have landed," said Chambers.

Using the portable radio on a CAP band, the men contacted a CAP repeater station in Maryland and transmitted a distress call informing the radio operator of their situation. The operator in turn notified the air control tower at Dulles and a crash crew was alerted to the incoming plane.

Chambers credited the portable radio for their safe landing, saying that without normal radio communications, he would have had to come into the airport at his own risk and without the airport authorities being aware of his situation.



SIMULATED CRASH SITE—This realistic crash site was one of two used recently by the Southern Dutchess Squadron in Fishkill, N. Y., when they held the largest practice search and rescue training session ever conducted in the area. The crash sites were located by CAP pilots and their coordinates were radioed to ground teams who went into the areas to remove the injured. Eight aircraft used in the SAR training were flown more than 10 hours.

Firm 'Lends Hand'

INDIANAPOLIS, Ind. — The Civil Air Patrol has found a 'friend' in the General Aviation Electronics Inc., of Indianapolis, to assist them when in need of VHF-FM communications transceivers.

During the recent tornado disaster in Indiana the mission coordinator, CAP Capt. Ronald W. Shook, found himself without communications. Determined to get a VHF-FM radio, the Director of Emergency Services for the Indiana Wing contacted the GENAVE company with a request. They were unable to provide him with a new radio, but offered to supply a second hand unit as a "loaner" to use until the other VHF-FM radio was ready.

The company further stated that if a similar disaster were to strike, they would like to supply what second-hand units they had available for use by Civil Air Patrol throughout the country, plus crystals and antennas.

In a letter to National Headquarters, the company repeated this offer. They said the equipment would be provided upon a telephone request to the plant in Indianapolis. The number is (317) 546-1111.

Wing Hears Aviation Expert

CLARKSTON, Mich. — John H. Shaffer, pilot and advocate of American aviation, was guest speaker at the Michigan Wing's annual conference held recently in Lansing, Mich.

Titled "Aviation Potpourri", Shaffer spoke on his ideas of future development of fuels to conserve natural resources, aircraft that fly higher not faster, mass transit and management.

He is a graduate of West Point, a former Air Force pilot and an FAA administrator.



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

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

(As of July 14, 1974)

Number of missions.....	211
Number of aircraft.....	3,246
Number of sorties.....	5,805
Flying hours.....	10,688
Personnel.....	16,351
Mobile Radios.....	3,452
Fixed Radios.....	3,490
Saves.....	24
SAR objectives located.....	88

Save Count Continues Upward

(continued from Page 1)

Statistics released here in mid July have the following totals for this year: search missions: 211, sorties: 5,805, flying hours: 10,688, finds: 88 and saves: 24.

For the same time period in '73 the totals were: missions: 163, sorties: 6,758, flying hours: 13,266, finds: 51 and saves: 13.

Saves number 20 and 21 for this year came from the Alaskan Wing when pilots performed two emergency medical evacuations late in June. A lady was flown from Hope to Anchorage, Alaska by CAP pilot Warren Polsky. During the flight, she was kept alive by mouth to mouth resuscitation.

A gentleman was transferred via CAP aircraft from Seward to Anchorage. He was suffering from severe stomach pains and bleeding.

Also late in June, after more than a day of being lost in remote country approximately 25 miles west of Buckeye, Ariz., a female motocyclist was located by members of the Arizona Wing. Six sorties were flown requiring 18 hours of flying time for this save.

Ground teams from Wisconsin Wing were responsible for saving a 78-year-old man who had wandered away from the Cedar Lake Home for the elderly at West Bend, Wisc. When located, he had been in a field for two days and was suffering from heart failure. CAP members administered first aid to him-on-the-scene.

Save 24 came on July 4th near Norwood, Mass., when a ground team was responsible for saving the life of a lady involved in an aircraft crash. Her husband had taken off with five other persons in a Seabee aircraft which crashed soon after it was airborne. The land team, which was at the airport rushed to the crash site and brought the lady out, the only person seriously injured in the crash.

The increasing number of missions flown by CAP pilots indicated that more and more people are requiring the assistance of their SAR forces. However, the trend in reduction of efforts to locate search object attests to the improving capability and efficiency of search and rescue personnel, Colonel Crawford concluded.

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SAVE DOWN TIME HAVE ONE ON HAND FOR THE NEXT ANNUAL

The Word 'Ma' Is Common For All Wisc. Communicators

by Lt. Col. Mary L. Drews, CAP Information Officer, Wisconsin Wing

MILWAUKEE, Wisc. — Lt. Col. Meta "Ma" Gleason became a Civil Air Patrol member because of her children. Two of her daughters were CAP cadets in the early 1950's and the Gleason house in Milwaukee became a gathering place for cadets. Mrs. Gleason became "Ma" for these young people and has been "Ma" for all Wisconsin Wing members ever since.

The squadron radio was based at the Gleason home and when the daughters moved on to careers and families, Colonel Gleason took over the job of operating the radio in 1954. She was then an associate member of CAP and held an FCC radio license, all that was necessary to operate the radio at the time.

Colonel Gleason became a full-fledged CAP member in 1957 and served a communication officer for her squadron. She taught radio classes in her home and many cadets earned their radio licenses under her guidance.

Many of the Wing staff officers live in the Milwaukee area and soon Badger 37 was sending and receiving messages for them. Also because the Milwaukee area encompasses two Groups and many squadrons, she transmitted messages for those units without radio facilities. In 1967 Colonel Gleason was placed on Wing staff with the official duty as the Net Control station for the Milwaukee area.

"Ma" Gleason also became known internationally. For International Air Cadet Exchange cadets on a visit to Wisconsin, breakfast at "Ma's" was a standard part of the itinerary. She often housed some of the cadets during their visit.

These contributions to CAP are not at all that unusual. But the unique fact in this story is that Colonel Gleason started in CAP at an age when many are considering slowing down.

Now at 77 years young (78 next February), Colonel Gleason continues her daily radio work with morning and evening nets and serves as a relay station for search missions, effectiveness tests and other activities. Badger 37 is generally on the air from 7 A.M. to 8:30 P.M. daily.

She has been awarded two Meritorious Service Awards, two certificates of appreciation and in 1968 the Wing Communications trophy was presented to her. She achieved the rank of lieutenant colonel in 1970.

18 Complete CD Course

MILWAUKEE, Wisc. — Eighteen cadets and senior members recently completed the Civil Defense Radiological Monitoring — Shelter Management Course given by the City of Milwaukee's Civil Defense and Disaster Administration.

Cadet Sgt. Barry Roitblat was named Fallout Shelter Manager during an 18-hour stay in the shelter simulating an attack. His assistant was Cadet SSGt. Walter Rose.

Michael Dombraski and Ralph Eschweiler of Civil Defense were the instructors for the course.

"Civil Air Patrol has given me much to be thankful for. My work on the radio is not work, it is a pleasure filled experience. Sometimes I feel that it is the radio that keeps me going.", Colonel Gleason said. When all senior members were required to take the Level One training, Colonel Gleason was recuperating with a broken hip.

She studied and passed the Level One examination while in the hospital!

Colonel Gleason has been a widow since 1936 and raised her family of five children herself. She also has 23 grandchildren and 5 great grandchildren. Her son has been in the Air Force for 20 years.



TOP AWARD—Cadet Col. Debra A. Sickels is presented the Gen. Carl A. Spaatz Award—Civil Air Patrol's highest award for cadets—by Air Force Maj. Gen. Jeanne M. Holm, director of the Secretary of Air Force Personnel Council. Cadet Sickels is a junior at the Virginia Commonwealth University and has been in the National Capital Wing's Potomac Composite Squadron since 1967.

NER Comm School Opens August 10th

KUTZTOWN, Pa.—The Northeast Region Communications School will again hold sessions on the campus of Kutztown State College in the Pennsylvania-Dutch area of the Keystone State on August 10-17.

With a large staff of trained instructors and under the direction of it's founder and commander, CAP Lt. Col. Robert J. Miller, the school has added several new features. These include special training on Emergency Locator Transmitters for all students and moral leadership courses. Those cadets attending will get credit for a Type "B" encampment.

Three separate courses will be offered. The first, *Basic*, is aimed toward students (either cadet or senior) who are just entering the communications field; the second is *Advanced*, which is geared to sharpen the skills of the qualified communicator and covers a broad field of CAP communications subjects; while the third, *Communications Officer's Course*, is the most advanced training with stress on Communication Administration. It is designed for unit communications officers and those seeking this position.

There is no age limit for admission to the NERCS program. Any CAP member, male or female, senior or cadet, is eligible.

For further information contact Lt. Col. Robert J. Miller, CAP, Box 346, RD 3, Harrisburg, Pa. 17112.



LT. COL. 'MA' GLEASON

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September 20-21, 1974
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<p>TOUR 3 CHAMPAGNE DINNER CRUISE Friday - 7 p.m. \$16.50 per person approx. 3 1/2 hrs. Champagne, dancing, and live music while sailing on S. F. Bay to Tiburon for a full course dinner at your choice of five fine restaurants.</p>	<p>TOUR 4 CALIFORNIA WINE COUNTRY Saturday - 9 a.m. \$14.25 per person approx. 8 1/2 hrs. Bus tour Napa and Sonoma counties, with their rolling hills and vineyards: includes winery tour, wine tasting and luncheon.</p>

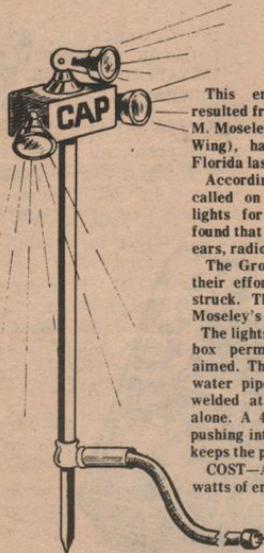
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IDEA MART

Emergency Lighting



This emergency lighting unit (left), resulted from a brain storm CAP Maj. David M. Moseley, commander, Group 20, (Florida Wing), had after a tornado hit southern Florida last year.

According to Major Moseley, "CAP was called on for assistance, particularly for lights for night operations. We suddenly found that we had generators running out our ears, radios and antennas, but no lights."

The Group received a donation of \$50 for their efforts in assisting after the tornado struck. Thanks to the money and Major Moseley's brain storm, they now have lights.

The lights are mounted on a standard utility box permitting them to be individually aimed. The cluster rests atop a 6 ft. 1/2 in. water pipe which had a 10 in. iron angle welded at the elbow. The unit can stand alone. A 4 in. pipe provides a footrest for pushing into the ground. A 15 ft. NO. 12 wire keeps the plug dry.

COST—Approximately \$15 per pole for 450 watts of emergency light.



ROYAL VISIT—Florida's Group 17 cadets and seniors were recently provided a sampling of British hospitality when they toured two British Ships (HMS Fawn and HMS Fox) during their visit to St. Petersburg, Fla. Here, Lt. D. C. Bryce, of the Royal Navy, (right), briefs some of the visitors in the chart room of the HMS Fawn. The two ships will be conducting a hydrographic survey in the Gulf of Mexico.

Unit Ready For 'Call'

MILWAUKEE, Wisc. — The Wisconsin Wing recently chartered the Group Ten LRT Senior Flight to support the Land Rescue Team, which has been in existence for several years, in operational and administrative functions.

The Land Rescue Team which is made up of cadets and members of the new Senior Flight is commanded by CAP 1st Lt. Gerald H. Krueger.

The team constantly trains to upgrade its search and rescue techniques. The members have attended such specialized schools as the Pennsylvania Ranger School, the U.S. Air Force Academy Survival School and Northwest Outward Bound.

Several team members are trained Emergency Medical Technicians, and all hold either the standard or advanced American Red Cross First Aid cards.

The combined efforts of the new senior flight and the Group Ten Land Rescue Team has been over 4,000-man hours on actual missions in the last three years, an average of 14 missions a year. The missions have ranged from searching for downed aircraft, lost children and adults to assisting in sandbagging dams during floods.

According to the unit information officer, 2d Lt. Betty D. Kelm, "when there is a need in Wisconsin, whether it is a lost aircraft or natural disaster, the team is ready and prepared to respond to the call."

Unit Rescues AF Recruiter

BROOKSVILLE, Fla. — Members of the Brooksville Composite Squadron recently came to the rescue of Air Force TSgt. M.W. Averette. They manned an Air Force recruiting booth at the Hernando County Fair for him.

At the time, Sergeant Averette was committed to run two other county fair booths plus his office in Dade City.

The Brooksville unit commander, 1st Lt. Glenn L. Chase (U.S. Navy retired) and deputy commander 2d Lt. Carl E. Hartley (USAF retired) jumped at the chance to assist the Air Force. They also got in some "Plus One" CAP recruiting.

The joint recruiting booth was manned for six days by seniors and cadets from the unit.

Unit Learns About Storms

MONROE, La. — Members of the Monroe Composite Squadron have been attending sessions with the Ouachita Civil Defense Agency on natural disasters. The latest session included a course on the Severe Storm/Skywarn system.

Seven members completed the course and were awarded cards from the CD agency including a special number to call in the case an actual tornado is spotted.

Instruction included cloud identification and how to give the most useable information to the Weather Bureau so a more accurate warning may be given to the people in the area most likely to be hit.

CAC Sponsors Exercise

ALEXANDRIA, Va. — The cadet advisory council of the National Capital Wing recently sponsored an emergency services training exercise with more than 100 cadets participating.

The training was conducted near Andrews AFB, Md. The classes included map and compass reading, first aid, survival, rappelling and aircraft signaling.

Also included in the training was a practice search and rescue mission where the cadets were evaluated on their performance.

According to training officials, the exercise was very successful and more are planned for the future.

Units Hold Annual Exchange

WHITE PLAINS, N.Y. — Forty-three cadets and 10 senior member escorts from New York's Westchester Group recently departed here for their annual exchange with their Canadian counterparts, the Royal Canadian Air Cadets.

The trip was the first phase of the Group's annual exchange which was started 15 years ago by CAP Lt. Col. Louis D. Wolff, group commander.

Later, the Royal Canadian Air Cadets will visit the Westchester Group as guests of the North Castle Squadron, this year's host squadron.

Cadets Do 'Mr. Clean' Job

WATSONVILLE, Calif. — The Aptos seascap area looks a little neater today thanks to the ecology-minded Watsonville Cadet Squadron.

The cadets, under the supervision of SM Jim Carter, picked up trash along 100 yards of beach, along three miles of county roads and on the bluffs and private lots.

The manager of the Aptos Safeway store donated a case of soft drinks to cool off the cadets. At the completion of the clean up, they were rewarded with a swim party at the Seascap Racquet Club.

Michiganites 'Fly' Army

CLARKSTON, Mich. — Members from CAP units in Okland County recently received helicopter orientation flights from Army crews from Fort Sill, Okla., on temporary duty at Selfridge Air National Guard Base, Mich.

Thirty cadets and five seniors were flown aboard the Army's large CH-47 Chinook and the UH-1H Huey helicopters.

Florida Forest Fire Puts CAP In Action

EUSTIS, Fla. — When Florida's Lake County experienced it's largest forest fire in history recently, Civil Air Patrol was there to provide assistance.

Personnel from Group 20 (Florida Wing) assisted the Lake County Civil Defense Coordinator and County Commissioner as well as American Red Cross officials in setting up an emergency shelter for hundreds of evacuees from the 4,000 acres of forest land destroyed by the fire.

Some 100 families took advantage of the temporary beds set up at the Lake County Fair Grounds. Cadets from the Mid-Florida Cadet Squadron, operated radios, served as runners, directed traffic, set up cots, unloaded trucks and any other chores as directed by the Red Cross and CD officials.

The assistant medical officer for the Lake Senior Squadron, 1st Lt. Edith Noffsinger, provided personal attention to some senior citizens who, in their hasty departure had forgotten needed medication.

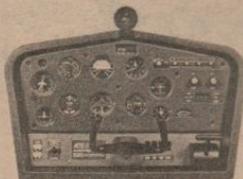
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ON DISPLAY—Capt. John E. Hildebrand (center), commander of Philadelphia Composite Squadron 104, (Pennsylvania Wing) shows two female employees of the Jr. Hot Shoppes just what CAP is all about. The display was used over a weekend at Neshaminy Mall, just outside of Philadelphia. The display shows the different activities available at Squadron 104 through photos, pages from the Cadet and Senior Program books, newspaper articles and posters. Also, two rear-projected 35mm slide presentations were used, one with a synchronized sound track. The display was also put up at Woodhaven Mall, near Philadelphia for a weekend. Other public displays are planned. (Photo by Capt. William H. Larkin Jr., CAP)

Winston-Salem Squadron Explains

by Lt. Col. Holli Nelson, CAP Squadron Information Officer

"ACTIVITY—Lots of it." That is what makes the Winston-Salem Composite Squadron (North Carolina Wing) tick, and tick well enough to be first runner-up in the Unit of Distinction race. Winston-Salem DOES CAP.

We look at the book to see what has to be done and what cannot be done. We make sure we do the has-to-be done; we neither do nor worry about the cannot-be-done. Between these two extremes lies a vast area. Within it we improvise, work, play and REPORT.

The same attitude of "do" also gained the squadron the wing's top spot in communications and second place in Information in 1973, second place in corporate aircraft hours flown in both 73 and 74, and first place in Information and Safety in 1974 in addition to top honors in the cadet program.

The squadron's DOING has gained it three unit citations in as many years. The point to remember is that Winston-Salem sets its collective sights on doing the CAP program very well and then strives to do it.

Winston-Salem is a composite squadron. The squadron commander, CAP Capt. Jack D. Moorefield, has two deputies, one in charge of the senior side of the

house and the other in charge of the cadet side.

These deputies direct their respective programs but never in a vacuum—the cadet and senior sections stay very aware of each other's activity. Sometimes they function together and sometimes quite separately.

Training, social, recreational, and mission activities are offered for cadets or seniors or, more frequently, for both. Radio Operator Proficiency, First Aid, private pilot/observer ground school courses have been offered twice in the last four years to the cadets and seniors.

A series of Emergency Services seminars and a program leading to the CAPF 101 were available to seniors during the

senior meeting schedule. However, advanced cadets were encouraged to attend and several did.

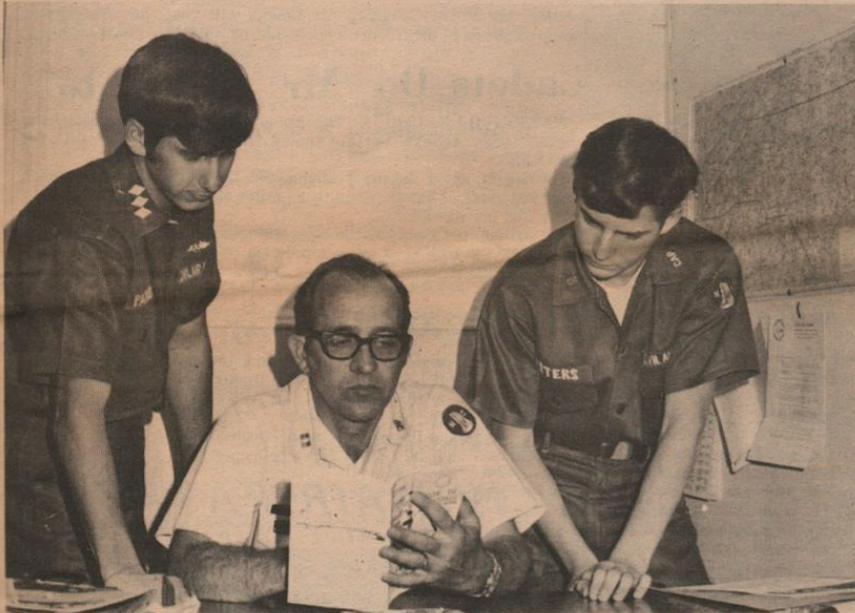
Social and recreational activities tend to separate the generations farther than the training. Recurrency training in such things as flying, communications, first aid includes all pilots, radio operators, first aiders, be they cadet or senior.

Winston-Salem did not arrive at #2 without considerable building. In 1970 the squadron looked up from well down in the CAP heap: it had no airplane, it did have poor communications capability and weak senior and cadet programs.

The end of that year saw a



TEACHER — Cadet Gregory V. Bowman (standing) plays the part (left) and Roy C. Gough during a moral leadership session while observes.



FUTURE PLANS — CAP Capt. Jack D. Moorefield, commander of the Winston-Salem Composite Squadron, (center), discusses cadet activities with Cadets Marty J. Parrish (left), and Michael Peters.

change in command, a shift in personnel and membership and some major changes in philosophy. In terms of cadets, we took a few financial chances and provided some positive activity, some reasons to belong, some things to miss should a cadet drop out or become otherwise inactive. To be blunt, the squadron provided programs which it could deny cadets who were not meeting a satisfactory rate of achievement completion or of participation.

The first move came when the squadron risked sufficient funds to purchase 15 radios on 26.620 MHz. These radios were leased to cadets at either \$3 or \$5 per month. Once a cadet had \$60 invested, he held the radio as long as he remained active in the cadet program and on the air.

The lease program was not

available to seniors, but the communications activity and favorable price obtained through quantity purchase encouraged seniors to get on the air. The radio lease/purchase program gave the squadron members—cadet and senior—some concrete activity and a need for an ROP course. The program snowballed until the squadron owned 25 radios and about half the membership was on the air with half of these being cadets.

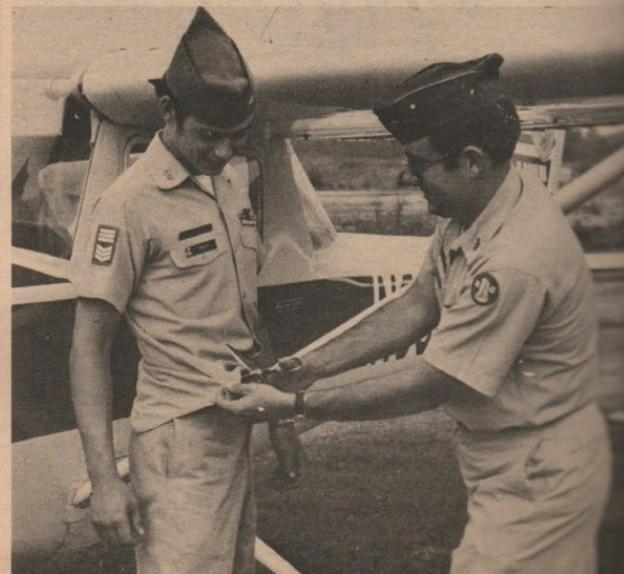
The second action program the squadron launched took its cue from the "A" in "CAP": Cadets join CAP, we reasoned, because they are interested in FLYING.

In 1969 Winston-Salem had soloed seven cadets while a corporate aircraft was loaned on a months' rotation. In 1971 several factors pointed to no corporate



AIRCRAFT TALK — Cadet Mark Morrison explains the construction of his model aircraft to fellow cadet Miny Williard.

SNIP — Cadet Hilton Priddy loses his shirt tail to instructor CAP Lt. Col. Holli Nelson after successfully soloing in the squadron's Cessna 150.



How And Why' They Are #2



Teacher for cadets Michael Peters
Captain (CAP Capt.) Henry May

an activity involving 1/3 to 1/2 the squadron's cadets at any one time.

While much of the squadron's training is cadet + senior, the objectives of the CAP cadet and senior programs differ greatly. The cadets practice military courtesies and wear their uniforms proudly on meeting nights. The seniors are aviation and emergency services oriented.

Success breeds success. Activity breeds more activity and contentment. These in turn breed success, and so the cycle continues. Capt. Felix F. Watson Jr., Winston-Salem's Deputy for Cadets during much of the rebuilding period and our year as #2, stressed activity and made achievement progress a prerequisite for participation. Participation motivated cadets to advance, and so forth.

The functioning squadron is an intricate and delicate machine no single parts of which may operate independently.

Money comes as hard to Winston-Salem as it does to most other squadrons, and we try to operate in businesslike, efficient ways. CAP Capt. William A. Simmons, finance officer for several years, keeps track of the comings and going of \$6000 per year and he budgets each program to be self-supporting. No one activity supports another financially. A large bone of contention is thus avoided.

Winston-Salem has no magic formula. We suffer all the problems any squadron suffers, but we try to deal with the problems rather than letting them deal with us. We set objectives and we try to keep them clearly in view. We do plan ahead and publish a calendar in the monthly newsletter—this is a major help in keeping organized.

We have not found a system for having the cadet program run entirely by the cadet staff. They do participate in many decisions, but some things are imposed by need or by opportunity. However, the seniors do not run over the cadets with conflicting orders, one-way demands for military courtesies, etc.

We are a lucky squadron. The human resources are excellent;

airplanes being assigned to Winston-Salem.

Then CAP First Lieutenant, now Capt. Felix F. Wilston Jr., guaranteed Sugar Valley Flying Service 40 hours flight time per month for two months and they parked one of their Cessna 150 aircraft on our ramp for our use at \$7 per hour dry. Twenty pilots (students thru commercial) committed themselves to flying 2 hours each month and paid in advance.

About half those buying \$20 (wet rate) worth of flying were cadets starting their pre-solo training. This rental program continued for over a year.

In mid-1972 a corporate Cessna 150 came available on the buy program. Since Winston-Salem was used to flying 40 hours a month, we had the confidence we could meet the payments by flying, and Capt. William Simmons, Fiscal Officer, established the fiscal program to go ahead.

In early July 1972 Cessna N8338J arrived in Winston-Salem and by December 1973 the squadron had flown it about 700 hours. In the two and a half years the squadron's flying program has operated, 17 cadets have soloed and two have earned private licenses. Several others are just now becoming eligible. Four seniors have also earned ratings in the 150.

In terms of responsibility, scheduling, and costs, the squadron makes no distinction between its cadet and senior pilots. Without either group, the other would be unable to support the airplane. We are a composite squadron with a composite flight program.

The flying program provides a very real motivation for the youngster interested in flying, an activity provided by no other youth organization in town, and



ALTITUDE CHAMBER — Cadets Walter M. Gray (left) and Charles Link prepare for physiological training at Shaw AFB, S. C.

we have people with outstanding qualifications who are willing to use them for the unit's benefit. Our seniors want to DO something rather than BE something. This avoids the unfortunate circumstance of the inept senior "officers" trying to impress a group of cadets. Our seniors impress with what they know and do, not what they say. The attitude also creates many activities which keep everybody busy.

Activity breeds contentment which breeds... and so forth. We are lucky enough that nothing is handed us on a silver platter—we earn most of what we get and really appreciate what we are given.

If Winston-Salem is any different than the bulk of other squadrons, it is its attitude. Like Avis, we try hard—very hard—to DO CAP, and we laugh a lot in the process.



TRAINING — Cadet Roy C. Gough practices bandaging during a first aid training session under the watchful eyes of the unit's Red Cross First Aid Instructor CAP 2d Lt. O. Franklyn Griffith.



ONE-TWO-THREE — Cadet Commander CAP Lt. Col. Charles M. Link attaches the third Unit Citation streamer to the Winston-Salem Composite Squadrons flag.

(Editor's Note: In the March issue of the Civil Air Patrol NEWS we named Civil Air Patrol's "Top 10 Cadet Squadrons of Distinction." We asked the commanders of these units to tell their story on how their squadrons achieved this enviable goal. This is the report on the No. 2 squadron.)

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... some of the 45,000-plus marchers. . .

PHILADELPHIA, Pa.—Civil Air Patrol members recently administered emergency medical care to persons who required it when more than 45,000 participated in a March of Dimes Walk-A-Thon sponsored by the Sons of Italy.

Personnel in charge of the event were in need of people trained in medical care beyond the foot care stations they had set up. They turned for help to CAP's Philadelphia Paramedical Squadron 106. The unit provided three fully equipped paramedical corpsman teams.

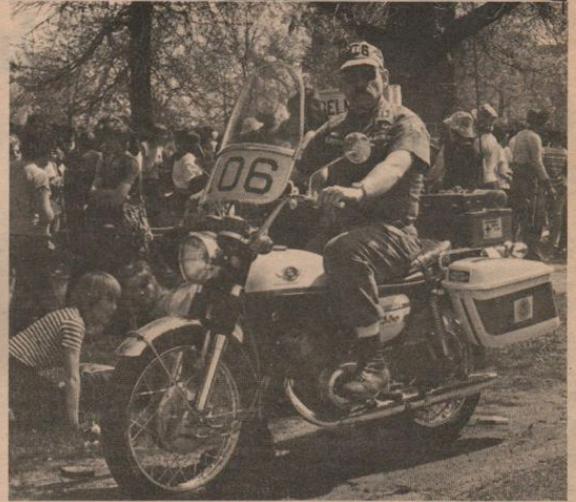
These teams were initially spaced along the lines of march and later progressed from checkpoint to checkpoint.

At one station, CAP members treated a victim who was suffering from a coronary attack. They used their portable oxygen pack until a fire department unit could get there.

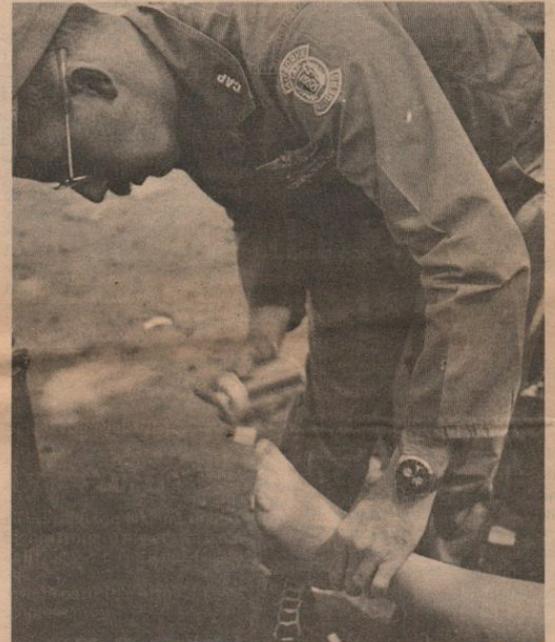
During the nine hour march, the CAP paramedical corpsman treated more than 1,200 casualties. The majority of the injuries were blisters and sore feet.



—and here we have the splinter...out at last!



Capt. Donald Klipstein, CAP
Arriving to set up first-aid center . . .



Lt. Edward Leidy, CAP
...that feels GOOD!



C/1st Sgt. Dennis Kirschner with casualty. . .



Cadet Kirschner treats a minor cut. . .

Program Underway To 'Train' Group

MEMPHIS, Tenn.—An intensive training program is now underway for Civil Air Patrol units in west Tennessee. The program is conducted by members of Tennessee's newly created Group XV.

The group was formed in March to become the organizational control body for all senior, cadet and composite units west of the Tennessee River and east of the Mississippi River.

The training began in April with a practice Electronic Locator Transmitter (ELT) search at Reelfoot Lake State Park. Bob Harrison, Memphis area Federal Aviation Administration safety specialist, placed an activated ELT near the Reelfoot Airpark.

Less than one month later, the annual Wing SAR Test was held

Unit Tested During Search

SELFRIDGE ANGB, Mich.—A routine meeting for the Selfridge Cadet Squadron 3-5 turned into a test of their readiness to respond to any type situation.

The unit was asked by the base security police to aid in the search for a missing boy, the son of a base resident. While the search was being conducted along the shore area of Lake St. Clair, the body of the boy was recovered from the lake by a base resident.

Despite the tragic results the members of the squadron had an opportunity to learn first-hand the seriousness of their job.

Unit Awarded For Assistance

PALM BEACH, Fla.—Cadets of the Palm Beach Cadet Squadron recently met several golf pros, including Sam Snead and Jack Nicklaus when they served as controllers for the large galley during the Annual Cancer Golf Benefit here.

Their unit received a donation of \$250 from the Cancer Fund for the excellent job the cadets did.

with Group XV acting as Mission Control for West Tennessee. Here, 49 seniors and 26 cadets were trained in every phase of conducting an actual mission, with emphasis being placed on training individuals to handle different assignments.

"We have the nucleus for the best group in the Wing," said Lt. Col. W. C. "Bill" Wilson, Group commander.

"However, to obtain this distinction, we must earn it by improving our skills and management principles through the training programs that are already developed and available to all of us," the colonel added.

Chaplains Issue

Recruiting Brochure

MAXWELL AFB, Ala.—The National Chaplain has revised the key recruiting brochure "What Is It All About?—The Chaplaincy," and distribution will be made during August.

The new publication resembles past issues in every respect, but current policy and more than 30 address changes for ecclesiastical endorsing agencies have been incorporated in this edition.

All previous editions should be destroyed upon receipt of the August 1974 edition.

PacRegion Has A 'First'

HAMILTON AFB, Calif.—The Pacific Region director of Aerospace Education and Bill Harvath, National Aeronautics and Space Administration.

Bill Harvey of the Department of Ecology and Environmental Resources of the University of California at Davis was guest speaker at the formal dining-out held during the college.

In addition to the lectures and seminars, all students were offered an opportunity to have an orientation flight in the Pacific Region T-29 aircraft.

A highlight of the course was the speech contest. A student was selected from each seminar to present a five-minute speech on a subject chosen by the staff. Maj. James Rousey of Oregon won the event, while Capt. Betty Scott, Washington, came in second. Col. Howard Brookfield, Pacific Region commander, made the award presentations.

Other reservists participating included Col. William Lewis, director of this year's National Staff College; Col. James Cuzzolina Jr., and Lt. Colonels Howark Zink, Warren Johnson and Joel Holau.

Guest speakers for the college



HONORED—Col. Walter M. Sanford, (left), chief of staff Southwest Region receives the Air War College diploma from Brig. Gen. William M. Patterson, National board chairman during the recent Southwest Region conference at Dallas, Tex. Mrs. Sanford received the Air War College "Pushing Hubby Through" Diploma.

SWRegion Meet Draws 250

DALLAS, Tex.—More than 250 members of Civil Air Patrol gathered here recently for the Southwest Region conference.

The two-day event was opened by Brig. Gen. Leslie J. Westberg, USAF, national commander, when he reviewed the past year and offered criticism of shortcomings wearing the traditional "black hat". He also pointed out areas of improvements while wearing his "white hat".

The conference was closed with the traditional banquet with awards being presented to several members. Walter M. Sanford, SWR chief of staff, received the Air War College diploma while Lt. Col. Robert C. Bess, Texas and Majors John and Parthena Latchaw, Oklahoma were presented the Gill Robb Wilson Award. Also, Lt. Col. Andrew G. Lontai, received the Industrial College of the Armed Forces Diploma for National Security

Management.

The New Mexico Wing received the 1973 revolving trophy for cadet achievements.

The awards were presented by Brig. Gen. William M. Patterson, CAP, national board chairman and General Westberg.

Cadet Squadron Holds Bivouac

LANTANA, Fla.—The Lantana/Lake Worth Cadet Squadron recently held an excursion-type bivouac near Jonathan Dickensen State Park.

The bivouac, consisting of 20 personnel, emphasized building rope bridges, first aid, shelter building, basic compass reading and gathering food and water.

"The bivouac was definitely the best I've ever supervised. It was well detailed and very precise," commented Lt. Robert Bryant, cadet commander.

The unit has another bivouac planned which will be a survival bivouac. Cadets attending will be required to collect their own food, water and prepare shelters in the field.



GRADUATION—WO Betty Freshwater receives her certificate of graduation from Col. Howard Brookfield, (left), Pacific Region Commander and Col. O. A. Donaldson, staff college director, following graduation from the first Pacific Region Staff College. In the center is 2d Lt. Robert Black, California Wing, Freshwater's seminar leader. Warrant Officer Freshwater is the wife of Air Force Col. Robert E. Freshwater, liaison officer for the Pacific Region.

H.Q.

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People In The News

Cadet Herbert Williams, a member of the Paine Field Composite Squadron (Washington Wing), put his CAP training to good use recently when he assisted an injured 71 year-old man... Two members of the National Capital Wing's Fairfax Composite Squadron have received good news. Cadet Col. John Campbell, received a \$500 scholarship for study at George Washington University while Cadet Capt. Wayne Davidson was accepted to the Air Force Academy....

The Lions Club honored Capt. David Carlson and Lt. Gene Peterson of the Chippewa Falls Composite Squadron (Wisconsin Wing) with Certificates of Appreciation for their program on CAP to the local Lion's Club... Cadet WO Richard W. Wilhelm, of the North Penn Medical Cadet Squadron (Pennsylvania Wing) received an appointment to the Air Force Academy from U.S. Congressman Lawrence Coughlin... Nine female cadets from the Clarkston Composite Squadron, led by Cadet TSgt. Lori Martin "walked away" with the wing trophy in the recent Michigan Wing Drill Competition while Cadet Geoffrey McDavid, led a team of six male cadets from the Clarkston unit to the Class B trophy....

Cadet Capt. David S. Niererk of California's Chino Composite Squadron 134 was recently appointed to the Military Academy at West Point by U.S. Congressman George E. Brown Jr.... Lt. Col. Leonidas Maximcius served as encampment commander for more than 100 cadets and seniors at the New York Wing Land Rescue Team training encampment at Camp Vedder, N.Y.... Lt. Herb Chapman of the Crow Wing Squadron (Minnesota Wing) is "up in the air" about his job. The lieutenant recently gave glider orientation flights to 44 cadets and seniors of the Skyhawk Composite Squadron.... Lt. Col. Thomas J. O'Connor of the Minnesota Wing became the first CAP member in his wing to complete the Air War College Correspondent course when he received his certificate of completion recently....

Cadet Maj. Lyndsay A. Campen of the Burlington-Camden Squadron (New Jersey Wing) has received an Air Force ROTC scholarship for her junior and senior years in the Rutgers College AFROTC program... SM Joseph LaFleur of the Grand Rapids Composite Squadron (Minnesota Wing) recently sponsored an open house for his unit at Gray Mobile Homes. The senior and cadets acted

as guides and earned \$400 for their unit by cleaning 26 of the mobile homes... The Rhode Island Welcome Wagon distributed 2,000 leaflets for the Rhode Island Wing recently to promote CAP and the cadet program....

Two members and a unit of the South Dakota Wing were honored at the recently wing conference. Maj. Frank Shelton of the Huron Squadron was named Senior Member of the Year while Cadet Col. John Warns III earned Cadet of the Year honors. The Cadet Squadron of the year award went to the Ellsworth Composite Squadron. Cadet Lt. Col. Reinaldo Hernandez of New York's Bronx group was honored twice during the wing conference. Hernandez was named Wing Cadet of the Year and received and Air Force Association Flight Scholarship....

Cadets from the Eaton Composite Squadron (Maryland Wing) turned back the pages in history recently with Mrs. Jane Hanks as she recounted her work with the Flying Tigers. Mrs. Hanks served as one of three nurses with the Flying Tigers during War War II... Cadets MSgt. Richard Krieger and First Class Mark Clark of the Greeley Composite Squadron (Colorado Wing) recently held a cadet recruiting drive at two junior high schools... CAP Maj. Morris H. Broudy was notified recently of his successful completion of the Air War College Correspondence course. A member of the Hudson Valley Composite Squadron (New York Wing), Major Broudy holds the rank of lieutenant colonel in the Air Force Reserve....

Five members of the Peninsula Composite Squadron (Virginia Wing) were honored recently. Cadets Michelle Kearns and Kevin Logan were both cited by the Air Force Junior ROTC for Academic Excellence and First Year Cadet Award respectively. Cadet Steve Bryson received the National Sojourners Award while Cadet John Costello received numerous JROTC awards and a \$25 Savings Bond for an essay to the Ladies Auxiliary of the VFW Essay Writing Contest. Cadet David Friedenbergr received a Certificate of Merit and an appointment of the Jr. National Honor Society.... One senior and two cadets from the Albany Composite Squadron (New York Wing) are off to a "flying" career. Lt. Sharon Ann Falkenheimer earned her private pilot license while Cadets Lt. Col. Harrier Gillespie and 1st Lt. Timothy Cleary received solo flight scholarships.



CAP BOOK—Ernie Gentile, (left), president of Aero Publishers Inc., Fallbrook, Calif., and Harold Printup, a Los Angeles designer select the dust jacket for **HERO NEXT DOOR**, a new book about Civil Air Patrol now in production. Written by Frank Burnham, a veteran aerospace editor and award winning aviation writer, the book chronicles the exploits of CAP's "flying minuteman" from the organization's formative days through mid-1974. The book will be ready for initial distribution during CAP's National Board Meeting in September. Later it will be made available to members through the CAP Book Store at a reduced rate.

Hoosiers Aid FAA

INDIANAPOLIS, Ind. — Members of the Indiana Wing in the Indianapolis metropolitan area spent Memorial Day week-end assisting the Federal Aviation Administration with the hundreds of aircraft in the area for the Indianapolis 500 auto race. Operating with mission authorization, the Hoosier members logged the arrival and parking area of aircraft visiting the six airports close to the race track. Following the race, they monitored departures and checked out reports of missing aircraft as they materialized. Other CAP personnel assisted with flight plan clearance and weather briefings for the homeward-bound race fans.

Iowans Get 'SAC-Oriented'

CEDAR RAPIDS, Iowa — Thirty-four cadets and senior members of the Cedar Rapids Composite Squadron recently visited the home of the Strategic Air Command — Offutt AFB, Neb. The group was given a briefing on SAC and visited the underground SAC command post and the airborne command post. They were also given a tour of the Strategic Aerospace Museum.

CAP-CD Units Train Together For Emergency

WEAVERVILLE, N.C. — The North Carolina Wing coordinated efforts with Civil Defense units in a recent simulated emergency mission that encompassed the state.

The purpose of the mission was to test the skill, effectiveness and degree of preparedness of the organization in an emergency situation.

CAP Maj. Mark Watkins was the "on scene" commander for the Asheville sub-base, — one of three sub-bases set up for the mission. He was assisted by a staff of selected personnel from Group I headquarters and other CAP squadrons in western North Carolina. The other sub-bases were located at Raleigh Durham Airport and Wilmington's New Hanover Airport.

Among the participants were the North Carolina National Guard, the N.C. Air National Guard, the American Red Cross, Salvation Army, U.S. Coast Guard and Auxiliary, members of the State Association of Rescue Squads and the State Highway Patrol.



DECORATED BY THE GENERAL—Cadet Matthew Cheche of CAP's Auburn Cadet Squadron (New York Wing), receives his Doolittle Award during the 32d reunion of the surviving World War II Raiders held in Oakland, Calif., recently. Cadet Cheche was their guest and the raider's commander, Gen. Jimmie F. Doolittle, made the presentation.

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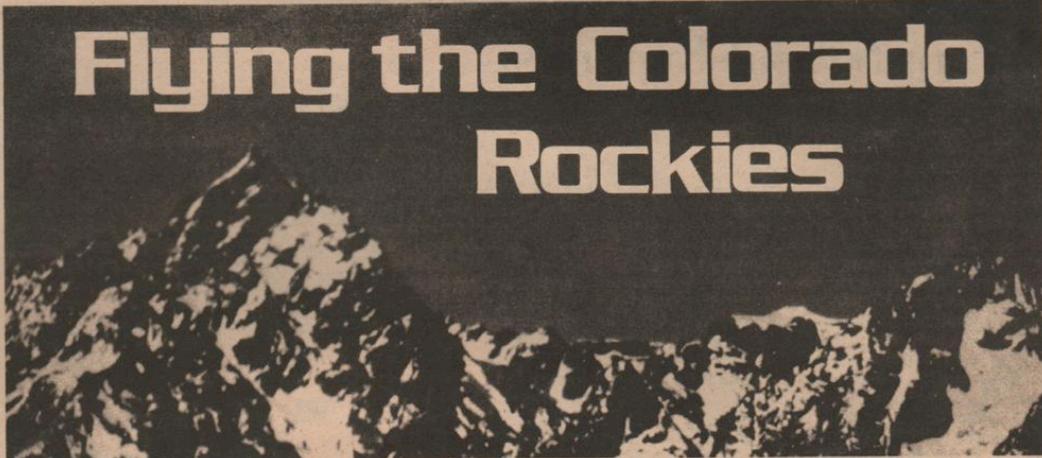
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Flying the Colorado Rockies

Don't fall into the 'Aspen trap.' Do your homework before you try . . .



by Ed Mack Miller AOPA

On April 4, Denver's Rocky Mountain News advertised a \$25,000 reward "for the person finding the aircraft and family of Dr. Arthur Goldstone, lost in flight Sunday, March 24, 1974 on a course from Aspen, Colo., to Denver."

Two days after the advertisement appeared a good friend of mine was injured while searching for the Goldstone plane.

The newspaper reported it this way: "A search plane hunting for an Indiana family, missing in the rugged mountains near Aspen for almost two weeks, hit a utility pole and crashed during a forced landing, according to Civil Air Patrol (CAP) Maj. Jerome Emerson.

"He said the pilot, Maj. Chris Chaney, sustained minor injuries and that the two observers aboard weren't injured.

"Emerson said the plane had just taken off from Aspen when snow started moving in. Chaney tried to land the single-engine plane on a mountain road, flew under some power lines and hen hit the pole, (Emerson) said."

In the past 30 years there have been more than 150 crashes in Colorado's Rockies, the majority in an oval pattern between Denver and Aspen, Colorado's most famous ski oasis.

Min Denver we're used to a headline like one of the following (all taken from Denver papers), on an average of once a week: "Four Injured in Plane Crash Near Aspen," "Air Victims' Services Are Scheduled in Aspen," "Bodies of Six in Air Crash Removed," "Mountain Plane Crash Sighted; Pilot Is Dead," "Two Houston Boys Survive Plane Crash Claiming Five Lives."

Twenty-four persons were killed in general aviation accidents in Colorado in 1973, and 32 in the preceding year.

The pattern is simple and chilling: A "flatland" pilot from "back East," with little or no knowledge of the techniques of high-country flying, heads for Aspen with his family for a skiing vacation, in an overloaded plane.

Sometimes his planning is so bad, his knowledge of mountain flying and mountain meteorology so poor, that his fate is sealed before he ever takes off. With the conditions he has accepted, there is no way he can survive.

The Colorado Rockies are "aclad" with aircraft wreckage. Every pilot who plans to take a small plane over the front range should at least have to look at the CAP map of aircraft crash locations. It might make him think before he becomes a statistic—and carries his loved ones into "statistic land" with him.

I've written many articles on mountain flying, called for stiffer procedures that would put an end to what I've called "Murder in the Mountains" and "Suicide in the Scenery." They certainly haven't affected the regular rate, the dreary monotony, with which people keep trying to knock down our lovely peaks.

The peaks, of course, are the problem. Few people realize that Colorado has more than 50 mountains over 14,000 feet

tall! But there goes another guy in a Cessna 172 with his wife and two children, skis, boots and luggage. No way.

I've quoted the following account from the Denver Post before, but I'll record it here again because it sums up the case so succinctly:

"It will never be known why the pilot chose Grizzly Gulch to escape the confines of mountain-rimmed Aspen Valley...The valley is a death trap for airplanes. As it curves southward, the ridge continues to rise until it finally joins with 14,000-foot Grizzly Peak. There is no way out..."

"It looked as if he didn't have enough altitude at the end of the canyon. He had to turn it short, and hooked a wing in the ground... The plane skipped several hundred feet before it crashed upside down and burned..."

With a little common sense and a modicum of "homework," the flatlander pilot can fly the Rockies safely. Eddie Drapella, the "Grand Old Man of the Rockies," flew for more than three decades in the Colorado mountains in lightplanes—and died in bed several years ago.

The reigning "King of Mountain Flying" in Colorado is Gunnison's famed Rocky Warren, who has flown for 30 years, in every kind of small aircraft, across his beloved mountains — safely.

The old-timers who survive have learned that there are a few simple but inflexible rules to keep the plane out of the foliage. Here is a summary of them, patched together over the years from the expertise of veteran mountain bush pilots like Rocky Warren, and from tips put together by aviation commissions of several mountain states:

Beware of the almost-clear day with only a few clouds. Note if these clouds are "lennies" (lenticulars) or "sculptured" clouds. These are the flags that signal a jet stream up high and strong winds below. Remember that often a wind from the west of 35 knots at 12,000 feet means you'll face 70 knots at 15,000 feet.

Get the "resident pro" to go over the weather with you. Ask for pilot reports. There are no weather observers in large portions of the areas you will overfly, so spend a few dimes to call en route and destination airports for on-the-spot observations. This beats sequence (old) weather all hollow. Fly early in the morning when there are no buildups and winds are mild.

Air and alcohol don't mix. Skiers know that a beer consumed at 13,000 feet can inebriate you instantly. Put a firm 12 hours between bottle and throttle.

Don't be so dense that you don't find out about density altitude. You may need twice as much runway to get airborne on a day when the thermometer is about to melt. (Rocky Warren says density altitude problems "have to be experienced to be believed.") You can compound the problem by trying to "unstuck" early by overrotating, so that you kill off your

acceleration. If runway length is a problem, hold the brakes, feed the full power, and then lean the mixture for best power. (A full-rich mixture can punish you badly at a high-altitude field.) Use flaps as recommended in the manufacturer's guide book. If you are worried about the load to be carried, try it first solo and empty, and then gradually add load. If necessary, make a couple of flights to "ferry the load." It's dull but much healthier. And you can always figure you're building your flying hours.

Take an extra five minutes to file a flight plan — and when you file it, ask what ARTC recommends. In the Rockies, the controllers can give you some good tips on routes, if you can swallow your pride in the interest of keeping your ego aloft for a few extra years. Then fly the flight plan! Don't count on cutting corners just because you have a crash beacon. (There has been at least one case recently where one was installed — and didn't work.)

Request flight-following from the radar troops. They're only too happy to help you if you'll fly high enough to stay on their crystal ball. Of course, this may mean oxygen usage, which brings up another subject: Know your altitude tolerance. (I know I can fly at 15 thou for well over an hour before I get pins and needles, but I'm a highland boy.) Do you know for certain what you can do before you get "happy and gutsy"?

Plan on plenty of reserve fuel. You aren't equipped for in-flight fillups, even if you could find a friendly aerial mobile dealer.

Remember that the horizon is "the dotted line along the base of the mountains"—not the jagged profile. Don't fake yourself into a shuddering stall, "feeling" that you're level when you aren't. Get your altitude early so you know you can get across. (Good rule of thumb: allow an extra 50 percent. If the peaks are 9,000 feet high, add half of that.)

And speaking of crossing mountain ranges, on days when there's any wind at all, intersect their line at a 45-degree angle, so if you get a sinker on the lee side, you can turn away quickly and safely, even while losing altitude.

Keep that radio tuned up and stay in contact. It's too late, when you get into turbulence, weather or trouble, to fiddle with trying to find a friend.

Pick your way from emergency landing spot to emergency landing spot the way you would use stepping stones to cross a stream. If you have to put down, a road is best if the telephone poles will afford wing clearance, but you can also use meadows or small lakes. If worst comes to

worst, land uphill in a meadow, which will help with deceleration. Or put the plane between two sturdy objects (like two big trees) and let the wings take the crunch. (One guy stuffed a 172 into a tunnel on the front range a few years back; he and his passenger lived to tell about it). Then cut the ignition and mixture just before you hit.

Take a little time to prepare an emergency first-aid and signaling kit. For the latter, take along some Delsey (to string in the trees), flares or ordinary fireworks to use to attract attention—or even kids' balloons and string—so that, if need be, you can make your position known. These aids are cheap but practical.

Lastly, trust your liquid compass—but know what the variation and deviation are.

At the time of writing, the fate of the Goldstone family wasn't known. The plane had not yet been found.

But the CAP has a busted airplane, and my friend of 20 years, Chris Chaney, has some cuts and bruises. He's a typical CAP pilot, one of those heroic guys who are ready to go out and find you—often in marginal weather conditions—when you bust your flight plan. You owe it to yourself and a lot of other guys like Chris Chaney to fly mountains with common sense and caution—having done your homework.

ELT's:

A Popular Item

MAXWELL AFB, Ala.—The Emergency Locator Transmitter (ELT) continues to be a popular item for discussion. Everybody is aware that there are a few problems with some ELTs—they don't work, they work when they shouldn't, they break, the antenna falls off, etc.

The Federal Aviation Administration is very much aware of the problems with how the ELT is maintained or installed. For instance, an ELT mounted on a thin compartment may well vibrate enough to trigger the transmitter . . . one lying under a seat or stuck around the cockpit somewhere is prone to have its antenna shielded by the cabin walls or even broken off.

Recognizing the above problems, and others, General Aviation District Office representatives will be making inspections of ELTs across the country. The intent of these inspections will be to gather data to improve the ELT.

But there may be side effects from the inspections, such as any aircraft found operating without an ELT will be subject to regulatory action. If willful violation of the law and FARs is determined, disciplinary action could result in the withdrawal of the aircraft airworthiness certificate and the pilot involved could be subject to a fine, or loss of his pilot's license.

So, be sure to have your ELT installed so that it will work properly and remind your friends not to fly their aircraft unless they have an ELT installed.

Reprinted with permission from June 1974 issue of The AOPA Pilot Magazine.

Comm School Expands; Okie Facility Opens

KUTZTOWN, Pa. — The Northeast Region Communications School has taken a step toward increasing the opportunity for interested Civil Air Patrol personnel to become proficient as CAP communicators nationwide. It will be his job to help organize additional schools throughout the United States.

CAP Lt. Col. Robert J. Miller, the founder and commander of the school, has been appointed project officer for communications schools nationwide. It will be his job to help organize additional schools throughout the United States.

The newest CAP communication facility will begin operation at Tinker AFB, Okla., with sessions scheduled for August 18-24. CAP Lt. Col. Cyrus V. Edwards, Oklahoma Wing's deputy for communications will serve as school commander. The school is sponsored by the Southwest region. Anyone interested in attending this school should contact Colonel Edwards, DCS Communications, Oklahoma Wing, Box 75033, Oklahoma City, Okla., 73107.

Plans call for additional schools to be established in other sections of the U.S. in the summer of 1975. Regions and wings interested in sponsoring such a school are urged to contact Lt. Col. Robert J. Miller, CAP, Box 346, RD 3, Harrisburg, Pa., 17112.

'Wing Ding' Attracts 250

TYLER, Tex. — More than 250 CAP members from throughout the state recently attended the annual Texas Wing conference held in Tyler.

The conference was divided into three phases covering wing goals, achievements and areas requiring improvement. During staff seminars, group and squadron staffs meet with their wing counterparts to resolve problems pertinent to unit needs.

Cadet activities included meetings of cadet advisory councils and orientation flights for cadets who had never flown in CAP aircraft.

CAP On Display At Festival

BUCKHANNON, W. Va. — Many West Virginia people became more aware of CAP recently. The Buckhannon Composite Squadron held an open house during the Strawberry Festival here.

Items from some of the educational fields in CAP were on display and were explained to the visitors by unit personnel. In addition, films were shown on CAP and some of the organization's activities.

Members of the squadron also served refreshments to their visitors.

Cadets Earn Their 'Cards'

MANKATO, Minn. — Cadets of Minnesota Wing's Mankato Composite Squadron recently received training and earned their standard First Aid cards. Some of the cadets are now working on their advanced rating.

In conjunction with the first aid training, they received instructions dealing with fire safety taught by a faculty member from Mankato Vocational-Technical Institute.

After instructions on the various types of fire extinguishers and the safety problems encountered in combating an actual fire, they toured a local fire station.



THREE IN A ROW—Lt. Col. Paul R. Kopezynski (right), Philadelphia Group Ten commander, beams with joy as Col. A. A. Milano, Pennsylvania Wing commander presents him with the "Pennsylvania Group of the Year" trophy. The trophy, won by Group Ten for the last three years, was presented at the annual wing conference and ball. (Photo by Capt. William H. Larkin Jr., CAP)



BACK IN ACTION—Board Members for the reactivated Northeast Region Cadet Advisory Council discuss CAP regulations at a special meeting at Stewart Airport, Newburgh, N.Y. They are (left to right), Cadet Capt. Marcia Porter, chairman, Maine Wing; Cadet Col. David Wright, vice chairman, Connecticut Wing; and Cadet Col. Adrienne Galappa, recorder, New Jersey Wing. The meeting was organized by CAP Maj. Barbara Loechner, deputy chief of staff for cadets, NER.

Photos Needed For Contest!

MAXWELL AFB, Ala. — The Civil Air Patrol Photo Contest was announced in the May issue of the Civil Air Patrol NEWS. To date we have received only one entry, which by the way, didn't satisfy any of the photo contest rules.

We know there are pictures to be taken, particularly during CAP's most active period — the summer months.

With a few clicks of the camera, you could win a \$50 savings bond or more.

All members are eligible to enter the contest in any or all of the three categories which are black and white, color prints and color slides.

One thing you should keep in mind when shooting your

selected subject is have the individual "doing" something. And secondly, make sure that all CAP personnel photographed are easily identifiable as such, and that their uniform and appearance conform to CAP Manual 39-1.

All personnel must be identified in pictures by name, rank and CAP unit. If other personnel such as Red Cross and Civil Defense workers are in the photo, they should also be identified by name, title (if any) and organization.

This information and a brief description of the subject matter should be typed or printed on a piece of paper and attached with a small strip of scotch tape to the back of the submitted picture. Do not write on the back of the sub-

mitted photos. Pictures that do not comply with these requirements will be disqualified.

Photographs and slides will be judged by a panel selected by National Headquarters and prize winning photos will be used to promote Civil Air Patrol in national publications and credit lines will be given to all photos used.

All entries will become the property of National Headquarters and must be postmarked no later than Sept. 15, 1974.

First prize in each of the three categories will be a \$50 savings bond. Second place entries will earn the winner a \$25 savings bond. If no suitable pictures are selected in a category there will be no winners in that category.

Black and white photos will be submitted in 8" x 10" size along with negatives. Color prints should be 4" x 5", or jumbo prints, and include the negatives. Color slides will be 35mm only and mounted.

All entries should be forwarded to HQ CAP-USAF/OI, Photo Contest, Maxwell AFB, Al. 36112.

Cadets Produce TV Show

JAMAICA, N.Y. — Cadet members of the Jamaica Cadet Squadron recently produced their own 30-minute television show entitled "The Civil Air Patrol in Queens."

The unit's cadet commander, Cadet Capt. Ron Atkins, who is taking a television and radio course in college, produced the documentary on the Queens Group with the aid of fellow cadets. The equipment for producing the show was on loan from the Medgar Evers College of the City University of New York where Atkins attends.

The show was divided into three segments. The first five minutes dealt with the history of CAP and the Queens Group. The second segment, which lasted for twenty minutes covered the various happenings at a typical open house. The closing portion included slides of the different activities in which CAP cadets participate. Cadet Atkins signed off with a message about CAP's mission today and its goals for the future.

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CADET AWARDS

EARHART AWARDS JUNE, 1974					
Kathryn L. Howar	01034	Greg M. Olson	04294	David C. Tolman	35015
Wendy L. Anderson	02050	Andrew G. Kaluzny	04295	Dorothy E. Grauel	35023
Perry W. Shields	02092	Paul H. Kratofil	04333	Paul A. White	36007
Dennis E. Connolly	02092	Mark I. Murdock	04381	Michael R. Ragsdale	36042
George M. Florer II	04127	Richard A. Caldwell	05025	David S. Santiago	36065
Mark F. Williams	04184	Michael R. Lehmann	05059	Alan J. Santiago	36065
Mark E. Wook	06015	Richard J. Call	06010	Evelyn A. Parker	36073
Gary A. Kookish	06015	Gary W. Thompson	06015	Arlington Bradford	36073
Darlene E. Pearl	06070	David A. Hoes	07004	Jeff L. Chivari	37009
Kevin P. Hochstedter	07016	Carter M. Ledeker	07007	Roger L. Capwell	37010
Robin P. Needham	08051	Faye A. Bailey	07007	David R. Beppler	37011
Michael A. Shapiro	08117	Duane C. Judy	07011	Stephen F. Yavor	37017
Karen L. Butzinski	08160	Mark W. Johnson	08066	Kevin D. Miller	37046
Dennis S. Smith	08160	Andres Fontanez Jr.	06066	David T. Castellano	37093
Rick L. Taylor	08160	Michele A. Ciaburro	08122	Akos I. Kovach	37133
Diane M. Lindquist	11011	Kirk K. Steinhauer	08160	Thomas P. Wilkinson	39019
Rachid F. Idriss	11090	Nora V. Golden	08412	Harold G. Sandbeck	39066
John W. Benefiel	12012	Lawrence D. Campbell	08423	Kenneth E. Andera	40034
Patrice M. Grimmitz	18017	Keith D. Anthony	09002	David M. Montgomery	41094
Martin W. Allen	18017	Jeffrey D. Allen	09075	Jeffery W. Lemay	42010
Chris T. Trimer	20145	Steven D. Knapp	09075	Robert E. Cumming	42010
Michael A. Gerzanic	20238	Darlene G. Stallings	09081	Danita I. Davidson	42010
Dena F. Hanson	21010	David L. Bottom	11074	Nathan C. Harnagel	42154
Raymond B. Phillips	21048	Stewart J. Umholtz	11133	Lindsey D. Lee	42190
Gregory L. Hampton	23004	John A. McGuire	11184	Herbert C. Collier	42196
Anthony P. Layton	23005	Alan R. Bokowski	11194	Jon G. Carman	42251
Daniel A. Hoefly	25033	Robert F. Byrd	11205	Steve A. Smith	42232
Rodney T. Jones	25051	Robert R. Howes	11205	Terry L. Bugill	42230
T. Scott Todd	25064	Martin P. Agather	11254	Donald M. Adair	42234
Paul G. Mayer	27031	Duane K. Larsen	13002	Alan E. Joos	43027
Joseph C. Portale	31022	Duane P. Saari	13051	William A. Sacco	44009
Timothy J. Cleary	31039	Oscar R. Thomasson	14078	Janet A. Bergmark	48018
Lynn A. Stout	31039	Richard J. McIntyre	14100	John S. Marcellis	48018
Kristine F. Klare	31236	Chris M. Demby	14100	Keith G. Wilson	48055
Kelly A. Vorachek	33010	Mike D. Taylor	15007	Scott A. Hayden	49002
Kevin D. Kertz	36045	Clara J. Cowan	16073	Jim R. Giese	49009
John S. Yavor	37017	Peter L. Pierson	17033	Rodney A. Burnett	49009
Brian P. Danleavy	37017	Michael J. Belanger	17034	Jack W. Radosevich	49012
F.M. Macerato Jr.	37093	Brian M. Manning	19006	Russell D. Lambert	49012
Ricky L. Stanley	41094	Robert F. Thomas	19022	Robert B. Rush	50028
Allen R. Bailey	42187	Bruce F. Wise	19044	Gene A. Ishol	51028
Rudolf D. Vantriet	45089	Jeffrey Jakubowski	20096	Warren J. Froggatt	51031
R.W. Sumnerfield	47013	Dean F. Matlack	20192	Felix A. Santiago	52110
Joseph E. Silko	48122	Dean F. Mielke	21048	Enrique Rodriguez	52110
James W. Silko	48122	John M. Hughes	23088	Nelson Lago	52110
Edward A. Romanski	48126	Webb A. Beulah	25033	Julio E. Araud	52110
Lionel Q. L. Mew	51030	Susan A. Einholz	29002	Arturo Emmanuelli	52110
Juan R. Rodriguez	52006	Paul D. Homanik	29002	Admirada Hernandez	52110
Eduardo Dominguez	52059	Christine G. Borowec	29002	Guillermo Irizarry	52110
Alicia Navarro	52059	John P. Corcoran	29016	Diana Quinones	52110
Pedro R. Perez	52062	Tracy A. Bailey	29092	Ileana Quinones	52110
Carlos D. Colon	52077	Richard S. Greg	31039	Carmen N. Roman	52110
Ana M. Sabo	52090	Brian R. Wells	31039	John Torres	52110
Rogelio Diaz	52090	Henry J. Muller	31039	Jose A. Aguayo	52110
Jose E. Garcia	52097	William G.A. Betz	31228	Gladys M. Quinones	52110
MITCHELL AWARDS		Ira D. Shlansky	31288	Jose A. Toucet	52110
Clifford J. Walsh	02036	Wilton G. Wilkerson	32048	Aurea E. Roman	52110
Charles S. McCorkle	02070	Julius E. James Jr.	32111	Betsy Rodriguez	52110
Edward A. Vidal	04051	G.W. Underwood Jr.	32119	Damaso R. Segarra	52110
James Baumstark	04204	Kevin J. Liedahl	33010	Lourdes Feliciano	52110
		Bill G. Borchert	34153	Oswaldo Rodriguez	52110
		David F. Hackney	34210	Edgar Vera	52110
		Aubrey K. Johnson	35008	Maria V. Cordero	52110



GOING UP—Cadets from the Augusta Composite Squadron labor in the warm sun to assist the Augusta General Aviation Commission in the construction of a new fence at Daniel Field Airport in Augusta, Ga. An auto accident had destroyed the old one. The CAP Squadron uses the former terminal building (in rear of photo) as its headquarters. (Augusta Herald Photo)

1974 CAP National Convention

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(Checks and pre-registration form must be received by HQ CAP USA/AC no later than Sept. 4, 1974)

* If registration is being made for more than one person please include names and ranks of all individuals.

Indiana Cadets Ride A Glider

INDIANAPOLIS, Ind. — Members of the Roscoe Turner Cadet Squadron recently "went a soarin'", thanks to the Lafayette Soaring Encampment at Holsman Airport in Lafayette.

While at an encampment, each cadet had an opportunity to fly in a glider, soaring at approximately 2,700 feet.

In addition to the soaring, the cadets also discussed planes used for soaring, aviation navigation, observer procedures and aerodynamics of gliders.

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Deluxe	\$25 <input type="checkbox"/>	\$35 <input type="checkbox"/>	\$35 <input type="checkbox"/>			
	SUITES			SUITES		
	\$65 - 90 <input type="checkbox"/>			\$95 <input type="checkbox"/>		
	\$100-110 <input type="checkbox"/>			\$110-120 <input type="checkbox"/>		
	\$250-400 <input type="checkbox"/>			\$250-500 <input type="checkbox"/>		

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