

Busy Year Planned for Cadets

Visits Set To Many AF Bases

NATIONAL HEADQUARTERS — Selection of cadets to attend the many Civil Air Patrol summer activities is now in the process of being completed, and the several hundred honor cadets will soon be making preparations for visits to Air Force facilities all over the country.

One group of 52 of these cadets will be eyeing one of the most recent scholarships added to the busy summer schedule, the Space Age Orientation Scholarship, Chanute AFB, Rantoul, Ill.

Offered to CAP cadets for the first time last summer, the SAOS is the most progressive and forward-looking course of the many Civil Air Patrol offers, because it deals directly with the United States' efforts to convert outer space to greater scientific and peaceful uses. The training course for 1962 is scheduled to be held during the week of Aug. 26 through Sept. 1.

This year 52 cadets, one from each wing, with senior escorts, will converge on Rantoul, Ill., for instruction by experienced Air Force technicians.

The 40-hour orientation scholarship will be packed with exposure to the basic principles of rockets and missiles. Instruction will run the gamut of major components and fuels for the complicated systems of the thousand-pound thrust vernier rockets, the mighty midjets

(See HONOR, Page 18)

Workshops Record Seen

NATIONAL HEADQUARTERS — The number of workshops for educators in Aerospace Education for 1962 is expected to exceed the all-time high of 117 conducted last year.

National Headquarters continues to receive requests for officer-instructors to participate in this activity. These requests are for specific dates where the program has been definitely committed.

With the count as yet incomplete, the number of workshops confirmed is in excess of 80. The National Director of Aerospace Education anticipates the final number will be above 125.

The workshop combines the contributions of many authorities into a single, integrated program which covers the complete expanse of aviation and the related field of astronautics.

THE PURPOSE and aims of the workshop are to provide the teachers of the elementary, junior and senior high schools with aviation information, practices, and materials which they can use in their classrooms. The workshop gives the teacher the opportunity to catch up with the technical advance made by the Aerospace Age. It also demonstrates for him how aviation and its impacts affect each subject in all grades throughout the curriculum.

It gives the teacher a better understanding of the economic, scientific

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S.E. Region Tops Quota For Patrons

NATIONAL HEADQUARTERS — The Southeast region, which originally proposed the Contributing Patron plan, is the first to exceed its quota, according to figures released by National Headquarters this week.

CAP's national commander, Col. Paul C. Ashworth, USAF, wrote

See other story on page 2.

Col. F. Ward Reilly, CAP, SER's commander, a letter of favorable communication, saying in part, "This is truly a milestone in the patron program as none of the other regions are anywhere near approaching their quota. I wish to especially commend your headquarters staff, Florida Wing and the Puerto Rico Wing for exceeding their individual quota as I know this is an extra effort on the part of these members.

Faced with a quota of 3020 when the program went into effect, the Southeast Region signed up 3065, for a 101.4% score.

Region Headquarters, the Florida Wing and the Puerto Rico Wing, by exceeding their quota, helped put the region over the top.

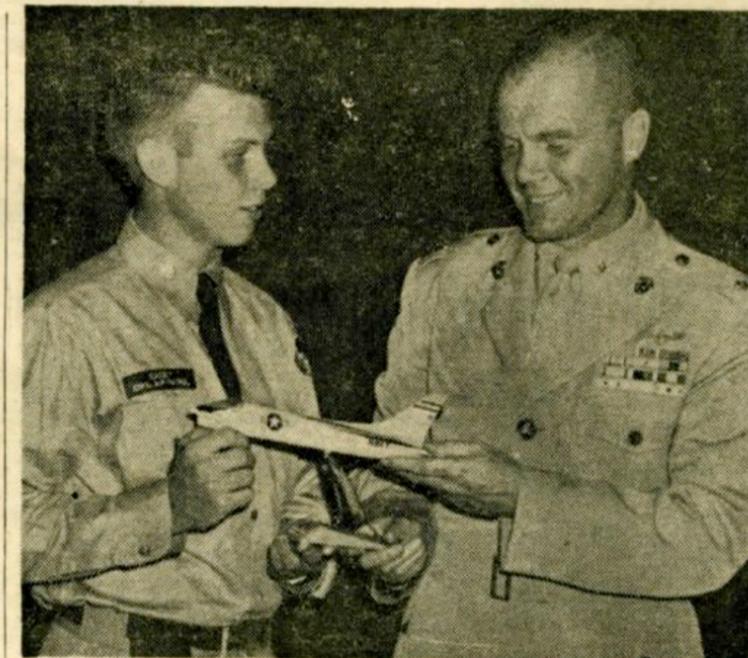
The standings of other regions are: Middle East, 61.4%; Northeast, 21.4%; Great Lakes, 18.5%; Rocky Mountain, 14.4%; both North Central and Pacific Regions, 8.8%; and Southwest, 8.7%.

Progress Announced In Annual Evaluation

NATIONAL HEADQUARTERS — The 1961 National Commander's annual evaluation of regions and wings was recently completed and the standings announced by Col. Paul C. Ashworth, USAF.

This first annual evaluation is designed to inform wing and region personnel of their comparative standings in relation to the accomplishment of the long-range goals established by CAP-LRP-1. This evaluation does not necessarily reflect the operational capability of any wing in CAP.

The National Commander realized that the long-range plan was not published until 1 January 1962 and that units were not aware



LITTLE DID Cadet Sheldon D. Sutphin, know when he met John H. Glenn, Jr. in 1957, that he was talking with America's first astronaut to make an orbital flight. Sutphin, then a member of St. Mary's Squadron, Maryland Wing, is shown here with Major Glenn after the Marine set a new transcontinental speed record. For details of Sutphin's career since then, see page 6.

Key Officials Due At Capital Banquet

NATIONAL HEADQUARTERS — One of the largest gatherings of prominent national figures from governmental, diplomatic, military and civilian agencies are expected to be on hand at the Presidential Ballroom of the Statler Hilton in Washington, D.C., when Civil Air Patrol holds its 20th Anniversary

Congressional Banquet there May 7.

Lt. Gen. Gordon A. Blake, USAF, commander of Continental Air Command — CAP's parent command — will be the principal speaker at CAP's National Board assembly to be held May 6-7 at the Statler Hilton in connection with the Congressional Banquet. He will also be one of the honored guests at the banquet.

Banquet acceptances from high-ranking officials have been coming in to National Headquarters at a brisk rate, and include: Gen. Frederick H. Smith, USAF, vice-chief of staff, U.S. Air Force; Gen. Bernard A. Schriever, USAF, commander, Air Force Systems Command, Andrews AFB, Washington, D.C.; Lt. Gen. Joe W. Kelly, USAF, commander, Military Air Transport Service, Scott AFB, Ill.; Maj. Gen. Daniel E. Hooks, USAF, commander, Office of Aerospace Research, Washington, D.C.

N. E. Halaby, administrator, Federal Aviation Agency, Washington, D.C.; Maj. Gen. Harold W. Grant, USAF (Ret.), former commander of Air Force Communications Service, Scott AFB, Ill., who has just been appointed deputy administrator, FAA, under Mr. Halaby; Maj. Gen. Lucas V. Beau, USAF (Ret.), former CAP National Com-

(See DIGNITARIES, Page 17)

IACE Plan To Include 21 Nations

NATIONAL HEADQUARTERS — The International Air Cadet Exchange program for 1962, the 15th annual exchange since the inception of the program in 1948, has been confirmed and has been expanded to include 21 foreign countries this year.

Two Central American countries, Guatemala and El Salvador, have been added to the 19 countries who participated last year. El Salvador had a taste of the IACE in 1961 when it sent a contingent of cadets to the U.S., substituting for Peru, who was unable to send cadets to the States but did host the CAP cadets.

The various phases of the IACE will be conducted during the period July 14-Aug. 14.

U.S. CAP cadets are slated to assemble in Washington, D. C., and will be flown overseas by aircraft of the Military Air Transport Service (MATS), USAF. Cadets going to Europe and the Middle East are scheduled to arrive at Rhein/Main Air Base, Frankfurt, Germany, on July 18. The return flight will bring European contingents to the U.S., arriving in New York City on July 20.

Separate USAF airlifts will take U.S. cadets to Central and South America and to Canada to coincide with assembly dates in Germany, and Canadian cadets will join other foreign nations in New York.

This year, 135 CAP cadets, along with 21 senior CAP escort officers and 21 USAF escort officers, will exchange places with a similar number of their counterparts from the foreign countries.

THE BRITISH group represents the largest number of cadets and will consist of 25 cadets and two escort officers. The Canadian group this year will have 15 cadets and two escorts, while all other groups will have five cadets and two escort officers each.

Twenty-seven CAP wings volunteered to host foreign groups this year, and 21 were selected for the honor.

The 21 participating countries and the CAP wings which will host them are: Belgium-New Mexico; Brazil - Indiana; Canada - Texas; Chile - Oregon; Denmark - North Carolina; El Salvador - Maine; France-Michigan.

(See IACE, Page 18)

League Holds Yearly Meeting

OTTAWA, Canada — The Air Cadet League of Canada, the counterpart of the Civil Air Patrol, recently held its annual meeting, during which its president, the Honorable Arthur R. Smith, M.P., made his report regarding the activities and progress of the League during the past year.

Officials of Civil Air Patrol were invited to attend the meeting as guests of the League and observers of the operations of CAP's Canadian cousins. Col. Paul C. Ashworth, USAF, National Commander; Col. William C. Whelen, CAP, Chair-

(See CANADIAN, Page 17)

Maryland Wing's New Annex Brings Praise From Governor



GOVERNOR J. MILLARD TAWES of Maryland listens with interest as Col. William M. Patterson, CAP, commander Maryland Wing, reads the inscription "Civil Air Patrol Pilot in the Maryland Wing." The honorary title was conferred on the governor at the recent dedication of the Maryland Wing's new headquarters annex.

BALTIMORE, Md.—Governor J. Millard Tawes, who said he was "thrilled to come and participate" in the recent dedication of Maryland Wing's new headquarters building annex, commended and congratulated the members of the wing for showing the real spirit of Civil Air Patrol. "The governor of any state should be proud of an organization such as this. I know I am," said Governor Tawes after dedicating the new annex erected by the personnel of wing headquarters and greater Baltimore squadrons during winter evenings and weekends.

The governor also noted, "I know that the search and rescue operations carried out from time to time by your organization give us all a strong, added measure of confidence that, if misfortune befalls us on a journey, Civil Air Patrol is ready to help."

An air-minded chief executive who has flown more than any previous governor and who still enjoys flying, Tawes left the ceremonies with a certificate lettered especially for him and signed by Col. William M. Patterson, CAP, commander of Maryland Wing, conferring on him the title of "Civil Air Patrol Pilot in the Maryland Wing."

A LONG-TIME friend of CAP in Maryland and one of its first citizens to become a contributing patron, Governor Tawes predicted a great future for CAP and its close liaison with Civil Defense in the state.

Concurring with him was Maryland's new Civil Defense Director, Maj. Gen. Rinaldo Van Brunt, USA (Ret.), who said he foresees an enlarging of operations between the State CD office and the Maryland Wing, and termed the present co-operation between the two groups excellent.

Governor Tawes opened the ceremonies by cutting a ribbon at the entrance to the new assembly hall in the annex. He inspected the other accommodations, which include a completely outfitted medical center, operations headquarters, communications administration and training quarters. The building adjoins the original headquarters unit, which houses other staff functions and the Air Force liaison office.

During the evening, 18 cadets received Certificates of Proficiency from Colonel Patterson and the personal congratulations of the governor.

They were Paul S. Carter, Russell A. Carter, Robert S. Asher, and Howard P. Schumacher of Severna Park Sq.; Lawrence B. Bankert, Floyd K. Hinchey, Donald R.

Jordan, and Richard J. Jordan of Carroll Sq.; David W. Eiland, Paul W. Krouse and Charles A. Wheeler of Harford County Sq.; Michael J. Grinder and Vincent A. Parsick, Jr., of Brooklyn Sq.; William D. Reaver, George H. Fifer, Jr., and James E. Kiser of Glen Burnie Sq.; Robert W. Hall of St. Mary's Sq.; and the lone female cadet, Helen E. Wilson of Annapolis Sq.

Colonel Patterson spoke of Maryland plans to introduce aerospace education into each high school in the State, to expand the chaplain's guidance program, increase the wing's efficiency in search and rescue, and to make each squadron more proficient.

THE LIST of guests attending the ceremonies was reported to be one of the most impressive ever at a Maryland Wing function. The dedication ceremonies were filmed for telecast for the following evening on news and youth programs over Baltimore's WBAL-TV.

In addition to Governor Tawes and Gen. Van Brunt, the guest list included the Hon. Andrew Heubeck, Jr., Maryland Secretary for Public Works; James G. Rennie, director of budget and procurement for the state; Lt. Col. William O. Webber, executive officer of Maryland State Police; Col. John O. Colonna, director of Friendship International Airport; Bill Barnes, aviation director of the Association of Commerce; and CAP Maj. Rudolph Drennan, director of state aviation.

Representing the Middle East Region were Col. Herbert O. Wangeman, USAF, chief liaison officer, and liaison staff members Maj. Rae Behrens, Maj. Charles D. Beard and Capt. Kenneth Rowe; Col. Daniel Boone, CAP, deputy commander, MER; Col. Don Spiers, CAP, operations officer, MER; Lt. Col. Carlton W. Bennett, CAP information officer, MER; Lt. Col. Amel Shultz, CAP, chaplain, MER; and Col. Daniel Evans, CAP, commander, National Capital Wing.

The new annex, which doubles the size of the Maryland Wing Civil Air Patrol Headquarters at Friendship Airport, is not a shell of arched ribs and corrugated metal sheets pinned together with a bucket of rivets. It is a living thing, a labor of love, built of the sweat and aching limbs and bruised hands of kids and grownups—boys and girls, men and women who make up Civil Air Patrol—working together long, hard hours.

"Project Erector Set" challenged the skill and talents of CAP's senior and cadet members and, except for a few final refinements, the job was finished in time for the dedicated date.

From a truckload of heavy, non-descript cases tossed out in the mudsoaked lot behind the headquarters building one night last fall, until Maryland Governor Tawes stepped into the annex for the dedication ceremonies, several hundred CAP people left their marks somewhere in the new structure.

The handful of dedicated members who started with the job were still on it at the end. Among these were Col. William M. Patterson, the wing commander who shed his eagles for overalls; Air Force Capt. George C. Martin, LO; Lt. Bernard Maygers, of the operations staff; Lt. Col. Court R. Henkel, inspector who handled the color work inside and out; Lt. Col. Franklyn Reynolds, deputy for communications, who handled the wiring chores; and others who spent hundreds of

evening and week-end manhours working with other seniors and busloads of cadets, particularly from Middle River and Gwynn Oak Squadrons.

The work crew varied from day to day, but the progress continued steadily. And it was all volunteer labor. Not one Civil Air Patrol member received a penny for his time or labors in the project. Like the building itself, it was a donation to CAP.

THE TWO Quonset huts which were joined together laterally to make up the new headquarters annex were given to the Maryland Wing last winter. Shipping charges for the knocked-down huts were paid by another donation to Civil Air Patrol.

Miss Ann Mar, Baltimore's WBAL-TV National Sales Coordinator, had received a \$250 first prize in the 1960 Hot Shot Radio and Television Station Merchandising Contest along with a handsome, inscribed wall plaque. The plaque was hers to keep, but the cash award, under the terms of the contest, was to go to her favorite charity, which happened to be the Civil Air Patrol.

It also happened that, in private life, Miss Mar is the wife of Colonel Patterson, who happens to be commander of Maryland Wing, CAP, and she also happens to be Maj. Ann Patterson, wing plans and programs officer.

Which happens to be how Maryland Wing got Project Erector Set on the way, and now has a nice new headquarters annex.

Anyone need a couple of cases of empty liniment bottles?

Coordinate Plan For Air Search

ALLENTOWN, Penna.—A conference was held recently at the Indiantown Gap Military Reservation to coordinate the efforts of the Eastern Air Rescue Center, Robins AFB, Ga., the Pennsylvania Civil Air Patrol Wing and State agencies which may be involved in future search and rescue operations within the State.

Brig. Gen. Joseph A. Cunningham, USAF, commander, Air Rescue Service, Orlando, AFB, Fla., in a letter to Governor D. L. Lawrence stated that the aim of the conference would be "to insure the effective utilization of Federal and State resources in rendering aid to persons and property in distress."

Following the receipt of the letter, Governor Lawrence directed Maj. Gen. Malcolm May, State Adjutant General, to organize the conference.

General May opened the conference with a warm welcome to all conferees and informed them that an agreement had been reached between General Cunningham and the Governor establishing a program that provided for coordination agencies, the U.S. Air Force, and State emergency the Civil Air Patrol in future search and rescue operations.

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Governor of Florida Pilots Starfighter at 1200 MPH

TALLAHASSEE, Fla.—Governor Farris Bryant of Florida, long a flying enthusiast and an active CAP member, finally has cracked the sound barrier.

He piloted an F-104B Starfighter jet at a speed close to 1200 miles an hour.

"It was a wonderful experience. It handled like a feather," said Bryant.

The flying governor also helped escort the first B52H to Homestead AFB, Fla., last month. Col. Richard R. Stewart, 19th Bomb Wing commander, arranged for the governor to be aboard the first Stratofortress to land at the Strategic Air Command base.

Eight cadets and two senior members from Key West Composite Squadron were on the flight line to watch the arrival of the huge swept-wing bomber. They

Future Recognition

WALNUT CREEK, Calif.—In the Year 2000, CAP and its cadet program will still be known, according to Maj. Evelyn Musser, IO for Mt. Diablo Group. Maj. Musser managed to place an article on the CAP cadet program in the issue of the Walnut Kernel, a local newspaper which was sealed in a time capsule, and not to be re-opened until 2000.

are cadets Steven Case, Tony Cruz, Mike Osborn, James Gilliane, Rusty Bly, Peter Badore, Willie Biow and Randy Jackson. The senior-member escorts were Winifred Sutton and Donald Hendrix.

The plane was the initial assignment of 15 B52H aircraft scheduled for delivery to the 19th Bomb Wing directly from the Boeing aircraft factory at Wichita, Kans.

Upon arrival, the governor joined Homestead officers and airmen along with several civic officials in special welcoming ceremonies for the new plane.

The occasion marked the beginning of a new era at the base, which was formerly equipped with B47 Stratojets. The older bombers were moved out and for six months the base's main runway underwent a \$2,600,000 strengthening and lengthening program preparing for the 24-ton B52H.

Residents will get a look at the new eight-engine bomber in the South Dade skies soon. Col. Stewart expected the second of the 15 B52Hs to arrive before the end of February.

The remainder will be delivered as they roll off the Boeing assembly line. By Armed Forces Day, May 19, the base plans to have a number of the giant aircraft available for the first public display of the plane.

West Virginia Legislators Back CAP

Becomes Patrons

CHARLESTON, W. Va. — West Virginia Wing has signed up the entire State Legislature as Contributing Patrons of Civil Air Patrol.

Col. Robert E. Gobel, newly appointed commander of W. Va. Wing announced that 32 State Senators and 100 members of the House of Delegates had signed during the legislative session Feb. 7.

Acting on a suggestion by Col. Leon H. Hager, W. Va. Wing staff. Col. Gobel directed a personal letter to each member of the Legislature. He arranged to have their Patron credentials before each one as the governing bodies met in session.

A vote of confidence in Civil Air Patrol was expressed monetarily as the Senators and House Delegates passed a state appropriation of \$7500 in support of the W. Va. Wing.

Attention Seniors

If you have not renewed your membership for 1962, this is the last issue of CAP Times you will receive. To insure an uninterrupted flow of news to you, rush your renewal now to National Headquarters, Civil Air Patrol, Ellington AFB, Texas.

Attention Patrons

You will not receive a notice when your subscription expires. You can tell how long it has to run by checking your address label. The two digit figure (lower right on your label) is the code for expiration date. For instance, if the number 32 appears on your label, this is the last issue you will receive. If the number 42 appears, the April issue will be your last. Check your date and send one dollar to CAP Times, 2020 M St., N.W., Washington 6, D.C. before your subscription expires.

Attention Cadets

Cadets, whose subscriptions to CAP Times are not automatically handled by wings through membership renewals, should follow "Patron" instructions above. Check your date and send fifty cents or one dollar (one or two year subscriptions) to CAP Times, 2020 M St., N.W., Washington 6, D.C. Wings handling cadet subscriptions or renewals should send remittance to the CAP Times Washington address and not to National Headquarters.

Missouri Wing Major Sets Light Plane World Record

ST. LOUIS, Mo.—A Civil Air Patrol major and his co-pilot claim a new world speed record for light planes. The record was established by Maj. Sterling R. Kennedy, CAP, Missouri Wing Staff, and Arch McEwen, a Piper distributor for Missouri and southern Illinois.

The flight took off from Washington National Airport and terminated at Meigs Field, Chicago. The plan called for a flight of just over three hours for the 600-mile course. Due to an unexpected headwind of 40 knots, the actual time was 3 hours, 43 minutes and 15 seconds, an average speed of 158.3 miles per hour.

The National Aeronautics Association, the United States representative of the Federation Aeronautique Internationale, an official body for certifying record flights in the U.S. by aircraft and spacecraft, documented the flight.

Major Kennedy, president of the Aero Club of St. Louis, a chapter of the NAA, stated, "We are doing it to focus national attention on the 20th anniversary of Civil Air Patrol . . . (and

to point out the advancements made in the light plane field . . ."

Washington and Chicago are two of the 12 cities for which the NAA recently obtained approval by the FAI as "cities of international importance. A record flight between any two of the 12 cities qualifies as an international course record.

Kennedy and McEwen's takeoff in their Piper Comanche 250 from Washington was officially certified by Woody Edmundson, a well-known aerobatic pilot and president of the Fairways Corporation. The landing in Chicago was certified by Franz-Joseph Schmidt, who heads his own concern. Schmidt is an active pilot who learned to fly in the German Air Force before WW II.

Among the many friends who saw the pilots off at Washington were William T. Piper, president of the Piper Aircraft Corporation, and the globe-circling pilot Max Conrad, who set a new round-the-world speed record early last year in a twin-engine Piper Aztec.



NEW WORLD RECORD was claimed by Maj. Sterling R. Kennedy, CAP, Missouri Wing, (left) and co-pilot Arch McEwen, Piper Corp., when they completed speed run between Washington, D.C. and Chicago in a Piper Comanche 250 recently.

Region Commanders Optimistic About Reaching Goals

NATIONAL HEADQUARTERS—The first Region Commanders Conference, held last month at National Headquarters, ended on a definite note of optimism regarding CAP's ability to achieve its long-range goals.

Col. Paul C. Ashworth, USAF, national commander, who met in closed session with CAP's eight region commanders, termed the meeting a step in the right direction to implement present plans and programs.

"I am greatly impressed with the spirit of cooperation, understanding, and the friendly atmosphere which dominated the meeting," he stated. "This is the first time a national commander has had a meeting of region commanders as a means of putting emphasis on the implementing machinery for CAP plans and programs."

He pointed out that adoption of plans and establishing of policies is the function of the National Board and National Executive Committee. "The main problem," he said, "is to set those plans and policies in motion."

"The national commander and the region and wing commanders are the implementing machinery of CAP," Col. Ashworth declared. "This is the one purpose of the meeting—to find ways and means to set in motion the programs and plans already adopted."

THE NATIONAL commander stated firmly that maintaining

status quo is not good enough; that CAP must show progress.

"I strongly feel, however, that over the past several years CAP has gained a firmer organization, administration, and more capable staffs, and now has more reliable statistics," he said. "I believe that CAP is today on a much more solid foundation from which to achieve its goals."

Col. Ashworth pointed out two specific reasons for urgency:

- Develop the unlimited potential in CAP.
- A fair return on the Air Force investment.

In speaking of the unlimited potential existing in Civil Air Patrol, it was pointed out that, in the youth program alone, approximately only one-fourth of one per cent of the entire teenage population in the U.S. belongs to CAP.

While it is true that CAP more than doubled the number of Air Force authorized search and rescue missions flown last year over 1960, this endeavor represents only one field of CAP activity of interest to the Air Force.

"The region commanders are the people in our organization," he declared, "that I am charging with the job of implementing CAP programs within their regions."

EARLIER, the national commander addressed an open assembly of region commanders, AF-CAP

region liaison officers and their staffs, members of the national staff, and guests.

During the open meeting, Col. Harold A. Wicklund, USAF, director of cadet training, outlined problems confronting planning of the cadet summer activities program for this year.

He mentioned some of the difficulties encountered in setting firm dates for some activities because of conflicts with Air Force training plans, indicating, however, that dates were being worked out satisfactorily.

Col. Wicklund briefly covered a new proposal concerning the International Air Cadet Exchange. The proposal would allocate an additional IACE candidate space to each wing selected to host a foreign country.

The extra space would be in addition to the assigned quota, and would permit one more CAP cadet to go on the exchange, thus providing an additional incentive for wings to host foreign contingents. The approved plan will go into effect in 1963.

Col. Joseph H. Friedmann, USAF, director of information and co-project officer for the 20th Anniversary Congressional Banquet to be held in Washington, D. C., May 7, gave a progress report to the assembly.

Region commanders attending the meeting included: Col. Edwin Lyons, CAP, Northeast Region; Col. Stanhope Lineberry, CAP, Middle East Region; Col. F. Ward

Reilly, CAP, Southeastern Region; Col. John O. Swartz, CAP, Great Lakes Region; Col. Malcolm McDermid, CAP, North Central Region; Col. Forrest Cannon, CAP,

newly appointed commander of the Southwest Region; Col. Charles F. Howard, CAP, Rocky Mountain Region; and Col. Howard B. Freeman, CAP, Pacific Region.

Southeast Region Acts On Emergency Services

ORLANDO AFB, Fla.—Col. F. Ward Reilly, CAP, commander Southeastern Region, recently met with his wing commanders at the Air Force conference facility here. The purpose of the meeting was the regular Wing Commanders' Conference, with the special purpose of discussing the implementation of emergency services.

Col. Joseph F. Moody, CAP, Florida wing commander, hosted the group. Col. Paul C. Ashworth, USAF, national commander, and Col. William C. Whelen, CAP, chairman of the National Board, were honored guests during the conference.

Col. Herbert S. Ellis, USAF, deputy chief of staff for operations, national headquarters, accompanied Colonel Ashworth.

Wing commanders attending the conference were: Col. Ernest C. Nall, CAP, Alabama; Col. James F. H. Bottom, CAP, Tennessee; Lt. Col. G. William Jessee, CAP,

Georgia; and Col. Clara Livingston, CAP, Puerto Rico. Also present were Col. Orren H. Lane, USAF, SER Chief LO; Lt. Col. Georgiana McConnell, CAP, SER; Lt. Col. Sarah Duke, CAP, SER; and Col. Paul W. Turner, CAP, vice chairman of the National Board.

Maj. Harry L. Rothman, USAF, director of operations in the Southeastern Region Liaison Office, made the main presentation to the conference. The group received his detailed plan with enthusiasm and were reported to be in total agreement as to the course they will follow to implement to the fullest the plan for a dynamic emergency services program.

Colonel Moody entertained the conferees with a reception in his home after the business meeting was concluded.

Lewiston Best In Idaho Wing

LEWISTON, Idaho—Interest in aerospace education and the cadet program has really paid off for the Lewiston Composite Squadron and resulted in their being selected as the top squadron in the Idaho Wing.

In making the presentation to Maj. Eugene J. Tarola, squadron commander, Lt. Col. William H. Bosworth, deputy wing commander praised the effort that has been put forth to gain this recognition.

The presentation was made at the City Airport Administration building before several prospective CAP members from Kamia-Kooskia planning to organize a composite squadron there.

Maj. Tarzola, in accepting the award gave credit to Lt. Ray R. Overman, commandant of cadets whose long hours of work and dedication were instrumental in winning the award.

Wing Praised

NATIONAL HEADQUARTERS—The Illinois Wing was commended recently by Col. Paul C. Ashworth, USAF, CAP's national commander, on their excellent preparation of CAP Form 27's for the past year.

The form 27 is an organization action form used to inform National Headquarters of unit activation, deactivation, redesignation, relocation, change in mailing address, change in command, change in meeting place or time, and request for new charters.

Prompt reporting by means of the form 27 enables National Headquarters personnel office to keep current on latest changes in the field, thus facilitating administrative procedures.

"Request that you inform the Illinois Wing Commander that the personnel in National Headquarters and I commend him and his staff for their extra efforts in this reporting."



FIRST REGION COMMANDERS meeting, called by the National Commander, brought this group to Ellington AFB last month: (sitting, l to r) Col. Edwin Lyons, Northeastern Region; Col. Stanhope Lineberry, Middle East Region; Col. Paul C. Ashworth, USAF, national commander; Col. John O. Swartz, Great Lakes Region; and Col. F. Ward Reilly, Southeastern Region; (standing, l to r) Col. Malcolm McDermid, North Central Region; Col. Forrest Cannon, newly appointed commander of the Southwestern Region; Col. Charles F. Howard, Rocky Mountain Region; and Col. Howard B. Freeman, Pacific Region.

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Status Quo vs Dynamic Action

THE U.S. AIR FORCE in 1948 recognized a great potential in Civil Air Patrol and actively supported legislation which resulted in the passage of Public Law 557, 80th Congress, which established the Civil Air Patrol as a volunteer civilian auxiliary of the USAF. Since that time the Air Force has established and manned the national headquarters and regional and wing liaison offices with Air Forces personnel. It has provided the funds to operate these offices; and it has made available surplus aircraft, vehicles, and equipment for the support of the CAP.



ASHWORTH In return, the CAP has provided valuable assistance in the non-combatant mission of the Air Force, particularly in the fields of search and rescue, aerospace education, and the very fine CAP cadet programs. The quality of these contributions is very good, but a look at Civil Air Patrol statistics over the past several years tells a story of complacency and satisfaction with the status quo.

There are presently more than 75,000 privately-owned aircraft within the United States and there are approximately 15,000,000 teen-agers in this country. Civil Air Patrol's 3200 privately-owned aircraft and 37,000 cadets have barely scratched the surface of developing the almost unlimited potential for progress that lies within our grasp.

The Long-Range Plan now provides Civil Air Patrol, for the first time in its history, with specific goals for achievement and a rating system for incentive to develop this potential. The big problem facing CAP today is not only one of membership, but one of selective membership. Indiscriminate recruiting for the sole purpose of counting thousands on CAP's rolls is neither desired nor encouraged. What is needed most by CAP today is:

- Selective recruitment of the type of individual who desires and has something to contribute to CAP, whether it be demonstrated leadership in his community, an aircraft, a radio station, or as an educator, or an individual with a vital interest in our youth program;
- The motivation of all CAP commanders and members to recruit this type of individual in sufficient numbers to achieve the annual goals in the Long-Range Plan; and
- A positive program for the retention of these skilled members through better and more interesting training programs, and more enthusiastic participation in CAP plans and activities.

If we can attain these three ideals we will no longer worry about the status quo attitude. We will automatically have achieved the attitude of progress.

In 1941, more than 40,000 CAP volunteers responded when our country needed their services. I am confident that this patriotic spirit is still alive among our people. Today, our nation faces a greater threat than ever before. With a requirement for both military preparedness and rapidly increasing technological capability, it is urgent that we develop to the utmost of our ability the potential which CAP has in its aerospace education and cadet programs in order to educate and to motivate our youth to seek careers in the highly technical and vital aerospace field.

President Kennedy's inaugural quote, "Ask not what your country can do for you—ask what you can do for your country," would be, I believe, a fitting motto for Civil Air Patrol today.

Ask not what CAP and the Air Force can do for you—ask what you can do for Civil Air Patrol, the Air Force, and your country.

Paul C. Ashworth

PAUL C. ASHWORTH
 Colonel, USAF
 National Commander

Francis G. GOMES
 HAWAII WING GROUP COMMANDER

JOINED HAWAII WING AS A CADET IN 1949.....

1951 Member of Hawaii Wing's first National Drill Team

1952 Outstanding Cadet-IACE - Canada

1954 Certificate of Proficiency

1955 Joined U.S. Air Force as an Airman Third Class

PROFESSOR OF AEROSPACE SCIENCE AT MARYKNOLL HIGH, HAWAII

Letters

CAP on German TV

HAMBURG, Germany — Yesterday, while watching television, I was greatly surprised to see a film on the work of the Alaska Civil Air Patrol. I, being presently stationed in Fort Richardson with the military, was aware of most of the duties of your organization and how you benefit the State of Alaska and its people and especially those in isolated areas which, without your assistance, would greatly suffer in times of emergency. However, I was not aware that your organization was known here in Europe also. The film was very educational and I believe was shown throughout Germany, as this country has only one television network, and it is country-wide.

Letters Wanted

CAP TIMES welcomes "letters to the editor" from all CAP personnel, expressing opinions, asking questions or commenting on CAP subjects appearing in the TIMES. All letters must be signed, but letters requesting name be withheld will be honored. Send all letters to CAP TIMES Editor, National Headquarters, Ellington AFB, Tex.

Thus, if you people did not know how well you are known, this letter is to inform you that the Federal Republic of Germany knows what you are accomplishing.

Sp5 TERRANCE GELIBB, USA
 (on leave in Germany.)

Article Mentions IACE

HAZLETON, Pa.—You might be interested to learn that an article (See LETTERS, Page 18)

THE LITTLE HANGAR

IT'S OFFICIAL . . . Items appearing in THE LITTLE HANGAR and "answers" to LETTERS TO THE EDITOR are definitely official. A recent query to the editor indicated that such items were considered unofficial. All "HANGAR" announcements and "LETTER" answers are checked out with the staff agency concerned and confirmed by current regulations, etc., and are considered official for all purposes.

TIMES SUBSCRIPTION . . . If you are a senior member of CAP and have not renewed your membership for 1962, this will be your last issue of CAP TIMES. If you want to continue receiving CAP TIMES, suggest you renew your membership immediately. Cadet and patron subscriptions are handled on a basis of the date when subscriptions are received, but senior member subscriptions expire when a member fails to renew his membership in CAP.

CHANGE OF ADDRESS . . . National Headquarters must have your current address in order to insure proper mailing. Use CAP Form 47 to indicate any change of address. This information is also used to change the mailing plates for your copy of CAP TIMES.

IO AWARDS . . . The National Information Awards winners for 1961 will be announced in the April issue of CAP TIMES. Deadline for all entries was February 10, and it was impossible for the Awards Committee to meet the March deadline of February 16.

PUBLICATION SUSPENDED . . . An announcement from the Federal Aviation Agency discloses that its four-page monthly periodical, "Aviation News," has been suspended. "Aviation News" has been included in the National Headquarters monthly distribution to all CAP units. Dennis S. Feldman, of FAA's office of public affairs, said plans are underway to produce an improved 16-page version designed to do a more effective job of promoting aviation safety. The first issues of the new version is due off the presses soon. Providing sufficient copies are received at National, distribution to all units will continue for the new publication.

CALL SIGNS . . . CAP Form 96 has been distributed to each unit. This form is a billfold-card listing USAF radio call signs for wing and region liaison offices, tactical call signs for all CAP regions and wings, the phonetic alphabet and the International Morse Code. It is suggested units requisition the number of forms needed on the next quarterly forms requisition.

FORMAL UNIFORM . . . The authorized Civil Air Patrol dress uniform which male senior members wear to formal occasions is outlined in paragraph 11 F for Summer and 13 I for Winter, chapter 2, CAPM 39-1, September 1961. The United States Air Force mess dress uniform is not authorized to be worn by members of the Civil Air Patrol.

Missions:

63% of Rescue Flights Flown by CAP Personnel

CIVIL Air Patrol more than doubled the number of authorized air search and rescue missions flown last year over 1960, it has been reported to CAP's national headquarters by the Air Rescue Service of MATS, Orlando, Fla.

Of the 911 missions flown by all agencies under the Air Rescue Service, Civil Air Patrol flew 442.

Credited with 63 per cent of all flying hours expended in the national search and rescue effort by all military and civilian agencies combined, volunteer CAP pilots flew 20,361 hours during 1961, a slight increase over the 20,072 hours of 1960. All of the agencies flew a total of 32,135 hours in 16,902 sorties. Civil Air Patrol flew 11,214 sorties.

Air Rescue Service reported that during the year of search and rescue, CAP assisted the other agencies in accounting for 1,232 survivors from air crashes in the United States. Alaska Wing flew 1570 hours of the total credited to CAP.

HANOVER, Mass.—The Massachusetts Civil Air Patrol Wing was having its annual seasonal ball in Waltham, Mass., when Police Chief John Stoddard of Hanover, Mass., called for the help of CAP in locating 13-year-old Steven Smith of Newton, Mass.

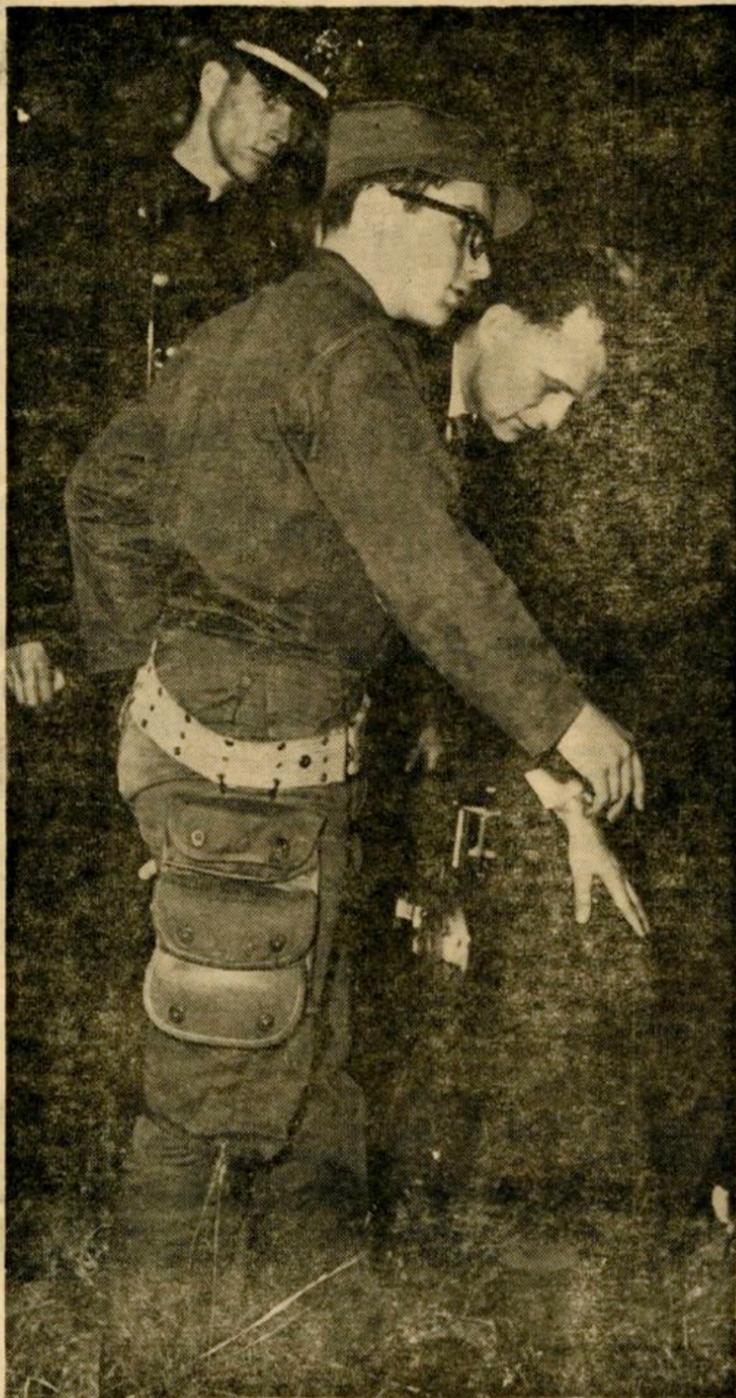
Steven, a retarded youngster, had been out with a group of boys and girls of the St. Colletta's School for Exceptional Children to look for foliage decorations for a school party when he wandered away from the rest of the group. Civil Air Patrol accepted the call for help immediately and the search and rescue machinery, under the direction of Maj. Joseph Dardano, CAP, a member of the Wing staff, was put in motion.

The hunt for the missing boy triggered off one of the most intensive searches in the history of the Massachusetts CAP Wing. An estimated 4000 civilian and military volunteers took part in the effort. The Boston Fire Department's underwater team searched for three days with negative results. An Air Force SCUBA team from L. G. Hanscom Field, Bedford, Mass., with a two-man submarine, searched the North River with similar results.

On the second day Major Dardano blocked off a square mile of search area for the cadets to cover. During the afternoon, a group of cadets came upon an abandoned chicken farm, where a rest halt was called. Shortly after reforming for the search, Cadet A1C David Konigsberg, of the Stoughton Cadet Squadron, found some articles of clothing with the name "Steven Smith" inside a boot. Lt. Walter Merriam, CAP, commander of the Braintree Sq., notified the police, but darkness hampered the search and it was called off until the following morning.

The third day was a sad one—an Air Force helicopter spotted a small body floating face-up in a stream. It took an hour for the State Police to reach the body, which was later identified as that of the Smith boy.

Cadet Konigsberg's discovery of the clothes narrowed the search down to the Tolman poultry farm and the finding of the boy. The CAP cadet was commended by



DISCOVERY OF CLOTHING of lost 13-year-old Steven Smith near Hanover, Mass., by CAP Cadet David Konigsberg, Stoughton Comp. Sq. led to finding body of the youngster. Above, Konigsberg points out the clothing to Police Chief John Stoddard of Hanover. (Photo by Stanley A. Bauman, Brockton, Mass.)

Chief Stoddard, who also praised Civil Air Patrol on its fine job of training cadets and seniors. He stated that if this type of help were ever needed in the future, he would call on Civil Air Patrol without hesitation.

WARNER, N.H.—A Canadian PA-23 Apache en route from Boston, Mass., to Ottawa, Canada, was reported missing in flight recently, calling into action CAP search units from New York, New Hampshire, Vermont, and Massachusetts.

The entire route from Boston to Lebanon, Concord, and Burlington, N.H., to Massena, N.Y., was searched before the wreck of the aircraft was sited by a New Hampshire State search plane. The three persons on board were dead.

In addition to Civil Air Patrol, USAF, U.S. Army, National Guard, and N.H. State aircraft took part in the search. The downed craft was located northeast of Kearsarge Mountain, N.H.

FLORENCE, Ala.—Conflicting information concerning the flight position of a missing Cessna 172 caused some delay in the search for Richard E. Gray of Memphis, Tenn.

Both Tennessee and Alabama CAP wings were alerted to aid in the effort which resulted in finding the maroon and cream plane. A CAP flier of the Alabama Wing located the crash near Wright, Ala. The pilot did not survive.

PENBROOKE, Mass.—More than 100 CAP personnel answered a call for help in the search for two youngsters, two and six years old, missing from the back yard of their home. They appeared to have gone into a nearby dense wood.

A SCUBA team from Hanscom Field also joined the search and finally located the bodies of the children in Oldham Pond, where apparently they had gone to play.

The U.S. Army National Guard also provided a large number of searchers.

NEW MARKET, Tenn.—The pilot of a Twin Beech, who had filed no flight plan, advised Knoxville Radio that he was 20 miles south of London, Ky. at 5000 feet and was encountering icing conditions. He could not maintain altitude and was descending.

The Tennessee Wing was alerted for the search. The last information

from the ill-fated pilot was that he was at 2000 feet and still in difficulty.

Georgia Wing passed the word that a crash had occurred near New Market. Tennessee CAP personnel reached the scene shortly after the report was received. The pilot was dead. CAP stayed at the site until relieved by an FAA team of inspectors.

GRAND FALLS, Ida.—A domestic emergency was declared in Bingham and Bannock Counties, Ida., when flash floods resulted from rain and melting snows in the mountain areas.

Civil Defense, the Idaho National Guard, Civil Air Patrol, Bannock County's sheriff's department, State Police, and the American Red Cross were all active during the emergency.

TONOPAH, Nev.—Rain, snow and 500-foot ceilings were only part of the bad weather that hampered the search for two men missing in an aircraft in the vicinity of Monitor Valley, Nev.

Col. Newton Crumley, USAF, (Ret.) former State Senator, was the pilot. His passenger was E. J. Questa, president of the First National Bank of Nevada. Questa was the first Nevada Wing commander, Crumley was the fifth.

A large force of searchers covered the suspected area in the intensive hunt. The Carson City Ski Patrol, Reno Ski Patrol, Washoe County sheriff's posse, the Nevada Highway Patrol, Nye County sheriff's posse, Forest Service, Nevada Air Guard, and Civil Air Patrol, all joined hands with hundreds of civilian volunteers in the search, which resulted in locating the crash. Members of the Washoe Jeep Squadron located the crash site. An Air Force helicopter landed and aided CAP personnel in the recovery of the deceased.

BISHOP, Calif.—California Civil Air Patrol located two snowed-in persons recently in the Saline Valley area.

The Inyo County sheriff requested help from CAP, who after finding their objective, landed and removed both parties to safety.

KOTZEBUE, Alaska—Two overdue reindeer herders became lost while on a hunting expedition. The two men left Shismaref for Espenburg, but intended to go seal hunting on the ice pack en route.

The ice pack was located 10 miles offshore and thoroughly searched with negative results. The search was extended several miles seaward and north to Cape Tompson.

The two men, Mr. Kigruk and Mr. Barr, had been cut off from shore when the sea ice broke. They traveled 11 days northwest until they reached Cape Seppings. From this point they were able to reach shore and traveled southeast to Kivalina.

CAP aircraft evacuated both men to Kotzebue. They suffered no injury during their ordeal.

ACHORAGE, Alaska—Civil Air Patrol fliers evacuated two men in serious physical condition to hospitals recently.

Nick Barbul, 71, was suffering from severe frostbite and was flown from Susitna to Merrill Field in Anchorage.

SP4 Pasquale V. Calardo, USA, sustained a broken leg and required traction and a cast. He was evacuated from the Wildwood AFS Dispensary to the 5040th USAF Hospital.

Pa. Wing Carries Out Winter Test

By Maj. TOM DAVIS, CAP
10, Pennsylvania Wing

ALLEN TOWN - BETHLEHEM - EASTON AIRPORT, Pa.—Hampered by strong, gusty winds that often hit 40 knots in velocity and by cold that touched six degrees below zero, the Pennsylvania Wing struggled through its annual winter search and rescue effectiveness test over the weekend of February 10-11.

In a critique February 11, it was the unofficial opinion of United States Air Force officers evaluating the operation that "Operation Snowflake" had been carried out successfully.

Col. Phillip F. Neuweiler, speaking at the critique, said: "The rating, in itself, is not the important thing; what counts is that we take corrective action where we make a mistake. We are all proud to achieve a high national rating, but we are more interested in carrying out our assignments with maximum effort effectiveness."

Col. William Mullins, USAF, chief CAP Liaison Officer at Northeast Region Headquarters in New York, was in Allentown to observe the operation. Col. Mullins visited Ranger teams based at their Hawk Mountain training camp in the Blue Mountains who were taking part in various problems that made up the operation.

THE WEEKEND maneuvers involved squadrons throughout the state, extending from Port Erie Airport at Erie in the west, to Allentown-Bethlehem-Easton Airport in the east and southeast to northeast Philadelphia Airport. More than 1,500 seniors and cadets took part, along with aircraft, vehicles and fixed and mobile communications.

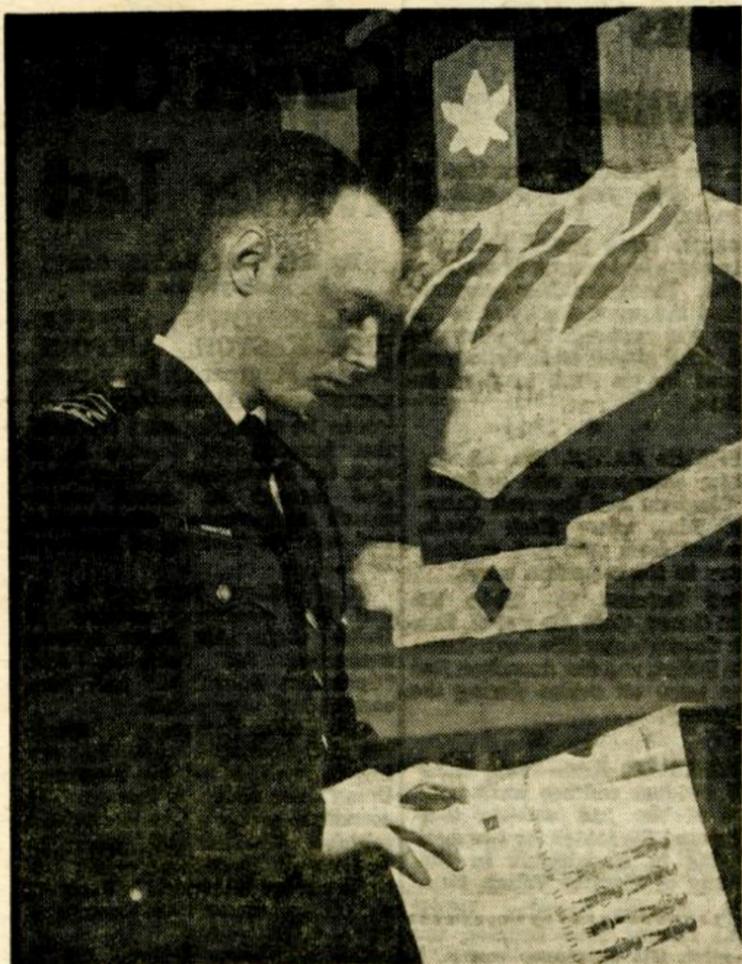
One airborne field hospital, staffed with doctors and nurses, was camped at Queen City Airport just south of Allentown; others were at Shippensburg and northeast Philadelphia Airports. A Para-Ranger team along with a SCUBA diving unit was based and operable at Pottstown Limerick Airport. The wing's new mobile field kitchen was utilized for the first time at Wing Headquarters, supplying hot food and coffee for both senior and cadet personnel.

Aerial message drops and pickups were staged at Queen City Airport, at Pottstown's Limerick field, Shippensburg and northeast Philadelphia airports.

Col. Neuweiler operated as the problem commander, with Lt. LeRoy Boyce, wing administrative officer, serving as his deputy. Lt. Col. Michael Hancharik, wing air rescue officer, handled this phase at wing headquarters.

Maj. John Cassel was courier service officer; Lt. Robert Hendricks, personnel; Capt. Walter Kessler, communications; Maj. Frederick Fister, medical; Maj. Tom Davis, information; Capt. Val Scarcia, intelligence, and Lt. Col. William Bland and Capt. Edward Gittleman, security. Maj. Jerry Fluck was in charge of the mess section.

The Ranger teams, 35 being involved, were commanded by Lt. Col. John N. Weaver, wing Ranger teams commander. He was assisted by Capt. John McNabb and Joan Rath. Ma. Herbert Frye was insurance officer. The wing headquarters section was relieved during the operation by personnel from Group 10 in the Philadelphia area.



FORMER CAP CADET, George B. Harrison, who expects to graduate from the U.S. Air Force Academy in June this year, pauses in his squadron's Airpower Room to look at one of the many publications available on space flight, military aviation, the Air Force, and former Air Force greats. Harrison belonged to the Greenville, S. C., CAP squadron before going to the Academy. — Photo courtesy PALMETTO STATE MINUTEMEN South Carolina Wing Annual.

Distinguished Academy Record Established by Carolina Cadet

COLORADO SPRINGS, Colo.—When graduation day rolls around at the Air Force Academy in June, 33 former Civil Air Patrol cadets are expected to be among the graduates of the Class of '62. Records show that approximately 10 percent of each class at the Academy are former CAP cadets, and this figure is definitely on the increase.

Last year, 17 former CAP cadets were among those graduating. The Class of '63 lists 49 ex-CAP cadets, while the class of '64 contains the names of 63 cadets who formerly served with CAP units.

(Ed. note: Material on Cadet Harrison courtesy of PALMETTO STATE MINUTEMEN, South Carolina Wing Annual)

One of the cadets at the Academy who is looking forward to the June graduation exercises is George B. Harrison, formerly a member of the Greenville, S.C., Civil Air Patrol Squadron.

FOLLOWING graduation from Greenville High School in 1958, Harrison had a problem centering around future study in one of the nation's universities or colleges.

As an ambitious teenager, his particular dilemma had a reverse twist. Harrison had to make up his mind which school to select since he had been awarded four scholarships to civilian universities and appointments to three service academies — the Coast Guard, Naval, and Air Force.

Cadet Harrison's previous experiences in the Greenville CAP Squadron tipped the academic scales towards a career in the Air Force and selection of the Air Force Academy as the school of his choice. In late June, 1958, he was admitted to the nation's newest service academy as a member of the Class of '62.

Harrison, now 20, completed his basic cadet training and entered cadet life with the relish of a fledgling falcon taking to the air. He has been named twice to the Superintendent's and Dean's Lists. This academic honor means that Harrison is in the upper 25 per cent of his class both in academic studies and airmanship.

At present, Cadet Harrison is carrying an academic load of 23 semester hours and during the previous five semesters has been enrolled in at least one enrichment course. This is in addition to the regularly prescribed Academy curriculum. The enrichment program permits gifted students to advance in their selected fields of study as far and as fast as they are able.

Harrison's undergraduate ambition is to earn a major in Public

Policy in addition to a Second Lieutenant's commission and a Bachelor of Science degree. He hopes to obtain future assignments in the Regular Air Force in military intelligence or foreign attache duty.

In addition to his high academic average, he has found time to play intramural soccer, lacrosse and

water polo. He is also a member of the Cadet Forum, Photo Club and Ski Club, and was a delegate to the December, 1960, Student Conference on United States Affairs at the U.S. Military Academy.

WHILE IN Greenville High School, Cadet Harrison was active in Boy Scouts and the Student Science Club, was elected secretary of the Future Farmers of America GHS Chapter, and was a member of the Greenville Civil Air Patrol Squadron.

Achieving a straight "A" average, Harrison was elected to the National Honor Society and was a member of the school's dramatic club, The Thespian Society. He was awarded the DAR American History Medal in addition to his scholarships to Columbia University, The Citadel (Military College of South Carolina), the University of South Carolina and Tulane University.

The son of Mr. and Mrs. William Harrison, Greenville, S.C., Cadet Harrison owes a great deal of his success to his parents, who gave him the needed moral support when the academic going got rough.

Former Cadets Reflect Credit On CAP

Goal of Air Force Career Spurs on Pennsylvanian

PHILADELPHIA, Pa. — Cadet Lieutenant David K. Robson, Jr., of the Sharon Hill Composite Squadron, Pennsylvania Wing, has achieved his first goal on the way to a professional Air Force career. He sought and received an appointment as a cadet at "The Citadel" in Charleston, S.C.

Young Robson set his heart on an Air Force career at an early age and determined the way of a Civil Air Patrol cadet was the best route he could pursue. His record demonstrates that he lost no opportunity to participate in CAP activities, and his ribbons prove that his efforts were successful.

He attended three Pennsylvania Wing summer encampments. The first resulted in his qualifying for the Certificate of Proficiency; during the second he was cadet adjutant for his squadron; and during the third he was appointed cadet squadron commander and encampment cadet adjutant with the temporary grade of cadet major.

He was a member of the first class of the Pennsylvania Wing Officer Candidate School at Pennsylvania Military College, and attended a similar course as an upper classman and flight leader at Scranton University.

When he became eligible, Robson went to the wing Ranger School at Hawk Mountain as a cadet 1st Lt. Later, he participated in the winter survival school.

WHEN ROBSON was 16 years old, he began his flying lessons. He paid for these flights with money earned by spare-time and week-end work. It took longer to solo this way, particularly since he quit completely to take part in the 1961 International Air Cadet Exchange, when he visited Canada. However, he has now passed the written test and is waiting to take the flight test before being certified as a private pilot. He already has an FCC restricted radio license.

Robson selected The Citadel for his college education because it offers the AF-ROTC program. His major is Business Administration.

Robson is one of the many who report that the training he received as a Civil Air Patrol cadet helped him in his advanced military studies. He stated that much of the material he studied in the first semester at school this year was thoroughly covered in the many phases of cadet training.

Though on inactive status now in the CAP squadron, Robson is still carried on its rolls as a cadet officer and will resume active participation this coming summer when he plans to attend the wing encampment.

His CAP ribbons include Observer Wings, the CP with seven clasps, encampment ribbon with two clasps and special activities with three clasps.

Fort Dix Honors Ex-Cadet Major

FT. DIX, N.J.—The value of training received in the Civil Air Patrol Cadet program was proved at Ft. Dix, N.J. when former CAP cadet—now Army Private Ian Ostling was chosen as Ft. Dix "Trainee of the Week" recently. Pvt. Ostling formerly held the rank of cadet major in the Bronx, N.Y. Group and senior rank of 2nd Lt. as squadron executive officer of the James Monroe High School Squadron.

After completing advanced infantry training, he plans to attend officers candidate school at Ft. Benning, Ga.

Among special activities he participated in was the National Drill Competition at Amarillo, Texas in 1956 and in 1958 went to Denmark on the International Air Cadet Exchange.

Sutphin Started Young, Progressed Fast in CAP

(See Photo, Page 1)

HOLLYWOOD, Md. — A former CAP cadet who qualified for his Certificate of Proficiency before he was old enough to join the program and who went on up the ladder to the International Air Cadet Exchange, is still on the way up and space is the limit.

Sheldon D. Sutphin, who will be 21 years old on March 24, is now at Pensacola Naval Air Station earning his wings of gold through the Nav-Cad program.

He credits Civil Air Patrol for the training background that enabled him to qualify and pass the Nav-Cad examination last October. He reported to Pensacola on February 10 for an eighteen months course which will lead to his ensign's commission and wings of gold as a Naval aviator.

HE WAS 14 when he joined CAP in June of 1955 and in two months completed his studies and examinations for the Certificate of Proficiency. He applied for encampment at Grenier Air Force Base, N.H., that summer — and the boom fell.

An error that had gotten by his officers at St. Mary's Squadron was caught at Wing Headquarters — this kid was too young to be a CAP cadet!

At that time the age requirement was 15 and Sheldon was 14. Membership could be granted if the applicant was in the 10th grade. Sheldon was in the 9th. It looked as though Grenier would have to get along without him and so would St. Mary's squadron.

Lt. Francis Smith, now Lt. Col., wet to bat for the underage youngster who had airplanes on his mind, and wangled

a waiver that permitted Sheldon legally to join CAP and to go to the 1955 encampment. There Sheldon took his last exam for the Certificate of Proficiency, which came through in November.

From there on, it was up the ladder for Sheldon. He became a Cadet 2nd Lt. and rose to Cadet Major as cadet commander of St. Mary's Squadron. He represented Maryland Wing at the Middle East Regional Cadet Council in 1958 and at the Eastern National Cadet Council in 1957. He became chairman of the Maryland Cadet Council, and attended the 1956 encampment at Langley Air Force Base, Va.

In 1958, he was selected for the International Air Cadet Exchange. His trip to Cuba was the high spot of his cadet career.

He won two flying scholarships, one from the Park Hall Flying Club and the other from the local chapter of the Navy League. He began his flying instruction, totaling six hours before his school-work caused him to suspend this phase.

HE GRADUATED from Leonardtown High School in 1959, and went to St. Mary's Seminary Junior College in southern Maryland, where he served on the Men's Student Government and was president of this in his second year. He graduated in 1961 with an associate of liberal arts.

Now the happy son of Paul I. and Rosetta Sutphin of Hollywood, Md., is where he always wanted to be — on his way into aerospace.

And he thanks Civil Air Patrol and Lt. Col. Smith, a former aviator, for helping him get this chance.

Units Chartered

WRIGHT - PATTERSON AFB, Ohio—Lt. Col. Charles R. Thulin, Group 7 commander, Ohio Wing, briefed unit commanders on progress of the group at a recent meeting on Wright-Patterson AFB.

In 1961 three new squadrons were added, bringing the number to seven with a total membership of 137 seniors and 215 cadets.

The new squadrons and their commanders are Fairborn Composite Squadron 703, Capt. John Gerber; Dayton Composite Squadron 705, Lt. Paul Countryman; and Piqua Senior Squadron 706, CWO Francis J. Baumer.

Thulin outlined plans for activation of additional squadrons to meet the growing interest in CAP of citizens of the area. Group 7 units have participated in numerous search missions and have been credited with finding the wreckage of two aircraft.

Maryknoll Cadet Unit Excels Under Gomes

(See Sketch, Page 4)

HONOLULU, Hawaii—Capt. Francis Gomes, Group Commander of the Maryknoll Cadet Group, has a unique command which might be the envy of every commander within the Civil Air Patrol.

The Maryknoll Cadet Group is composed of 200 male cadets. These cadets live CAP every day for four years, from their freshman to their senior year in high school.

The Corps of Cadets of Maryknoll wear the CAP uniform five days a week, and are subject to military discipline and courtesy on a daily basis. Captain Gomes established this "Civil Air Patrol Academy" in September, 1960. A graduate of Maryknoll High School in 1954, as cadet commander of its former ROTC Battle Group, his leadership and organizational ability are highly respected.

CAPTAIN GOMES can truly be referred to as "Mr. Hawaii Wing." He first became a member of CAP in 1949 at the age of 14. He has attended nine summer encampments; six as a cadet and three as a senior member.

However, his "claim to fame" lies in the area of precision drill. As drillmaster of the Hawaii Wing's drill teams from 1951 to 1954, he is recognized nationally as a brilliant master in the art of precision drill. He has a natural ability for creating drill movements, among which is his creation of the "Hawaiian Hula" sequence which draws a great deal of public applause whenever it is performed.

In 1954, the Civil Air Patrol called upon Captain Gomes to put his talents to work. This was the year for the seventh annual International Drill Competition held in Minneapolis, Minn. As Cadet Drillmaster of the national team, he created the drill sequence that handed the Canadians their second defeat in the history of this competition.

Because of this dedication to the Civil Air Patrol, and his outstanding ability, Captain Gomes was appointed to the first class of the United States Air Force Academy. But fate had other plans for him. Failing the strict physical entrance qualifications for the Academy, he enlisted in the Air Force as the first Airman Third Class from the State of Hawaii, under the Certificate of Proficiency program.

Recognizing his ability to lead men, his commander at Parks AFB in California, withdrew him from basic training after only two weeks of training. Airman Gomes was sent to General Instructor's School with 22 non-commissioned officers, and after eight weeks of Technical School graduated with honors at the head of his class.

While serving as Tactical Instructor at Parks AFB, his love of precision drill still not satisfied, he established, within each flight of basics under his command, a precision drill unit. These he called "Sons of Hawaii."

Working during his off hours he created a precision drill unit that won recognition as the official Air Force drill team of the Pacific.

With the closing of Parks AFB in 1957, Airman Gomes was sent to James Connelly AFB, Waco, Tex., where he trained the first Waco team to reach the National Drill Competition.

RETURNING to his native Hawaii in 1959, he became a senior member in the Hawaii Wing. In 1959 he trained the National Championship drill team which walked off with top honors at New York's Rockefeller Plaza. In 1960 he again

trained Hawaii's representatives to the National Competition, held at the Air Force Academy. This time they captured second place by a small margin behind the winners.

Captain Gomes, at 26, has gained the admiration of the members of the Hawaii Wing because of his dedication to duty and his loyalty to purpose.



Nun Causes Amazement By Flying Achievements

By Capt. DONNA M. STARR
IO, Golden Gate Sqdn. 30

SAN FRANCISCO—One of the most amazing figures of the Jet Age is a woman who wears the religious habit of a Catholic nun, Sister Mary Aquinas. The fact that she is a leader in the field of aviation education for Catholic parochial schools is not in itself amazing. Amazement comes when you become aware of her many accredited qualifications in the actual business of flying. When you review her long career in aviation, culminating in the achievement of her life-long dream of piloting a jet aircraft through the sound barrier when she was over the age of 60, you can agree that Sister Mary Aquinas is a phenomenon. The many achievements marking her career seem unbelievable until you meet her in person. Then all the paradoxes become the normal actions for a woman with her amazing strength and serenity.

The members of San Francisco's Squadron 30 of the California Wing had the wonderful experience of having Sister Mary Aquinas visit them, and it will remain in their memory for many years to come.

SISTER MARY Aquinas' "occupation" is conducting workshops in aviation education for teachers in universities all over the country. When the local newspapers carried stories that Sister Mary Aquinas was instructing at the University of San Francisco, Capt. Starr of Squadron 30 was determined to meet her and invite her to speak to the cadets. After a long wait at the convent where Sister Mary Aquinas and her traveling companion were quartered, Capt. Starr finally got to see Sister Mary Aquinas, and what was supposed to be a five-minute interview turned into a visit of over two hours. She immediately recognized the Civil Air Patrol uniform and told Capt. Starr proudly that she was an honorary member of CAP and was very enthusiastic about the cadet program, sounding like a recruiting sergeant. She talked about her desire to pilot a jet plane through the sound barrier, and the difficulty of convincing Air Force Command Section that she was qualified to be checked out in a jet. She also talked about her tight schedule of classes and speaking engagements. In view of this, it was very hard to ask Sister Mary Aquinas to try and make time for another appearance but, to the surprise of her companion and Capt. Starr, she agreed willingly to attend the next squadron meeting.

Maj. Dimitri Moskvina was very

happy to learn of the distinguished guest and invited members of San Francisco Squadron 96 and Wing headquarters staff to attend the meeting. He also arranged to use the recreation hall at Fort Miley for the occasion. When the meeting night arrived there was quite a crowd assembled to hear a 30-minute talk by this eminent educator.

When she talked about aviation everyone in the room fell under her spell. With a balsawood glider and an autogyro from the dime store, she explained the basic principles of aerodynamics in terms so simple and clear that every word could have been understood by a child of eight. For a little over an hour the seniors and cadets held their breath in rapt attention. The cadets were eagerly drinking in facts and theories their instructors had vainly pounded at them for months. When she finished her talk, she asked if the cadets had any questions. One of the cadets had heard that she was a licensed pilot, and asked her how it felt to fly a jet plane.

When Sister Mary Aquinas described her experiences her listeners formed a mental picture of this amazing woman in the cockpit of a jet plane, with her eagle-clear eyes on the instrument panel, her mind appraising, calculating, controlling every movement through space. With this picture in mind, it seemed quite reasonable that Sister Mary Aquinas, a woman of over 60, should tuck her flowing habit into an ejection seat and clamp her headset firmly over her veil. If she decided to fly to the moon, no one who ever heard her talk would ever doubt her ability to carry out her plan.

IN THIS AGE of science and clear hard fact, people have been growing away from the mysteries and miracles of religion. The two words "saint" and "science" have become incompatible. Without once referring to either God or her religion, Sister Mary Aquinas seemed to set the incompatible in harmony with each other, for both religion and science were one in Sister Mary Aquinas.

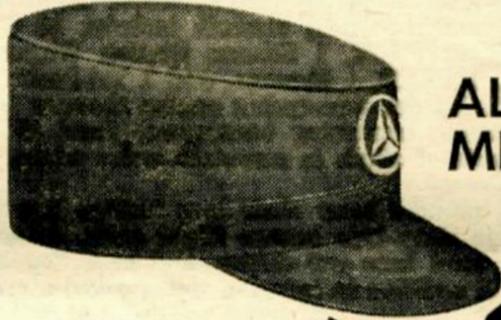
After she had spent two hours with CAP Squadron 30, and left on her once more revised schedule, the members felt as if the time had flown too fast. In that short time, however, she made a lasting

HER "HABIT" IS FLYING—Sister Mary Aquinas, a teacher at the University of San Francisco, using a model, demonstrates the principles of flight to Maj. Dimitri Moskvina, CAP, (left) and members of the staff of the Golden Gate Sq. No. 30. A long-time pilot, Sister Mary Aquinas realized her dream of piloting a military jet aircraft through the sound barrier.

impression on everyone who had heard her. Even now, many months later, she is still a clear picture in all our hearts, a picture of Sister

Mary Aquinas in a jet plane streaking off through "the wild blue yonder" strapped serenely in the lap of God.

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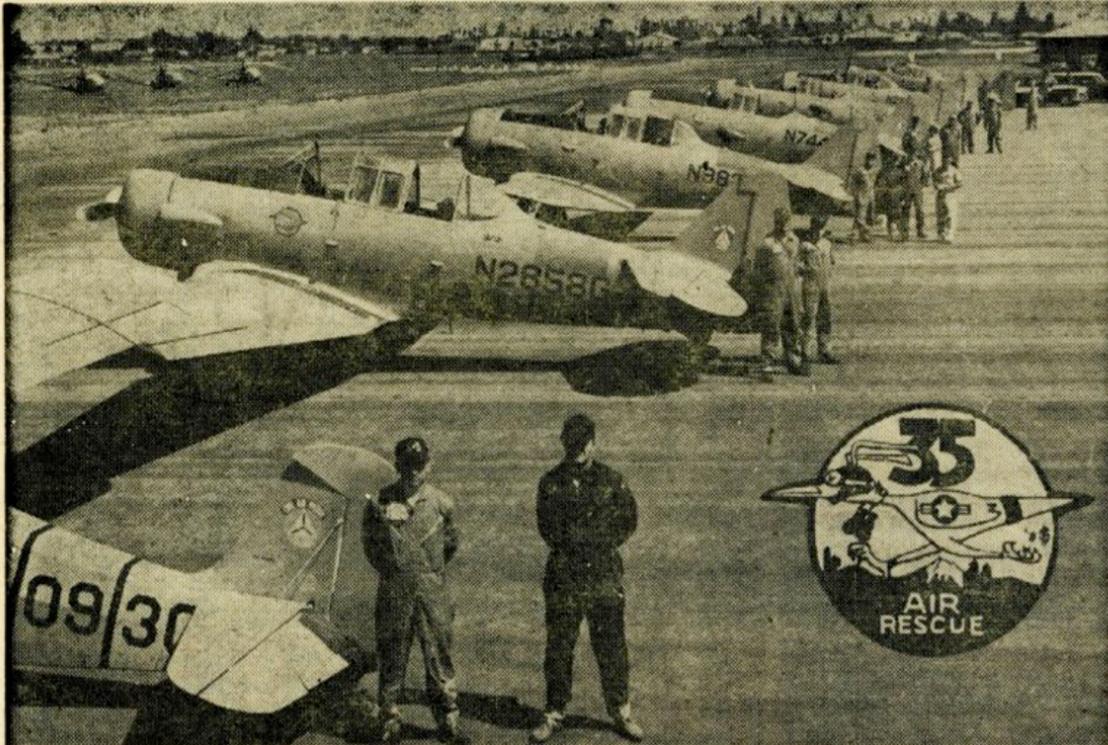
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FATHER-SON pilot team . . . CWO J. W. Quinn, Sr., and CWO J. W. Quinn, Jr., wait for signal to begin search flight in T-6.

Squadron 35 Scramble

A CALIFORNIA CAP squadron that flies at the drop of a flare is the San Fernando Airport Senior Squadron No. 35. This flying unit, which has search and rescue as its prime objective, boasts 21 pilots and 21 aircraft among its 54 members.

Commanded by Lt. Richard Baylis, a former P-51 fighter pilot, Squadron 35 has an impressive flight line. Squadron and member-owned aircraft include: 10 T-6s, 4 BT-13s, 1 Ryan PT-22, 1 Stinson Station Wagon, 1 O-47B, 1 T-28, 1 UC-43, 1 Ercoupe, and 1 Tri-Pacer. At present two BT-13s are undergoing engine changes from R-985s to R-1340s, increasing horsepower from 450 to 600, boosting rate of climb in mountain areas where the unit flies.

Air crews proudly wear their own "Ridge Runner" patches on their Navy-type orange flight suits. All crew members wear hard hats and chutes, and have "on-self" survival gear, in addition to carrying well-stocked aircraft survivor kits.

The San Fernando Airport Senior Squadron No. 35 was activated in 1957. Equipment consisted of two BT-13s and a Cessna 140. Goal of the unit was to form a search squadron with aircraft of higher horsepower and range to cope with high mountains and extended areas of desert.

BT-13 owners were signed up, and soon five BT "Vibrators" thundered about the Sierras (from 14,000 feet down) and across the Mojave Desert. In 1958, the squadron acquired 10 SNJs (T-6s) from the Navy. These were flown to San Fernando, inspected, certified, and put to work searching.

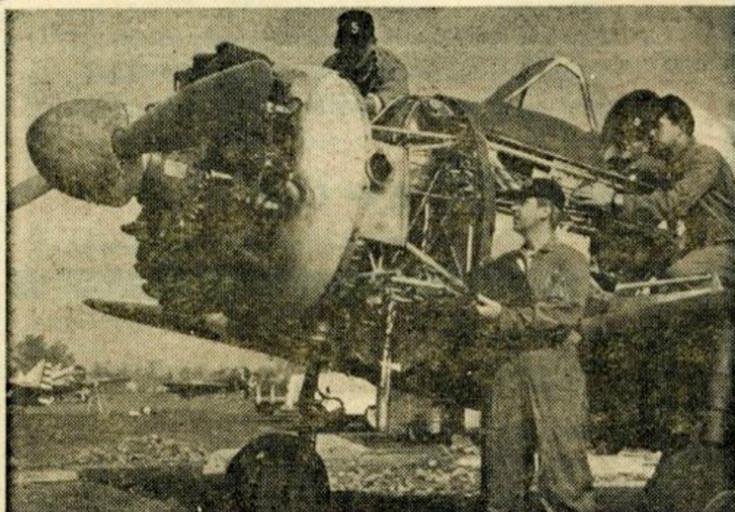
During 1961, pilots of No. 35 flew 61 sorties on 14 search missions, with a total flying hour score of 785. The "round engine" pilots of Squadron 35 are an eager lot. At the slightest hint of an S.O.S. there's a mad dash for the flight line, a sudden blending of roaring engines—and it's another "Squadron 35 Scramble" with 21 props clawing their way skyward. Photos by TSgt Clifford Shirpsier, Photo NCOIC, Sq. 35.



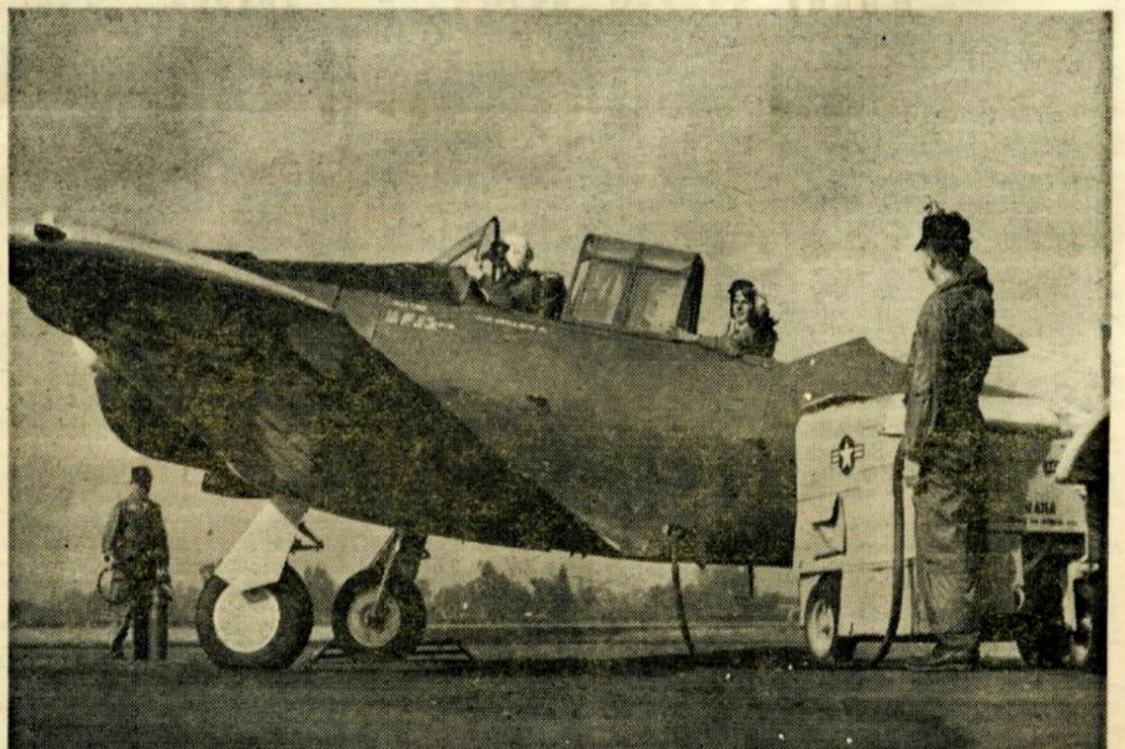
WAITS FOR "GO"—Lt. Robert W. O'Hara, Squadron 35 operations officer, waits in cockpit of O-47B for signal from Lt. Richard Baylis, squadron commander. A firm believer in heavier-type aircraft for search in the rugged mountain and desert country around San Fernando, Calif., O'Hara is strong for BT-13s and T-6s.



ALERT CREWS stand by for last minute check by squadron commander, Lt. Richard J. Baylis (left). SSgt Frank Decker, SSgt Clifford Shirpsier, WO Tim R. Rahm, and Lt. Cone.



SEARCH ENDS AND maintenance begins . . . Working over a BT-13 are (l to r): CWO David Carlson, TSgt Fred Messia, Lt. Floyd Hayes, and TSgt P. W. Trist.



START ENGINES . . . WO Rahm stands by power unit (right) and Lt. Cone stands fire guard as AT-6 search craft is started. SSgt Decker, pilot, and SSgt Shirpsier, observer.

British Youth Leader Makes National Visit

NATIONAL HEADQUARTERS—The Rev. Philip B. Clayton, C.H., M.C., D.D., of London, England, an energetic 76-year-old youth worker who lives on four hours sleep a night, visited National recently. He holds the Companion of Honor (the "C.H." behind his name), the highest civil award of the British Commonwealth.

Reverend Clayton is touring Air Force bases via Canada in the interest of the Clayton-Winant Volunteers, a growing youth exchange movement between the U.S. and Great Britain.

The Winant Volunteers (American counterpart of England's Clayton Volunteers), named for John Gilbert Winant, U.S. Ambassador to England during the War II blitz, this summer will number about 80 youths of college age, visiting and serving in London,

Gets Award

CHICAGO, Ill.—One of Chicago's most famous radio personalities and noted disc jockey, Richard Biondi, was recently given the Illinois Wing Certificate of Gold Award for his outstanding service in aiding a cadet recruiting drive in Illinois.

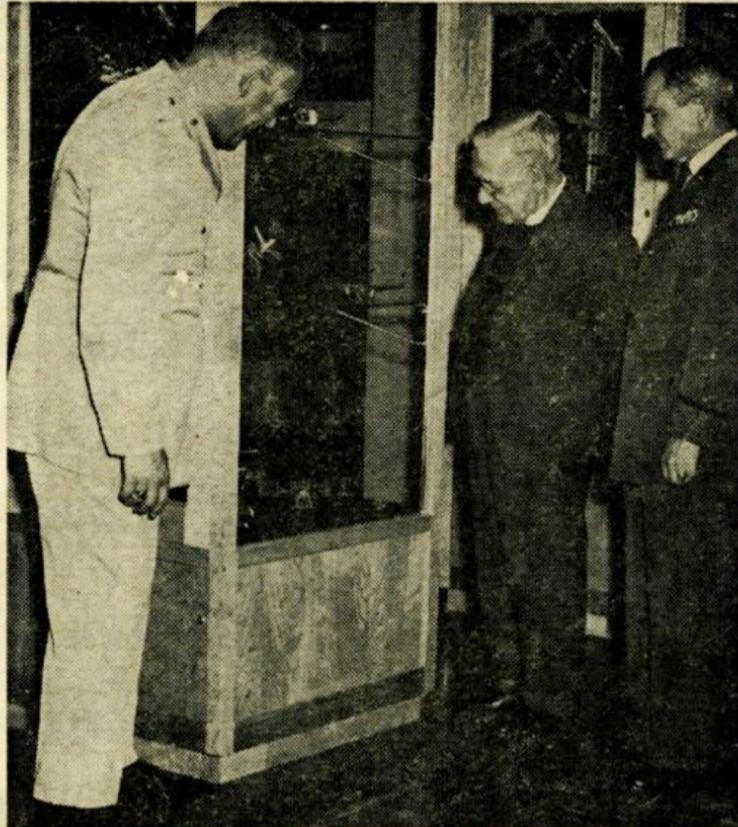
The presentation of the Award was made by Lt. Col. Robert C. Killian, CAP, Director of Cadets for the Wing.

Bristol, Liverpool and Manchester. The Clayton Volunteers, named for the visiting reverend who is called "Tubby" by many, will number about 30 this summer. The British youths will visit and work with youth centers in New York and Washington, D.C.

"Tubby" spent most of his time discussing CAP's youth programs with the National Commander and the National Air Chaplain, Lt. Col. Vernon Kullowatz, USAF.

A demon for work, Reverend Clayton is the founder of the British "Toe H" — Tolbert House youth group of London — which grew out of World War I. He has his own parish, All Hallows by the Tower (Tower of London) on Byward Street and is chaplain to Queen Elizabeth.

Accompanied by Jeremy J. Pollock, 25, as his "aide," the pair's visit to Canada and U.S. air bases is financed by an anonymous wealthy Canadian. Pollock holds a degree in social science from Rhodes University, Union of South Africa, where he was born and where his family still live. He has been in England about four years and is secretary for a London youth center.



COMPANION OF HONOR holder, Rev. Philip B. "Tubby" Clayton of London, England, is shown viewing aircraft models in the foyer during a recent visit with National Commander, Col. Paul C. Ashworth, USAF, right, and Lt. Col. Vernon Kullowatz, USAF, National Air Chaplain. The Companion of Honor is the highest civil award of the British Empire. He recently completed a tour of Canadian youth centers and visited Randolph, Lackland and Sheppard Air Force bases.

Oklahomans Named Honorary Members

NATIONAL HEADQUARTERS—Two new names have been added to Civil Air Patrol's roll of honorary members recently.

They are Moss Patterson, first wing commander of the Oklahoma Wing, and Beverly Osborne, both of Oklahoma City. The two were nominated for honorary membership by Col. Maurice A. Marrs, CAP, present Oklahoma Wing commander.

Patterson became Oklahoma's first wing commander in 1941, and is now semi-retired, dealing in capital investments in oil and stock. He is advisory director of the First National Bank of Oklahoma City. Until his recent resignation, he was chairman of the board of Great Western Life Insurance Company. He is a past National Governor of

the OX-5 Club, and past District Governor of Rotary International in Oklahoma.

Osborne is owner of Beverly's "Chicken In The Rough" restaurant in Oklahoma City, and owns the nationwide franchise. He has, for a number of years, contributed to the support of one of the Oklahoma

City squadrons in financing hangar facilities, and has been a staunch CAP booster.

Osborne is a member of the National, State, and City Chamber of Commerce. His philanthropic efforts include a life endowment to Oklahoma City University and other organizations in the state. He is

Liaison Officers Fly Cadets

HAMILTON AFB, Calif.—Pacific Region liaison officers are credited with bringing about an upswing in cadet enrollment in the region during 1961. Enrollment increase was 12%.

A plan to provide maximum flights included an intensive schedule programmed by Maj. Raphael

A. McHarry, USAF, director of training and Maj. Truett O. Nance, USAF, director of operations. The planning resulted in C-47 visits to numerous groups and squadrons of Washington, Oregon, Nevada and California wings. Eighty flights in 62 hours flying time airlifted 957 cadets.

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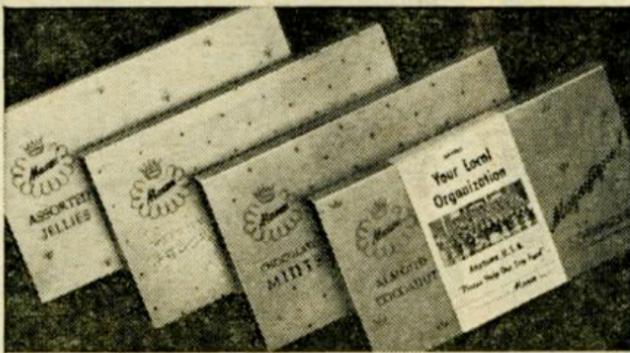
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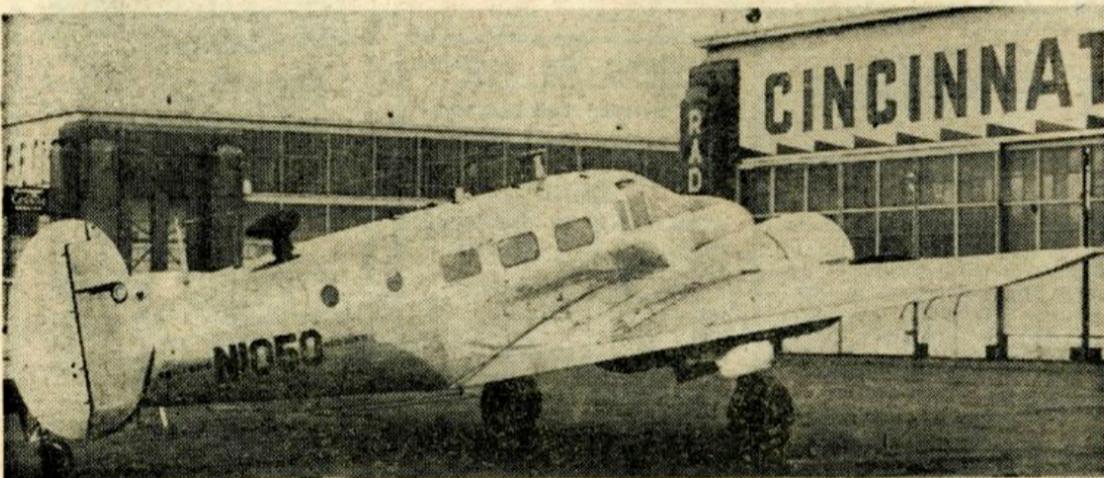
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CAP News in Views



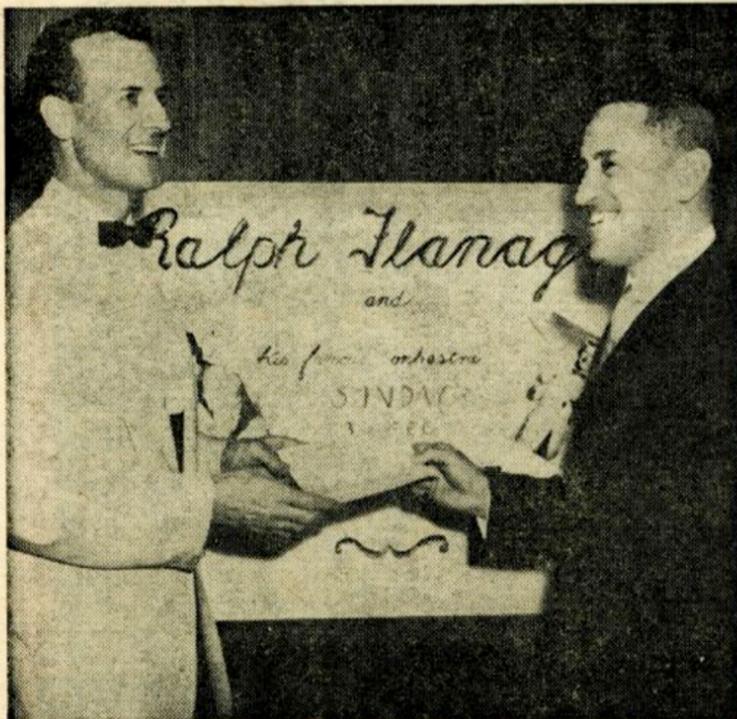
ORIENTATION RIDES were recently enjoyed by members of the Copper Valley (Alaska) Cadet Sq. Kneeling: Lt. James Davis, CAP; standing right: Father Francis Fallert, S.J., squadron commander; and, on aircraft: Maj. Mason LaZelle, CAP, Alaska Wing Staff, with his Navion.



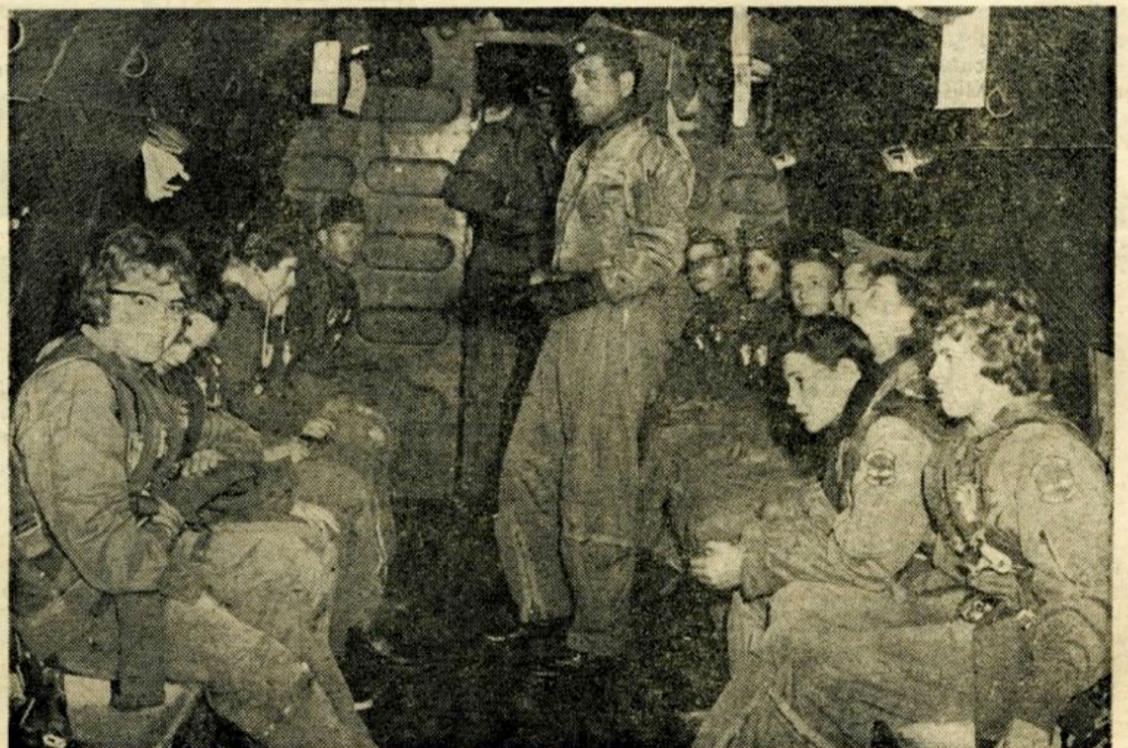
REHABILITATION PROJECT for the Greater Cincinnati Senior Sq. 105 resulted in complete overhaul of this C-45. Local donors, both individual and business concerns, provided money and equipment for much of the repair work. (Photo by Edward H. Foss, Jr., Cincinnati, Ohio)



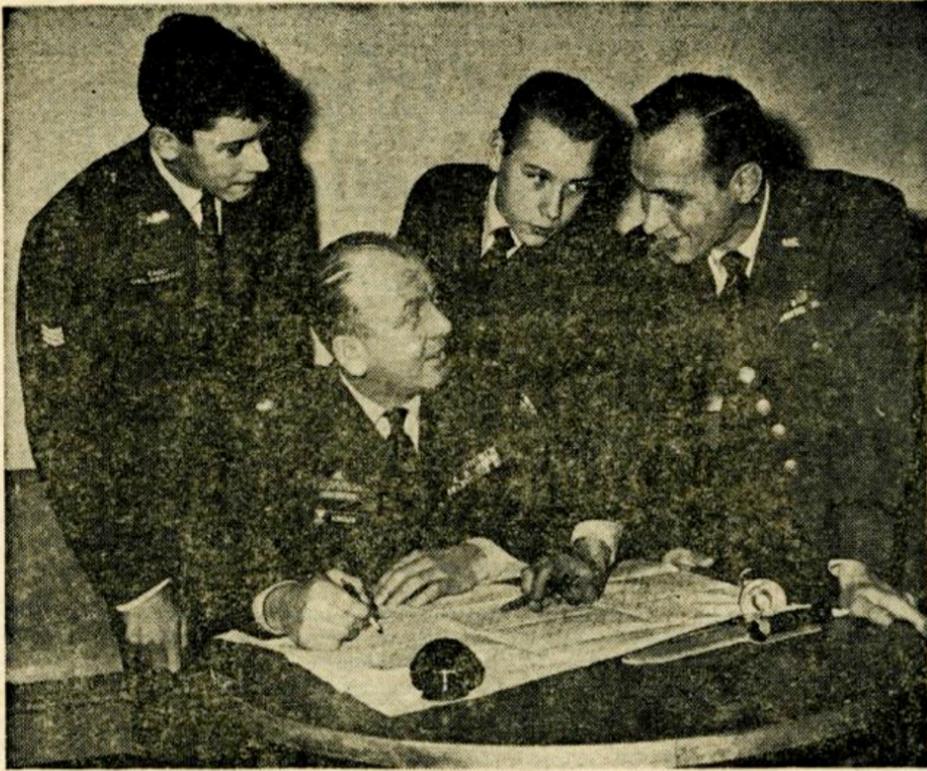
1/LT LAURA NISSEN, CAP, Illinois Wing information officer is presented a certificate of appreciation for assistance to the Air Force Recruiting Service. Making the presentation is Col. B. P. Vickory, USAF, commanding officer of the Air Force Recruiting Detachment 501, Chicago, Ill. Nominated by MSgt Charles Boyd, USAF and SSgt Warren Northcutt of the North Shore recruiting area for north Chicago and northern suburbs, Lt. Nissen was commended for obtaining radio and news media coverage for recruiting. She also coordinated efforts of CAP cadets in distributing Air Force recruiting materials throughout the area, and was cited for "minding the shop" while Sgt. Northcutt was called away on emergency leave.



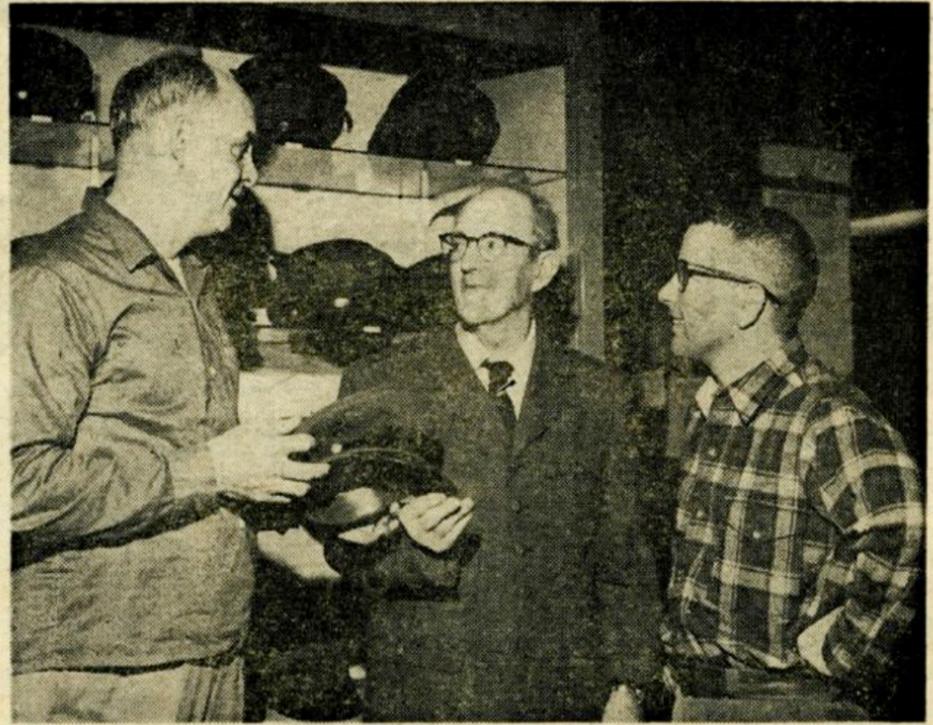
MUSIC HAS WINGS—Pilot-band leader, Ralph Flanagan, (left) receives his membership as a Contributing Patron from Maj. Robert A. Shawn, CAP, commander, Dover (Del.) Cadet Sq. during a recent engagement at the Dover AFB. Flanagan frequently flies his own plane to keep up with his dance band bookings. (Official USAF Photo.)



CAP CADETS OF THE LEWISTON COMPOSITE SQUADRON, Lewiston, Ida., were given orientation flights recently in the C-47 assigned to the AF-CAP Liaison Office of the Rocky Mountain Region. Twenty-six cadets had a chance to ride with Lt. Col. Alva E. Nixon, USAF, (in doorway) and Maj. Charles P. Carley, USAF, (standing center). Col. Nixon is assistant chief liaison officer for the region, and Maj. Carley is director of operations for the liaison office.



TWO FATHER AND SON teams represented the Lebanon, Pa., Squadron 306 at the survival course held last month at Hawk Mountain, Pa. Discussing plans for the trip are (l. to r.) Cadet Gregory Sorscek and his father, Maj. Martin Sorscek, Cadet Richard L. Bixler and his father, Capt. Richard B. Bixler. The two-day course taught winter survival, first aid, search patterns, navigation, and communications.



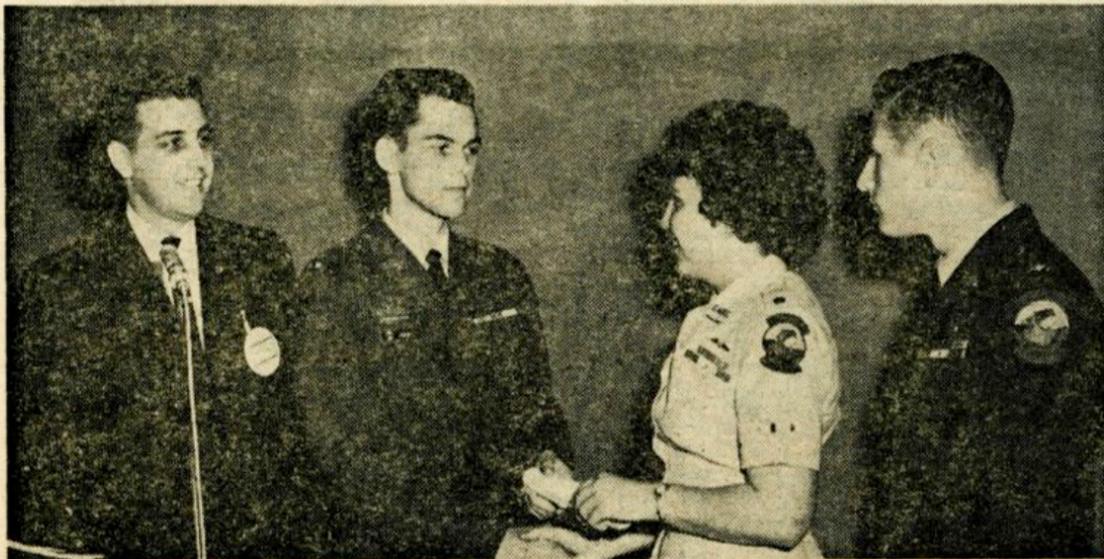
LATE STARTER is Matt Perry (center), of Bakersfield, Calif., who waited until he was 77 years old to buy his first CAP uniform. Perry qualified for the uniform after joining the Bakersfield Sq. 119 recently. Outfitting Perry at the Edwards AFB clothing sales store is Wayne Dozier (left), Lancaster, Calif. Perry, a retired electrician, will be a radio operator with the CAP unit. At right is Capt. John B. Dowty, CAP, the unit commander.



HONORARY INDIAN is distinction received by Maj. Evelyn M. Musser, CAP, Mt. Diablo Group 8, Calif. Wing, who was recently made an honorary member of the Caddo tribe of Oklahoma. Cadet Frank Chilholm, in full regalia, and his commander, Lt. Paul E. Martz, of the Tinker AFB Composite Squadron 30, Okla. Wing, made the presentation. The Oklahoma group was making a reciprocal visit to California following a visit to Oklahoma by Major Musser and a group of Pacific Region female cadets who attended the MATS Flight Stewardess Course at Tinker AFB last summer. (Photo by Golden Gate Sq. 30.)



CAP CADET ERIC LEFSTAD of the Vandenberg Cadet Squadron, Calif., was the recipient of a helicopter ride for being selected as the cadet of the month in his squadron. The criteria for selection include leadership, performance of duty, and participation in CAP. Pilot of the H-19B was Capt. Frank D. Hills, USAF, Vandenberg AFB, (USAF Photo by A/IC W. D. LeDune)



CADETS LAURA DORAN and Harvey Thomas (right), Memphis, Tenn., Cadet Squadron, were the recipients of Certificates of Accomplishment presented on behalf of the Tennessee Wing at a recent Junior Chamber of Commerce luncheon. Making the presentation was WO Joe T. Short, squadron executive officer, as JayCee Bill Morris (left) looks on. On hand to congratulate the cadets was Memphis Mayor Henry Loeb, who commended them for their outstanding service to Civil Air Patrol. Cadet Thomas has since enlisted in the U.S. Navy.



TWO ALABAMA SQUADRONS, the Evergreen Composite Squadron and the Jacksonville Squadron, are taking advantage of "Operation Roadsign" to publicize their units. The Evergreen unit has erected attractive signs on all major roads leading into Evergreen, Ala. Here, CWO Dan Porter, (left) executive officer of the Jacksonville Squadron, and Mayor Frank Casey of Jacksonville stand in a rare Alabama snowfall beside the new CAP roadsign erected on Highway 21 leading into their city.

Weight Is Problem With Surplus Gear

By TSgt. GUY DYKE

NATIONAL HEADQUARTERS—One of the major problems with surplus VHF equipment has been the excessive weight. In 1960, a piece of equipment in kit form became available that has drawn the praise of VHF fans.

For many years the Heath Co. of Benton Harbor, Mich., has been making pieces of communications gear that were adaptable to CAP's mission. However, none were as versatile as the Heathkit "Twoer." This lightweight two-meter transceiver promises to solve many of the problems plaguing the devotees of 148.14mcs.

After having been used for the past two years in many regions, this small unit has proved itself to be a rugged useful addition to the communicator's bag of tricks.

Equipped with a built-in 110v power supply, the "Twoer" can easily be adapted for use as a mobile or airborne station by adding a small vibrapack, dynamotor, or battery pack.

Modifications for increased power output as well as push-to-talk operation have been worked out by some wings.

Cost of this unit is slightly more than that required to modify some surplus VHF equipment, but it has the added luxury of being usable in the house, car, or aircraft and amateurs are able to use it on the 2-meter ham bands.

NATIONAL HEADQUARTERS — Assignment of two new frequencies to the Southwest and Great Lakes Regions has partially cleared the crowded conditions existing on 4507.5kcs.

Southwest Region has been assigned 4630 kcs. and is in the process of changing over to that frequency.

Great Lakes Region is at present experiencing severe interference on their new frequency of 4602.5kcs during the evening hours.

This puts CAP's communications system a little closer to the goal of having a separate frequency for each Region.

Another item of interest is the use of 121.6mcs during an actual search mission.

This frequency is licensed to the individual and to Civil Air Patrol, as are other frequencies.

Aeronautical mobiles may be used in actual search but base stations are not allowed.

Use of this frequency during an actual search mission will result in a much better controlled search since most aircraft are VHF equipped and addition of one transmitting crystal is all that is necessary.

MERCED, Calif. — An active radio amateur's growing tired of "just talking" was responsible for the Yosemite Group of the California Wing adding an experienced communicator to their unit.

Capt. Russell Ratzlaff, now assigned as group communications officer, has for several years been an active "ham," but joined Civil Air Patrol because, as he put it, "I was getting tired of just talking."

Ratzlaff got his interest in radio from uncles and cousins. His first contacts after getting his license were with these relatives, but he soon made friends world-wide through the medium of short wave radio.

He gained his knowledge of electronics through reading and actual practice. Desiring to put this new-found knowledge to use, he soon joined the Radio Amateur Civil Emergency Services, and later CAP.

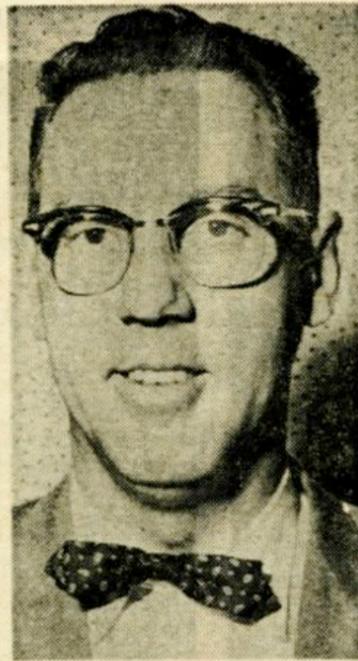
His equipment, which he values at over \$5,000, includes a Heathkit Apache transmitter, a BC-669 transceiver, Gonset Communicator III, tape recorder, and frequency measuring equipment.

Communications equipment, in true fashion of CAP communicators, is slowly taking over his bedroom.

He has also installed a heavy duty emergency power generator that supplies most of the needs on the farm as well as operating his radio equipment.

He uses a tower antenna 80 feet high for VHF as well as a 34-foot rotatable beam.

Ratzlaff is completely devoted to radio and Civil Air Patrol, and has earned the praise of his commander and other members of the unit.



DONALD BROWN HILL

Tech Reps Supervise CAP Radio

NATIONAL HEADQUARTERS — Furnishing technical supervision to Civil Air Patrol's more than 14,000 licensed radio stations is no small task.

Recognizing the importance of maintaining this, one of the world's largest independent radio nets, the Air Force contracted with the Technical Representative Division of Philco Corporation to staff national headquarters and each regional liaison office with a well-trained electronics technician.

Typical of the qualified personnel assigned to this program is Donald Brownhill, contract technician with the Rocky Mountain Liaison Office.

A graduate of the University of Denver, he holds degrees in business administration and administration engineering.

During WW II he served with the Army Air Corps as a radio mechanic instructor and radio mechanic. He holds a class A radio amateur license and first class radio engineer's license.

Other skills possessed by Brownhill that are extremely valuable in a flying organization such as CAP include aircraft engine and ground instructor's ratings and aircraft engine mechanic's license.

As used by the military, some radio equipment is unsuited for CAP's mission. Here the expert knowledge of these technicians is called on to work out the most practical conversion to adapt it to Federal Communications Commission and Civil Air Patrol specifications.

Philco personnel are currently serving in all eight CAP regions. Chief technical representative at national headquarters is Robert Musgrove.

Reserve Officer Has Communications Role

By LT. COL. ARTHUR C. ROBIDOUX, CAP IO, Maryland Wing

ANNAPOLIS, Md.—To the Coast Guard he's "NA5AH," to fellow hams he's "W31JY," to CAP he's the voice of "KG464—Plant 58," "Tug 99" and temporarily "Plant 24."

To his neighbors around Little Round Bay Creek off the Severn River about six miles north of Annapolis, he is William George Bodenstein, that guy from the Air Force who spends more time on the water than he does in the air.

He recently shook up the troops when he walked into the new headquarters building of Annapolis Squadron at Lee Airport during a Maryland Wing SARCAP. The Group Three personnel there spotted the "US" cutouts on his blouse and the silver oak leaves on his shoulder.

Lt. Col. Bodenstein got the VIP treatment right away. Most of the personnel, who had not met him before, thought he was one of the Air Force monitoring team members.

When he sat down at the controls of Plant 15, which was handling radio traffic at Lee Field, that really threw them. It was a little while before the word got around that this "light colonel" in the Air Force uniform was really on "our side."

LT. COL. Bodenstein, communications officer of Severna Park Cadet Squadron, is both Air Force and Civil Air Patrol—in inactive status in the Air Force and active—very much so—in the CAP.

In fact he is one of the most "radio-active" members of Maryland Wing.

His equipment licensed or under application includes: one 40-watt Hallicrafters HT-8 marine transceiver, vintage 1939—that was a good year; one Johnson Viking Valiant transmitter; one Hammerlund 160 receiver; one BC-1306 known in Maryland communications circles as Tug 99; two Fisher 50-watt marine transmitters—one on his boat and the other temporarily set up at Plant 24; one National NC-66 portable receiver and two Fisher RDF units. The HT-8 and Valiant are operated as Plant 58 on the Maryland Wing radio set.

A native of Woodhaven, N. Y., and graduate of Cornell University, he spread his degrees through PhD between college years of 1932 through 1941. He also received his first military commission in the field artillery through ROTC in 1936.

He went on active duty with the 49th Fighter Group, Army Air Corps at Morrison Field, Fla., and held many jobs—none of them for very long, he says—including adjutant, intelligence, cryptographic, mess, and about everything else except supply and communications.

His unit went to Australia in January, 1942, and then up into New Guinea, where he became malariologist for the Fifth Air Force. There he found himself a couple of "rescue boats" and, while staying as far from headquarters as possible, he made several rescues.

BACK STATESIDE In October, 1944, he operated a rescue boat base for a while at Ocean Springs, Miss. Later he went to Gulfport Field as base intelligence officer and went off active duty for the first time in January, 1946.

Between wars he worked for the U.S. Department of Agriculture, doing research work in entomology at Beltsville, Md.

He lived on a boat from 1945 through 1959 and when the Korean War broke out he found himself back in the boat business for Uncle Sam.

Recalled to active duty in June, 1951, he was assigned to Headquarters, USAF, in the Pentagon, as chief of the Air Force Rescue Boat Project, Directorate of Operations, monitoring the procurement and operation of the Air Force rescue boats. He went off active duty again in June of 1954.

Colonel Bodenstein has always been interested in land and sea rescue and, since one can't have rescue without communications, he also became interested in that.

He earned his ham license and call sign W31JY in 1960 and is also a member of MARS, holding Coast Guard Auxiliary Radio Station NA5AH.

His main interest today is teaching boating safety for the Coast Guard Auxiliary and he has prepared several sets of colored slides (about 500 individual slides), being used nationally in formal CGA courses. He also teaches water rescue to the Riviera Beach Cadet Squadron of Maryland Wing, which plans to specialize in that operational phase.

When at home—now a land-lubber—he operates his radio gear from a well-arranged communications center set up at his house on the shore of Little Round Bay Creek. He and Mrs. Bodenstein are permitted the use of this house—he says—by two "ferocious dogs."



AIDE-GUARD to the mayor of Detroit is the new title of 20-year veteran, Maj. Henry L. Wood, CAP, member of the Michigan Wing staff. The Honorable Jerome P. Cavanagh, Mayor of Detroit, welcomes Wood, a Detroit policeman, to his new assignment.

Michigan Major Named Mayor's Aide

By Capt. Lorin C. Collins, CAP Press Officer, Mich. Wing

DETROIT, Mich. — A flying grandfather, Maj. Henry L. Wood, CAP, Communications Training Officer for the Michigan Wing, has been appointed aide-guard to the Honorable Jerome P. Cavanagh, Mayor of Detroit.

Major Wood has been a member of Civil Air Patrol for 20 years, having joined in December, 1941. During the early days of WWII, he flew courier duty from Lansing, where he was a flight officer. From 1943 to 1945 he served

as an aviation mechanic in the Navy.

After the war, Wood joined the Redford Group, CAP, where he served as photographic and training officer. As training officer he taught meteorology, navigation, and CAP regulations to cadets.

In 1959 he served as executive officer for the Birmingham, Mich., Group. In 1960 he was appointed to the Michigan Wing staff.

A GRADUATE of the University of Detroit, Major Wood is a Detroit policeman. His new assign-

ment with the mayor's office will require that he remain with the mayor at all times.

Major Wood has three sons: Henry J., married; Terry, 17, a CAP cadet; and Danny, 17.

Wood stated that he intends to continue his Civil Air Patrol activities whenever his new duties permit. Col. Robert J. Anderson, CAP, wing commander, has placed Major Wood on a semi-active status so that he will be able to maintain the excellent standing he has established in CAP over the past 20 years.



ISAAC WALTONS, Sandra Tone, Timbertennial Queen, and Mayor Patrick Roche, International Falls, attended the recent 7th Annual Fishing Contest sponsored by the International Falls Comp. Sq. The competition was held in near-blizzard conditions, but the two honored guests welcomed the contestants and awarded prizes to the winners.

Blizzard Couldn't Halt Unit's Fishing Contest

INTERNATIONAL FALLS, Minn.—The 7th Annual Fishing Contest, sponsored by the International Falls Composite Squadron was held recently in the middle of a blizzard on frozen Black Bay.

Weather conditions were such that serious consideration was given to postponing the event. But several hundred enthusiasts had arrived for the competition and, in order not to disappoint them, the event proceeded as scheduled.

Mayor Patrick Roche of International Falls and Queen Sandra Tone of the Timbertennial celebration, now a student at the University of Minnesota, welcomed the guests and presented the prizes.

Seventy-three fish were caught by the hardy Isaac WaltonS, surpassing last year's record by five. Winners of the four top awards were: John Gilbertson, a 16-foot Alumna craft; Erma Hines, a 3-hp Evinrude motor; Myron Barnes, 500 feet of Insulite; and James M. Carter, a flying fish trip to Canada.

THE FISHING rodeo is sponsored each year by the local Civil Air Patrol unit as a fund-raising project for the squadron. More than a hundred local merchants donate prizes, time and effort towards making it a success. Inclement weather curtailed the number of fishermen this year, but the "ice fishers" taking part in the contest voiced the opinion that it was one of the best they had ever attended.

The contest was only three minutes old when Charles Olson brought in the first fish and won an electric lantern.

The smallest fish was a 13-oz. northern pike. This won a minnow bucket. The largest northern, 5 lbs. 1 oz., earned a camp stove.

The contest came to a close just before the worst part of the blizzard arrived in the area.

Richard Ellison, commander of the CAP unit, said, "We're grateful to all the hardy fishermen and spectators who braved the wintry blasts to come out to the contest and make it a success."

Guests from the Minnesota Wing of Civil Air Patrol at Minneapolis were Lt. Col. Eugene Welch, Lt. Dorothy Swanson, Maj. K. Ross, Lt. Peg Klenk, and Sgt. Les Holmes. Maj. Eugene Stanich came up from Brainerd.

Airlift Lack No Handicap To Chaplains

CHARLOTTE, N.C.—Lack of airlift presented no problem to approximately 35 Civil Air Patrol chaplains who drove from all parts of North and South Carolina to attend the local area chaplain conference held recently at the National Guard facilities at the Charlotte Municipal Airport.

Chaplain Earl Lord, wing chaplain for North Carolina, was host to the conference. The Middle East Region was represented by Col. Stanhope Lineberry, CAP, MER commander, and Amel Schultz, region chaplain. Col. Donald Denton, CAP N.C. wing commander, was also present.

Chaplain (Lt. Col.) Vernon F. Kullowatz, USAF, National Chaplain, was presented with a key to the City of Charlotte by Mayor Stan Brookshire, in appreciation for services to the city provided by Civil Air Patrol and its chaplains.

Two other areas also held chaplain conferences. A large group of ministers from Tennessee, Georgia and Florida met in Orlando, Fla. They were greeted by the wing commander, Col. Joseph Moody, who welcomed the group of approximately 40 to the conference. The Rev. Earl Farmer, Florida wing Chaplain, was host to the conclave.

Chaplain John Tansey, of the Puerto Rico Wing, conducted a meeting of the wing chaplains in San Juan. Col. Clara Livingston, CAP, wing commander, made the opening address. One of the main speakers was Lt. Col. Armando Rolon, CAP, Deputy for Aerospace Education and Deputy Commissioner of Education for the Commonwealth.

Inspect U-2

LAUGHLIN AIR FORCE BASE, Tex. — Nineteen key Civil Air Patrol and USAF officers from the Great Lakes Region had a close-up view of the U-2 high altitude plane when they toured Laughlin AFB facilities recently.

The group flew to Laughlin AFB from Wright-Patterson AFB, Ohio, in a C-131 of the Air Force Logistics Command.

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Alaska Unit Collects Ribbons and Clasps

ANCHORAGE, Alaska—Any pilot planning on an escape from civilization and "getting lost for a few days" in Alaska had better reconsider. Chances are he would be "found" before he had a chance to unbuckle his safety belt.

The chances are also pretty good that he would be face-to-face with John Norby, Cal Gooding, Vic Brown, Bette Larabee, or Clyde Lewis as he crawled out of his downed aircraft.

This flying quintet makes up only a part of the search and rescue names on the "honor roll" of the Anchorage Senior Squadron of Civil Air Patrol. The Air Search and Rescue Ribbons — and clasps — awarded to this unit tell the story.

Twelve members of the Anchorage Senior Squadron were recently awarded the Air Search and Rescue Ribbons with an aggregate array of 106 bronze clasps. Each ribbon represents completion of 10 sorties and each clasp represents 10 additional search sorties.

A LITTLE arithmetic will show that this band of a dozen airmen of CAP has amassed a total of 1180 sorties as attested to by their ribbons and clasps. Based on the Alaskan average of approximately three hours per sortie, they have chalked up a total of approximately 3,540 flying hours in search and rescue.

In a letter to the Anchorage Squadron, Lt. Col. Roman Malach, acting commander of the Alaska Wing in the absence of Col. James E. Carter, termed the awards as "vivid examples of the outstanding record of the Anchorage Senior Squadron, CAP, in the air search and rescue activities. The Anchorage Senior Squadron is truly a 'giant' in the air search and rescue work in the Alaska Wing, Civil Air Patrol."

Awards of Air Search and Rescue Ribbons and aeronautical ratings were made to the following personnel during a recent conference: John Norby—ribbon with 28 clasps and Command Pilot rating, J. Vic Brown—ribbon with 16 clasps, Callis Gooding — ribbon with 15 clasps, Bette Larabee —

ribbon with 15 clasps, Clye Lewis —ribbon with 10 clasps and Senior Pilot rating, Alfred Bennett—ribbon with 5 clasps and Command Pilot rating, Cornelius Loran—ribbon with 5 clasps, Thomas Fugelstad — ribbon with 3 clasps, Warren Polsky—ribbon with 3 clasps, Vincent Doran — ribbon with 2 clasps and Senior Pilot rating, William Morgan — ribbon with 2 clasps and Peter Knudsen — ribbon with 2 clasps.

Jack Karterman, a CAP cadet, was awarded the Summer Encampment Ribbon during the same ceremony.

Indiana Show Thrills Relived

CRAWFORDSVILLE, Indiana — The thousands of spectators who attended the Civil Air Patrol sponsored air show at Crawfordsville last fall, relived the thrills on Sunday afternoon February 18.

The show was video-taped by CBS-TV and 45 minutes of it was presented on the "Sunday Sports Spectacular" on that date.

Featuring sky-diving, wing walking, sky-writing, and displays and demonstrations on antique and aerobatic aircraft, the event raised more than \$1,900, for the Crawfordsville Squadron, according to Lt. Frank Howard, squadron commander and coordinator for the show.

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Aircraft Shelter Plan Launched in Florida

NORTH MIAMI BEACH, Fla.—When hurricanes roar over the Miami Beach area in the future, they will find many light plane owners secure in the knowledge that, thanks to Civil Air Patrol, their aircraft are safe.

Just before Hurricane Donna smashed the Florida coast in September 1960, more than 350 owners sought refuge for their aircraft at the Naval facilities at Opa Locka.

As a result of this experience, officials of the North Dade Squadron, CAP, formulated a long range plan to organize and control an aircraft safety program for future emergencies. The idea developed into an area-wide concept and 400 owners of light planes — 12,500 pounds or less — were invited to participate in the plan.

In general, the program provides that Civil Air Patrol personnel will control hangar space at Opa Locka fields during hurricane emergencies. No civilian aircraft will be permitted to use the facilities during future hurricane emergencies unless they have previously registered and signed necessary

agreements with appropriate authorities.

Early in 1961 an agreement between Civil Air Patrol and U.S. Naval authorities was reached for emergency use of hangar facilities at Opa Locka. This plan was revised when the Dade County Port Authority was given operational control of one of the fields. A later agreement with the Port Authority, however, permits the use of the hangar at Mainside Field, while the Navy has granted permission for CAP to use the facilities at Master Field.

LETTERS were mailed to more than 400 owner-pilots explaining the plan. Included in the letters were "hold harmless agreements" which each participating owner was required to sign and return to the authorities.

By the end of 1961 nearly 300 had signed and returned the agreements.

CAP CALENDAR

CAP Events

National Board Meeting	May 6-7	Statler-Hilton Washington, D.C.
20th Anniversary Congressional Banquet	May 7	Statler-Hilton Washington, D.C.
Armed Forces Week	May 12-20	Nationwide
Armed Forces Day	May 19	Nationwide
Rocky Mountain Region Conference	May 25-27	Idaho (site undetermined)
Pacific Region Conference	June 8-10	San Francisco, Calif.
Jet Orientation Scholarship	June 24-30	Perrin AFB, Texas
International Air Cadet Exchange	July 14-Aug 14	International
FAA Orientation Scholarship	July 29-Aug 4	Will Rogers Field Oklahoma City, Oklahoma
Space Age Orientation Scholarship	Aug 26-Sept 1	Chanute AFB, Ill.
Aerospace Age Orientation Scholarship	Undetermined	Maxwell AFB, Alabama
National Drill Competition	Undetermined	Site undetermined
Southwest Region Conference	Sept 14-16	Site undetermined
Middle East Region Conference	Sept 21-23	Sheraton-Belvedere Hotel Baltimore, Maryland
Great Lakes Region Conference	Sept 28-30	Louisville, Ky.
Northeast Region Conference	Oct 12-14	Hilton-Biltmore Hotel Providence, R.I.
Southeast Region Conference	Oct 25-28	Broadwater Beach Hotel Biloxi, Miss.
North Central Region Conference	Undetermined	Site undetermined

Aviation Events

Second three-week session, Aviation Institute	Mar 12-30	University of Southern California
Western Space Age Industries and Engineering Exposition	Apr 25-29	San Francisco, Calif.
Annual Aviation Space Writers Assn. Conference	May 20-26	San Francisco, Calif.
Air, Space and Electronic Exposition	May 24-27	Dallas, Texas
Helicopter Assn. of America Annual Meeting	May 24-27	Market Hall Dallas, Texas
International Air Show	May 24-June 3	Turin Airport Turin, Italy
Institute of Aerospace Sciences Meeting	June 19-22	Los Angeles, Calif.
10th Annual International Fly-In, Experimental Aircraft Ass'n, Annual Meeting	Aug 1-5	Rockford, Illinois
National Business Aircraft Assn. Annual Meeting	Oct 24	Penn-Sheraton Hotel Pittsburgh, Pa.

Special Interesting Events

CONAC Commanders Conference	March 19-21	Robins AFB, Georgia
National Convention, Reserve Officers Association	June 26-30	Las Vegas, Nevada
Air Force Association Convention	Sept 19-23	Las Vegas, Nevada



MOVIE MAKERS

ON THE SET—Members of the Air-Sea Rescue and Support Sq 2, Redwood City, Calif., check the script of their new training film written, directed, and produced by members of the squadron. From left: MSgt Art Melliar, motion picture specialist; S/M Emily Heil, script girl; and CWO Paul Norton, technical director. (Photo by Capt. H. A. Sanders, CAP)

Cadet Eyes Sail Crown In Hawaii

HONOLULU, Hawaii — Cadet Scotty Finkboner, of the Maryknoll Cadet Group, Hawaii Wing, has his sights set on his third Sailing championship when the El Toro International Racing Association meet is held in Honolulu this year.

He became the first ever to win two straight championship titles when he successfully defended his title last year in Oakland, Calif. "I would like to win the championship right here in Honolulu," the 17 year old stated. Last year he was tied for first place on opening day. The first race was cancelled due to high winds, but the next two were sailed later in the day. He was sixth and fifth in this pair of races. There was hardly any wind after the heavy blow in the morning, Finkboner stated.

On the next day he placed fourth, first and seventh in a trio of races and won with 21 points. Again wind conditions were poor and it took 30 minutes to move 25 yards in one part of the race.

The Maryknoll senior said he had a more consistent finish in 1960, winning one race, runner-up twice, and placing third in another.

With his second crown wrapped up, Finkboner received another bit of good news when he was commissioned a 2nd Lt. in Maryknoll Cadet Group.

He soloed in a glider last year after 23 flights, the first of 20 selected cadets to do so.

Between gliding and sailing he plans to keep his feet on the ground as an engineering major. His plans include either the Air Force Academy or an engineering college.

Military Ball

HONOLULU, Hawaii — The Second annual military ball of Maryknoll Cadet Group was held at Hickam NCO Club. The evening was highlighted by the entertainment by Herbert Souza, Honolulu comedian. Pacific Aires provided music with singer Audrey Brown doing the vocals.

Movie Cameras Record California Unit Training

By WO Robert L. Spencer, CAP.

REDWOOD CITY, Calif. — "Cut! Wrap it up and print it!" is a welcome sound to the more than two dozen members of a Civil Air Patrol motion picture unit who are producing a series of CAP training films as a local squadron project.

Now more than half-way through their first 25-minute sound-on-film 16mm color training film titled, "C-45 Check List, Part I," the amateur movie makers are all volunteers and members of Air-Sea Rescue and Support Squadron 2, California Wing, CAP, based at the Port of Redwood City, under the command of Maj. Edward W. Parmenter, CAP.

The first film in the series, dealing with the check lists of the C-45 aircraft and general ground and air safety precautions, is being filmed under actual ground and flight conditions using the two C-45 aircraft owned by the squadron and which are based at nearby Palo Alto airport. Other scenes were shot at the base headquarters at the Port of Redwood City and in the downtown business district of that city.

Despite bad weather and several actual search missions which forced postponement of shooting schedules, the first training film is expected to be ready for distribution during the month of July and available for use by any CAP unit having need of such material.

For many years CAP photographers have recorded the activities and history of CAP units throughout the country. And while many still photos have been taken for training purposes, it has been seldom that any CAP members have made an effort to make motion pictures exclusively for that purpose. This is probably because of the ease with which films may be obtained from the film library of the U.S. Air Force. In addition, the cost of equipment needed made it impossible for many CAP squadrons to produce specialized training films.

With full realization of the problem involved and the need of vis-

ual training aids for the aircraft crews, Major Parmenter's unit began to think about making their own movies when a nearly-new 16mm Auricon sound-on-film camera, complete with zoom lens, was acquired for the squadron.

The idea was presented to the photo officer, Capt. Harry Sanders, CAP, a chemist and amateur photographer in civilian life, who checked out books on the subject from nearby libraries to establish standard operating procedures for the newly formed "Motion Picture Unit."

A TENTATIVE script for the first film was drafted and a recruiting program undertaken to enroll qualified personnel in the squadron who had capabilities needed for this specialized project.

As a result of this program, Art Melliar, a former Navy photographer and presently Chief Cinematographer at NASA's Ames Aeronautical Laboratory at Mountain View, was recruited for the project. He not only brought his many years of technical knowledge to the infant motion picture company, but additional cameras, including a Kodak Cine-Special and Bolex H-16.

Friendly donors furnished a supply of commercial Ektachrome film for the initial movie, and "actors" were drafted from the ranks of the squadron and nearby CAP units.

The little band of movie makers have had their share of misadventures, both humorous and tragic in shooting their first film. On one occasion, an entire sequence was shot with an unloaded camera. Another time, while filming a long planned and carefully worked out water rescue sequence on San Francisco Bay, the entire film was ruined because of faulty mechanism in one of the cameras.

In the CAP tradition, however, shooting has continued on schedule and soon another "first" will be added to the record of Civil Air Patrol on the "Premier" showing of this training film written, directed, and produced entirely by the Air-Sea Rescue and Support Squadron 2 personnel.

CAP News in Brief

CAP Display

NEW YORK CITY—The Manhattan Group of CAP was scheduled to have quite a display at the National Sports, Vacation and Travel Show held at the New York Coliseum last week. More than 200,000 persons were expected to attend the annual extravaganza. Plans called for booth displays, CAP STORY slide presentation, jet engine, communications equipment, a 1941 Cub B-25 cut-away, and CAP literature. Arrangements were to be made with the New York Telephone Company to install an "Echo Satellite" with a CAP recorded message.

CAP on TV

IDAHO FALLS, Ida.—Chaplain Willis Clark of the Idaho Falls Comp. Sq. has a weekly TV program, "Teen Topics," by which he promotes CAP. The popular program reaches over 50,000 viewers, resulting in an excellent recruiting tool.

Honorary Member

ANCHORAGE, Alaska—Mr. Angie Hiebert, manager of Northern Television Inc. and long-time booster of CAP, was named an honorary member of the Alaska Wing recently at the conclusion of an area-wide conference held in Anchorage. Guest speaker for the event was Mr. Don Dafoe, superintendent of Anchorage schools and former state commissioner of education, who spoke on "The Aerospace Education Program."

Plugs CAP

GALENA PARK, Tex.—1st Lt. Lewis W. Emerich, executive officer of the San Jacinto Squadron, was guest speaker at the monthly meeting of the MacArthur Elementary School P.T.A. recently. His subject was "Better Living in the Aerospace Age." A movie, "The Civil Air Patrol Story," was shown and he also stressed the importance of CAP in the community.

Drill Skill

NEW YORK CITY—The CAP Manhattan Group Cadet Drill Team, under the command of Lt. Lionel Scott, recently demonstrated their skill at precision and trick maneuvers. The exhibition was for the benefit of the Greenwich House Cherokees, a group of girls organized and trained by Nevelyn Rodriguez, a volunteer in the Greenwich House community center.

The drill team won the New York Wing Award and the Northeast Region drill championship in 1961.

Air Guard Tour

NAMPA, Ida.—Cadets of the Nampa Squadron were recent guests of the Idaho National Guard at Gowen Field, Boise, Ida. Cadets toured the Air Guard facilities and made flights in a T-33 flight simulator. Capt. Holly Moore, of Western Group, CAP, who is also an Air National Guard Officer, arranged and conducted the tour. Cadets were escorted by Lt. Bill Brown, Nampa CAP commander, Maj. Fred Furuyama of Western Group, and Mrs. Cherry of Nampa.

Boxcar Rides

ANDREWS AFB, Md.—Crews and aircraft of the 756th Reserve Troop Carrier Squadron based at Andrews furnished orientation rides for personnel of several CAP squadrons of the Maryland Wing recently. The flight, a round robin to North Carolina, consisted of two C-119 "Flying Boxcars," and carried senior and cadet personnel of Glen Burnie, Brooklyn, Riviera Beach and Medical Support Squadrons.

Officers School

ALBUQUERQUE, N. M.—Cadets of the Thunderbird Cadet Squadron at Kirtland AFB are in the final phase of an Officers Candidate School for cadets with rank of C/2cl and up. The course covers CAP history, military procedure, and CAP regulations. The course will also be used as a preparatory course for the special activities board.

Open House

COLORADO SPRINGS, Colo.—The Colorado Springs Squadron held open house and dedicated their new headquarters building at Peterson Field last month.

Formerly the squadron occupied two city-owned buildings just inside the entrance to the field but, through the efforts of the Air Force, a better equipped building has been made available for CAP use.

Local civilian and military dignitaries attended the dedication of the new quarters. Maj. Earl Cole, commander of the Colorado Springs Squadron, in accepting the building placed particular emphasis on the close cooperation between the Air Force and Civil Air Patrol in the area.

New Headquarters

MODESTO, Calif.—Modesto Sq. 50 recently moved into a new headquarters formerly occupied by the Empire Fire Dept. All the windows had been broken by vandals and had to be replaced. Cadets and seniors repaired all damage. The new facilities include a garage, recreation room, meeting room, radio room, kitchen, and office space.

TV Series

LOUISVILLE, Ky.—A CAP television series is planned for telecast on Louisville's new station, WKY-TV, Channel 32. Six CAP films will be featured in the series, along with other information about Civil Air Patrol in Kentucky.

Ninety-Nines Play Dual Role In Promoting Nation's Aviation

By SALLY MILLER

MANY CIVIL AIR PATROL women are also members of the famous Ninety-Nines, Inc., an international organization of women pilots founded in 1929. At least three of the Ninety-Nine charter members have made outstanding contributions to Civil Air Patrol throughout the years. They are Lt. Col. Louise M. Thaden, Col. Nancy H. Tier and the late Lt. Col. Ruth Nichols.

In 1929, Col. Thaden was the first international secretary of the Ninety-Nines and the same year won the first Women's Air Derby, a race flown from Santa Monica to Cleveland. In CAP for many years, Col. Thaden is presently Middle East Region coordinator for women.

Col. Nancy H. Tier, now retired, was Connecticut Wing commander from 1947 to 1950.

At the time of her death in 1960, Col. Nichols was the earliest licensed American woman pilot still flying. She helped draw up the early Ninety-Nines constitution and was first chairman of the Amelia Earhart Scholarship Fund. Col. Nichols was a member of New York Wing. A great contribution to CAP was her development of a medical program for New York Wing which became so highly recognized other CAP wings requested her assistance in the activation of a like program within their organizations.

AMONG PAST presidents of Ninety-Nines still active in CAP are Lt. Col. Jacqueline Cochran, New York Wing; Capt. Katherine M. Brick, Rockland County Group, New York Wing; and Lt. Col. Alice H. Hammond, Great Lakes Region executive officer.

The Amelia Earhart Scholarship, a memorial to the Ninety-Nines first president, has twice been awarded to members of CAP. The scholarship provides a cash award to be used in financing studies toward flying ratings and related fields. In 1957, Lt. Col. Georgianna McConnell, Southeastern Region DCS/Operations, was the recipient, and Capt. Cora McDonald, Biloxi Composite Sq., Mississippi Wing, won the award in 1959.

The Ninety-Nines' New England Section rotating award for 1961 went to Lt. Col. Marie C. Lepore, Massachusetts Wing assistant aerospace education officer, for an outstanding contribution toward the advancement of aviation.

Persistently working for both organizations are CAP wing commanders, Col. Clara A. Livingston, Puerto Rico, and Col. Nanette M. Spears, New Jersey.

Making great contributions to CAP and also to the Ninety-Nines are Maj. Beatrice E. MacPherson, Tucson, Ariz.; Lt. Col. Martha Ann Reading, Southwestern Region DCS/Communications and member of the Ninety-Nines executive committee; and Lt. Col. Eunice J. Naylor, Utah Wing director of aerospace education.

Among Southeastern Region CAP-Ninety-Nines are Lt. Col. Betty W. McNabb, DCS/Cadet Training; Lt. Col. Sarah Duke, Plans and Programs; and Maj. Eve-

lyn Bryan, Group 4, Tennessee Wing, safety officer.

AMERICA'S FIRST lady astronaut, S/M Jerrie Cobb, is an active member of both organizations, as is Capt. Dorothy Young, the only woman in the United States to hold an airline transport rating for a helicopter. Both are Oklahoma Wing members.

Sprinkled throughout the nation, CAP-Ninety-Nines include Lt. Pearl Laska, Alaska Wing; S/M Ruth V. Hill, N. J.; Capt. Virginia Adams, Massachusetts Wing information officer; S/M Mary A. Lowry on the staff of South Shore Cadet Sq., Dedham, Mass.; S/M Rosalie M. Bracht, Akron, O.; and S/M Virginia S. Richardson, Yakima, Wash.

Other CAP-Ninety-Nines are Lt. Marilyn M. Benney, Sikeston, Mo.; Capt. Patricia A. Osmon, Ocean-side, Calif.; Lt. Doris Jean Ritchey, San Diego County Squadron 99; Maj. Jacqueline T. Trenfel, San Diego County Squadron 99 commander since 1956; Lt. Ruth S. Congram, Monticello, Ind.; and Capt. Olive E. Johnson, Daytona Beach, Fla.

The Powder Puff Derby is a handicapped speed race sponsored by Ninety-Nines, Inc., to stimulate interest in private aviation.

Officially named All-Woman Transcontinental Air Race, its board of directors has as its present chairman Capt. Katherine A. Brick.

Each year, many CAP members are among the women pilots to join in the fun and sometimes frustration of this coast-to-coast marathon that is flown in daylight hours under visual flight rules.

W/O Bernice Trimble Steadman (pilot) and Maj. Lucille Quamby (co-pilot), of Michigan Wing, took third place in the 1960 derby. The race was flown from Torrance, Calif., to Wilmington, Del. Mrs. Steadman is a veteran of five Powder Puff races.

The 1961 derby route was from San Diego to Atlantic City. CAP women taking part included Lt. Col. Barbara A. Jenison, Great Lakes Region coordinator for women, and Lt. Pauline M. Meighen, Colorado Springs Squadron administrative-personnel officer. Maj. Beatrice E. MacPherson, Arizona Wing, competed for the seventh time. Not in the competition, Capt. Patricia A. Osman, San Diego Group 3, served on the race publicity committee.

A VETERAN racing fan, Lt. Marion E. Burke, San Antonio Composite Squadron, competed for the first time in 1953 and has since placed in the first five places in more than half of the derbies. She was fourth place winner in 1959, when the race began in Lawrence, Mass. and ended at Spokane, Wash.



AMELIA EARHART, cofounder and first President of Ninety-Nines, Inc., international organization of women pilots, is shown just prior to the flight from which she never returned. Miss Earhart and her navigator, Fred Noonan, vanished July 2, 1937.

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B-15 FLIGHT JACKETS
Now in all sizes including XL \$10.95
48-50
At one low Add 50c pp.

Water repellent, windproof, satin twill shell. Extra large Mouton fur collar 16-oz. wool-quilt lining, extra heavy #7 jamproof zipper, zipper sleeve pocket. Snap closure side pockets. Sizes S (36-38) M (40-42) L (44-46) XL (48-50) AF, Navy blue or new sage green.

AF RE-ISSUE SPECIALS
Regulation AF Trousers. \$4.99
Sizes 28 and 30.
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C.A.P. Blouse \$1.50
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H.Q. for AF and CAP Uniforms
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CAP CREST DECALS
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RED — WHITE
BLUE — GOLD
12" \$1.50
14" \$2.00

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AEROSPACE AIDS CO.
3910 DURANGO DR.
DALLAS, TEXAS

Xmas Seal Aid Brings Recognition

NATIONAL HEADQUARTERS — An award certificate was presented to the Ohio Wing, CAP, by the Ohio Tuberculosis and Health Association. The certificate was an expression of appreciation for the missions flown in delivering Christmas seals in the association's latest campaign.

Col. Robert H. Herweh, commander, accepted the award for Ohio Wing, in a ceremony at which nearly all Christmas seal executives of Ohio were present.

Northeastern Florida Group 2 was similarly honored by the Florida Tuberculosis and Health Association. Maj. Robert C. Park, Group 2 commander, accepted the award presented by Reese R. Bohn, the association's state treasurer. The presentation was held in Jacksonville. The recognition was for support provided in airlifting Christmas seals to various Florida cities.

Kentucky Wing was among other CAP organizations awarded recognition by the Tuberculosis and Health Association for outstanding assistance in making Christmas seal flights.

Numerous CAP wings, groups and squadrons nation-wide participated in aerial delivery of seals, posters and other materials to mark the opening of the association's 1961 tuberculosis fund appeal.

BOOKS IN REVIEW

BORING A HOLE IN THE SKY, by Gen. Robert Lee Scott, Jr., USAF, (published by Random House, New York, at \$5.95).

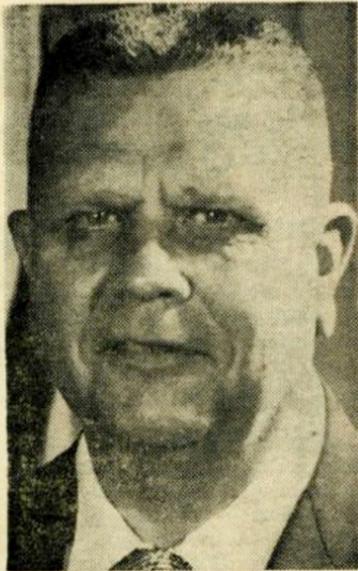
Bob Scott was compulsive about flying the way some men are about drink.

He talked his way into every flight he could — and even lied to get into combat. He would fly any type of airplane any time, and his outspoken story gives an "inside" look at that special breed of rugged individualist, the fighter pilot.

BORING A HOLE IN THE SKY ranges all over the world: from the jungles of South America to air combat with Chennault and his Flying Tigers in China; from the colorful early period of "pursuit" aviation in America to important postwar missions in Europe as a jet-flying general; from the dangerous days in the '30s when the Air Corps tried to carry the mail, to one of the most controversial jobs in the Pentagon, Director of Information for the Air Force.

Here General Scott tells for the first time how his best seller, **GOD IS MY CO-PILOT**, was written — and what a violent effect it had on his military career. He also presents a behind-the-scenes picture of the inter-service rivalry as well as vivid portraits of many famous military leaders.

From the time he bought his first plane, a surplus WW I Jenny, to his decision to retire from the Air Force while flying his supersonic jet through a raging thunderstorm, General Scott's revealing story has adventure, excitement and suspense.



COL. FORREST L. CANNON, CAP, took office Feb. 12 as Acting Commander, Southwestern Region, vice Col. George J. Race. Col. Cannon, a retired U. S. Army colonel, is vice-president of Central Transfer and Storage Corp., Dallas, Tex. Vice-chairman of the Dallas Chamber of Commerce Military Affairs Committee, Cannon is also a member of the Air Force Association, Navy League, the OX5 Club, Military Order of the World Wars, Masonic Lodge and Scottish Rite.

Capt. Erdmann Receives Honor

RAPID CITY, S.D. — Capt. Richard E. Erdmann, commandant of cadets in the Rapid City Squadron was recently named "Cosmopolitan of the Year" by the Rapid City Cosmopolitan Club.

He was honored for his service to the community, especially in the Civil Air Patrol Cadet Program. Mr. Ralph Williams, a past Cosmopolitan president, presented him with a plaque at the club's annual inaugural ball.

Girl Flies Before She Can Drive

SARASOTA, Fla. — Seventeen-year-old Cadet Carolyn Havens may not drive an automobile but she does a superb job flying an airplane.

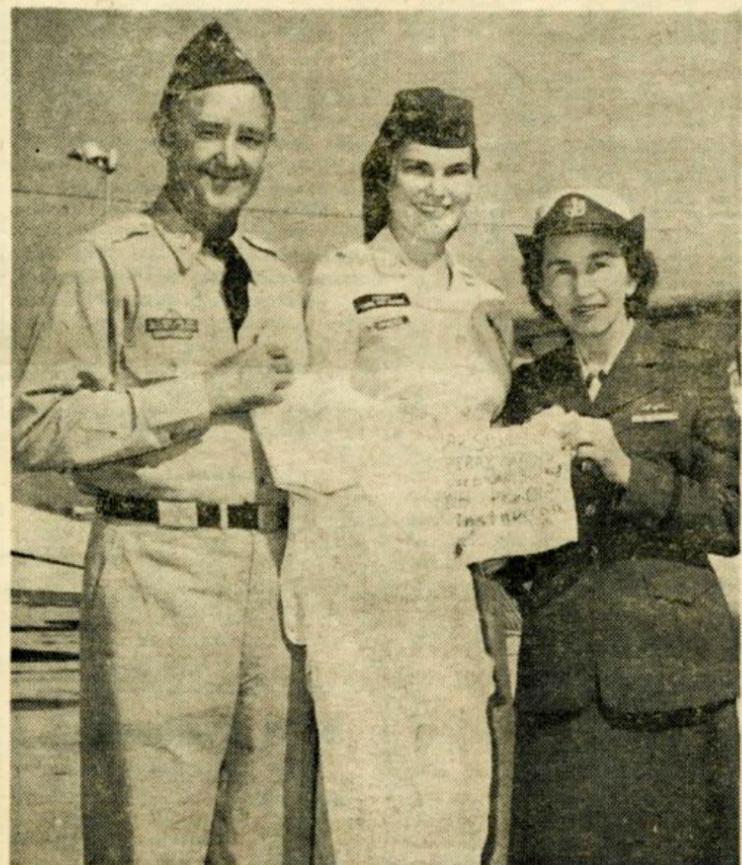
Carolyn is the pride and joy of cadets of the Sarasota Composite Squadron after recently making her first solo flight. Maj. Francis J. Kiernan, commandant of cadets, stated that Carolyn has shown exceptional proficiency in her CAP ground study and in her first solo and that she is one of the top cadets in his 57-member program.

Carolyn, a senior straight "A" student at Sarasota High School, is naturally proud of her solo. She stated she intends to work toward a private pilot's license.

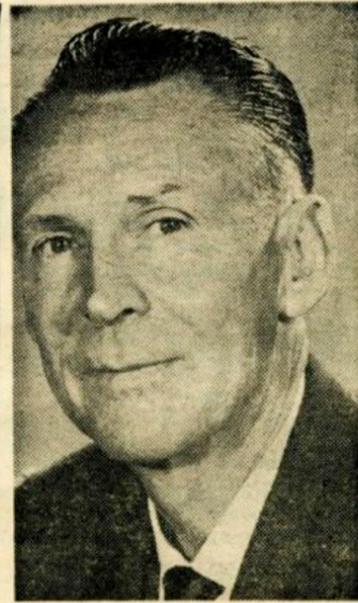
She also says it was by choice and not by accident that she learned to fly an airplane before learning to drive an automobile: "I planned several times to get my driver permit but just figured it would be fun and unique to learn to fly before I learned to drive. Now that I have soloed, I plan to finally get my driving permit."

A CAP screening committee selected Carolyn as the winner of a \$100 Learn to Fly Scholarship offered by Sarasota Bank and Trust. The scholarship made it possible for Carolyn to take flying lessons from Lt. Ted Thompson's Palmetto Flying School.

Maj. Kiernan said the squadron is currently contacting civic and business leaders to enlarge its scholarship program. His plan is for additional members of the squadron to receive flying lessons through scholarships such as the Sarasota Bank and Trust grant.



CADET FLIER Carolyn Havens (center), Sarasota Composite Squadron, wears a proud smile after her first solo at the Sarasota-Bradenton Airport. Shown here with Cadet Havens are Capt. Florence M. Kiernan, advisor for women's activities of the cadet program, and Lt. Ted Thompson, CAP. Thompson's Palmetto Flying School gave Cadet Havens flying lessons through a Sarasota Bank and Trust Scholarship.



DOCTOR STORY

Awards Made To Members For Service

NATIONAL HEADQUARTERS — The Distinguished Service Award, CAP's third highest decoration, recently was presented to Maj. Elwood R. Angstadt, Pennsylvania Wing. The award was in recognition of outstanding service performed on behalf of CAP on a national scale.

Announcement has been made of the award of the Exceptional Service Award to two Pennsylvania Wing members. They are Maj. Joseph G. Donhauser and Maj. Herbert R. Frye, both for the period July 1, 1960, to Dec. 1, 1961.

Lt. Col. John N. Hill, Virginia Wing, was recipient of the Exceptional Service Award on Jan. 26, 1960. Recently the second and third bronze clasps were awarded him. The second bronze clasp was for exceptional services performed from Nov. 24, 1960, to Nov. 30, 1961, resulting in high efficiency in the wing's supply operations. Hill won the third bronze clasp for the period Nov. 30, 1961, to Dec. 1, 1961.

THE MERITORIOUS Service Award went to two members of New York Wing. They are Lt. Col. William J. Atkins, Buffalo Group commander, and Lt. Col. Albert R. Morris, for performance of meritorious service to CAP during the period Nov. 28, 1960, to Nov. 28, 1961.

Michigan Wing members receiving the Meritorious Service Award include Maj. Stolan N. Domingue, May 1 to July 1, 1961, and Eugene J. Kempf, Jr., June 26, 1958, to July 29, 1959; Capt. Donald S. Patterson, May 1 to Sept. 19, 1961; and S/M Thomas E. Walsh, for period Nov. 14, 1960, to Nov. 14, 1961.

Col. Richard H. Reynard, Wisconsin Wing commander, was recipient of the Meritorious Service Award for period Dec. 1, 1959, to Dec. 1, 1961.

Among others to receive the Meritorious Service Award are Lt. Col. John W. Richards, July 24, 1957, to Nov. 19, 1961; S/M Barbara A. Frush, Oct. 10, 1955, to Oct. 1, 1961; and Maj. Gerald L. Eastburg, July 25, 1961, to July 31, 1961, all Indiana Wing members. From Ohio Wing are Maj. Justine A. Bevan, Jan. 1, 1955, to Sept. 1, 1961, and Maj. Port B. Mellinger, Jan. 1, 1955, to Sept. 1, 1961.

Others to receive the recently announced Meritorious Service Award included Maj. Lloyd S. Heberle, Montana Wing, April 28, 1953, to Jan. 11, 1962; Maj. John S. Merrell, Pennsylvania Wing, Dec. 1, 1960, to Dec. 1, 1961; and Maj. Clyde R. Lewis, Alaska Wing, Mar. 1, 1960, to Dec. 1, 1961.

Two Leave Ellington For NASA

NATIONAL HEADQUARTERS — Two civilian members of the national headquarters staff, Dr. Mattison L. Story and Miss Sylvie Kelarek, have transferred to the National Aeronautics and Space Administration (NASA).

Dr. Story, one of the most valued members of the staff of Charles W. Webb, Deputy Chief of Staff for Aerospace Education, came to Civil Air Patrol in 1960 from Tusculum College, Greeneville, Tenn., where he served as dean. Since that time, he has been director of the Editorial and Curriculum Division.

The principal duties assigned Story have been writing and editing a wide variety of Civil Air Patrol publications designed to train cadets within the organization and to aid public school teachers in Aerospace Education.

AMONG HIS past accomplishments, Dr. Story has held the position of Public School Administrator at Graford and Mineral Wells, both in Texas. He was a teacher at Paris Junior College, Trinity University, University of Texas, Mississippi State College and Winthrop College, and he also served as an instructor in electronic engineering in Air Force schools and for the Department of the Navy.

He received his Bachelor of Arts degree at Southwestern University, his Master of Arts at Texas University and was also designated Doctor of Philosophy at Texas University.

Dr. Story and his wife Lucille have one daughter, Priscilla, who is in her senior year at the University of New Mexico. His new assignment is in the Office of Technical Information and Educational Services, NASA, Washington, D.C.

Miss Kelarek was secretary to the deputy commander and chief of staff at national headquarters. She has been appointed secretary to the chief of procurement, NASA headquarters in Houston, Tex.

She recently received her certificate as Certified Professional Secretary after passing a two-day test totaling 12 hours of concentrated effort. She is a member of the National Secretaries Association, Houston Chapter, and has served on several committees in that organization. She was President of the Ellington Toastmistresses Club and is a past president of the Sigma Kappa Psi Sorority.

Employed at Ellington AFB for more than 11 years, Miss Kelarek received five outstanding performance ratings during that period. In 1958, she was nominated as "Civil Servant of the Year."

Band Performs

NEW HAVEN, Conn. — The Connecticut Wing Band, with its more than 55 members, played a concert recently to promote Civil Air Patrol within the wing, with the financial benefits going to those units taking part in the exhibition.

The band, under the administration of Lt. Col. William F. Farnham, CAP, has taken part in the Cherry Blossom Festival, the annual spring celebration in Washington, D.C.

Canadian Air League Holds Annual Meeting

(Continued from Page 1)

man of the National Board; Col. Herbert S. Ellis, USAF, deputy chief of staff, operations; and Lt. Col. Harold A. Wicklund, USAF, director of cadet training, represented CAP.

Smith, in making his presentation, pointed out that, though the League had experienced great success in the past, it must beware of complacency that frequently follows success. When he assumed office he asked the provincial chairmen to re-evaluate their committees and the procedures and methods under which they were operating, with a view to preparing a forceful program for future success.

AFTER RECEIVING reports of the results of these studies the following three points were highlighted: (a) encourage cadets to develop the attributes of good citizenship; (b) stimulate in Air Cadets an interest in aviation and space technology; and (c) help Air Cadets to develop a high standard of physical fitness, mental alertness, and discipline.

Smith said, "I believe that the objectives as outlined above offer a clear and concise statement of the reasons why there is an Air Cadet League in Canada, and I also believe that it is the duty of each and every one of us to see that these objectives are made known not only to the other members of our organization but to the cadets themselves, their parents, and the Canadian public at large."

The president was high in his praise of all the past presidents, with particular reference to C.

Douglas Taylor, his immediate predecessor, and to Arthur MacDonald, the League General Manager.

It was pointed out that, in 1958, a cadet membership ceiling of 25,500 was approved but that by now that was entirely inadequate because, he said, "... we have squadrons that are in the position of having to deny the benefits of Air Cadet training to many good lads who wish to join." Smith voiced the wish that an additional quota of 5,000 be approved soon.

The Cadet League of Canada was the first to enter into an exchange agreement with Civil Air Patrol for international visits on a formal status. Smith credited Douglas Taylor as the one most responsible for the success of this program. He named him "the father of exchange visits." The exchange with the United States has continued uninterrupted since 1948. This year the League and Civil Air Patrol will each exchange 15 cadets.

Gen. Lucas V. Beau, USAF (Ret), who was national commander the year the exchange started, was present at the meeting and was called on to speak. He told proudly of his association with CAP and of his honorary membership in the Cadet League. He added that the work of both organizations is the only answer to the needs of the youth of both countries.

COLONEL ASHWORTH was asked by the chairman to make a brief address. The colonel was received with enthusiasm. He was eloquent in his praise of the leadership so evident in League officers. "An organization is the reflection of its leadership," he said, "and the Cadet League of Canada is one of the outstanding organizations of its kind in the world."

His Excellency, Maj. Gen. Georges P. Vanier, Governor-General of Canada, was to have been the main speaker of the meeting. Due to illness, neither he nor his wife attended. However, he taped his speech and the recording was played during the banquet. General Vanier is one of the League's most ardent supporters and has worked assiduously for its growth and success.

The United States Air Force was represented at the annual meeting by Col. M. E. Hubbard from the USAF extension office in Ottawa.



GENERAL CARL "TOOEY" SPAATZ, USAF (Ret), will serve as general chairman for CAP's 20th Anniversary Congressional Banquet, to be held May 7 at the Statler Hilton Hotel in Washington, D. C. Gen. Spatz was chairman of the National Board from 1948 to 1959 and is an honorary life member of Civil Air Patrol.

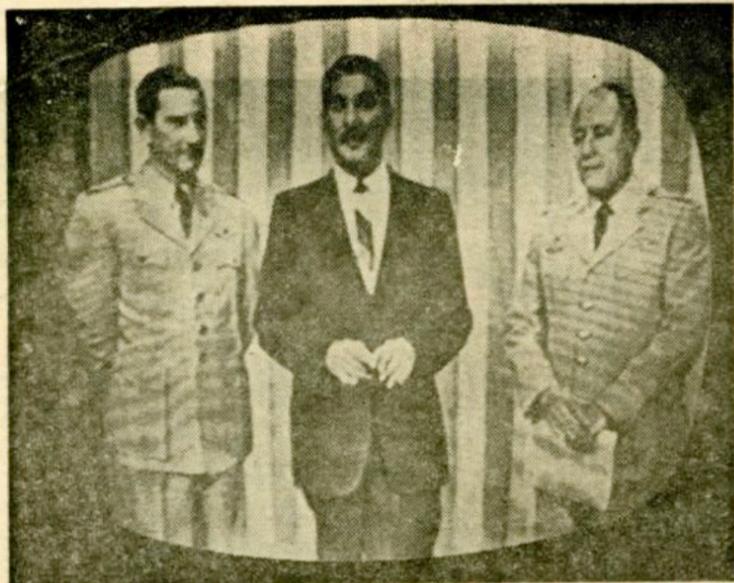
Dignitaries Due At Celebration In Washington

(Continued from Page 1)

mander; Maj. Gen. Brooke E. Allen, USAF, commander, Air Training Command, Randolph AFB, Tex.; Brig. Gen. Joseph A. Cunningham, USAF, commander, Air Rescue Service (MATS), Orlando AFB, Fla.; Sam Pryor, executive vice-president, Pan American World Airways, New York; Gill Robb Wilson, publisher of "Flying" magazine and one of the founders of Civil Air Patrol; Louise Smith, president of the 99s; and Milton Caniff and Zack Mosley, both CAP colonels and nationally known syndicated cartoonists.

THE WASHINGTON, D.C., hotel site of the 20th Anniversary Congressional Banquet and National Board meeting has been changed from the Mayflower Hotel to the Statler Hilton Hotel.

Final selection of the Statler Hilton Hotel was made in order to assure accommodations for the anticipated large attendance.



A CAP CERTIFICATE OF MERIT recently was presented to the sponsors of weekly TV program "Taberna India" in San Juan, Puerto Rico. The award was made in appreciation of the continuing support of Civil Air Patrol by the India Company. Lt. Col. Rodolfo Criscuolo, CAP, (right) made the presentation. Juan Llibre, (center) MC for the program, accepted the award in the name of Maj. Ramon Valdes, CAP wing information officer and president of the India Co. Maj. Don Browne, USAF, Puerto Rico Wing Liaison Officer, (left) also took part in the ceremony. (Photo by Capt. Dejon Browne, CAP.)

Puerto Rico TV Program Wins Certificate of Merit

SAN JUAN, Puerto Rico—The Civil Air Patrol Certificate of Merit was recently awarded to the weekly television show "Taberna India." The presentation was made in recognition of the support the program sponsors have consistently given the CAP efforts throughout the island.

Lt. Col. Rodolfo Criscuolo, CAP, deputy wing commander, presented the award during a surprise visit on the program when he appeared with Maj. Don Browne, USAF, Liaison Officer for the Puerto Rico

Wing. Senor Juan Llibre, master of ceremonies, accepted the award on behalf of his sponsors.

"Taberna India" is sponsored by the India Co. Maj. Ramona Valdes, CAP, wing information officer, is the president of the company.

After the presentation of the award, Sr. Llibre assured his Civil Air Patrol guests that the facilities of the program were always open to the needs of CAP, and that he and his sponsors would always do their best in support of CAP and its objectives.

Aerospace Workshop Record Seen

(Continued from Page 1)

tive, and vocational implications of aviation, and reveals how these implications affect each student.

The program enables the teacher to provide better instruction, counseling, and guidance to the student in terms of the technical advances which aviation symbolizes and their impact upon all aspects of our way of life.

In addition to the above, the teacher as an individual accrues many benefits from attending a workshop. It gives him the knowledge and experience to enable him to face a class, fully confident of his ability to prepare youth to meet the challenge of living in the Aerospace Age.

Specifically, the teacher benefits in the following ways:

- Credits for revalidating his teaching certificate.
- Eligibility for salary increases.
- Improving his opportunities for additional remunerative jobs in connection with his regular position.
- Making his task as an educator more rewarding and interest-

ing to himself as well as the student.

FOLLOWING is a partial listing

COLLEGE OR UNIVERSITY	INCLUSIVE DATES
Rhode Island College of Education	9 Jul-20 Jul
State University of New York College of Education	9 Jul-20 Jul
University of Hartford	17 Jun-20 Jul
University of Maine Center	8 Jul-4 Aug
Temple University	6 Aug-24 Aug
High Point College	6 Jun-20 Jun
Miami University	18 Jun-20 Jul
University of Kentucky	19 Jun-31 Jul
Purdue University	6 Jun-29 Jun
Northern Illinois University	16 Jul-31 Jul
Southern Illinois University	13 Aug-24 Aug
National College of Education	6 Aug-21 Aug
Middle Tennessee State College	11 Jun-12 Jul
Mississippi Southern College	1 Jul-11 Jul
University of Mississippi	1 Jul-10 Jul
University of Alabama	16 Jul-5 Aug
College of Education	9 Jul-21 Jul
University of South Florida	16 Jun-30 Jun
University of Florida	18 Jun-27 Jul
University of Kansas	18 Jun-13 Jul
School of Education	15 Jul-7 Aug
State College of Iowa	4 Jun-9 Jun
Kansas State Teachers College	9 Jul-20 Jul
University of North Dakota	1 Jul-13 Jul
College of Education	11 Jun-19 Jun
Kansas State College of Pittsburg	11 Jun-3 Jul
Fort Hays Kansas State College	16 Jul-5 Aug
South Dakota State College	4 Jun-15 Jun
University of Nebraska Teachers College	1 Jul-13 Jul
St. Cloud State College	16 Jul-4 Aug
Little Rock University	4 Jun-15 Jun
West Texas State College	1 Jul-13 Jul
Texas College of Arts and Industries	16 Jul-4 Aug
Southern Methodist University	4 Jun-19 Jun
Arizona State University	4 Jun-15 Jun
Howard Payne College	16 Jul-27 Jul
East Central State College	30 Jul-24 Aug
Long Beach State College	2 Jul-27 Jul
Los Angeles State College	23 Jul-3 Aug
Central Washington College of Education	9 Jul-4 Aug
General Extension Division	
Oregon System of Higher Education	
Portland State College	
San Jose State College	
Adams State College	
Pittsburg, Kans.	9 Jul-20 Jul
Hays, Kans.	1 Jul-13 Jul
Brookings, S. D.	11 Jun-19 Jun
Lincoln, Neb.	11 Jun-3 Jul
St. Cloud, Minn.	16 Jul-5 Aug
Little Rock, Ark.	4 Jun-15 Jun
Canyon, Tex.	1 Jul-13 Jul
Kingville, Tex.	16 Jul-4 Aug
Dallas, Tex.	4 Jun-19 Jun
Tempe, Ariz.	4 Jun-15 Jun
Brownwood, Tex.	16 Jul-27 Jul
Ada, Okla.	
Long Beach, Calif.	30 Jul-24 Aug
Los Angeles, Calif.	2 Jul-27 Jul
Ellensburg, Wash.	23 Jul-3 Aug
Portland, Ore.	9 Jul-4 Aug
Salinas, Calif.	18 Jun-29 Jun
Alamosa, Colo.	18 Jun-29 Jun

of educational institutions which have requested USAF reserve officer assistance in conducting their workshops this year.

ADDRESS	INCLUSIVE DATES
Providence, R. I.	9 Jul-20 Jul
Plattsburgh, N. Y.	9 Jul-20 Jul
Hartford, Conn.	17 Jun-20 Jul
Fortland, Me.	8 Jul-4 Aug
Philadelphia, Pa.	6 Aug-24 Aug
High Point, N. C.	6 Jun-20 Jun
Oxford, O.	18 Jun-20 Jul
Lexington, Ky.	19 Jun-31 Jul
Lafayette, Ind.	6 Jun-29 Jun
DeKalb, Ill.	16 Jul-31 Jul
Carbondale, Ill.	13 Aug-24 Aug
Evanston, Ill.	6 Aug-21 Aug
Murfreesboro, Tenn.	11 Jun-12 Jul
Hattiesburg, Miss.	1 Jul-11 Jul
University, Miss.	1 Jul-10 Jul
University, Ala.	16 Jul-5 Aug
Tampa, Fla.	9 Jul-21 Jul
Gainesville, Fla.	16 Jun-30 Jun
Lawrence, Kans.	18 Jun-27 Jul
Cedar Falls, Ia.	18 Jun-13 Jul
Emporia, Kans.	15 Jul-7 Aug
Grand Forks, N. D.	4 Jun-9 Jun
Pittsburg, Kans.	9 Jul-20 Jul
Hays, Kans.	1 Jul-13 Jul
Brookings, S. D.	11 Jun-19 Jun
Lincoln, Neb.	11 Jun-3 Jul
St. Cloud, Minn.	16 Jul-5 Aug
Little Rock, Ark.	4 Jun-15 Jun
Canyon, Tex.	1 Jul-13 Jul
Kingville, Tex.	16 Jul-4 Aug
Dallas, Tex.	4 Jun-19 Jun
Tempe, Ariz.	4 Jun-15 Jun
Brownwood, Tex.	16 Jul-27 Jul
Ada, Okla.	
Long Beach, Calif.	30 Jul-24 Aug
Los Angeles, Calif.	2 Jul-27 Jul
Ellensburg, Wash.	23 Jul-3 Aug
Portland, Ore.	9 Jul-4 Aug
Salinas, Calif.	18 Jun-29 Jun
Alamosa, Colo.	18 Jun-29 Jun

Ohio Readies Flying Unit

CANTON, Ohio—Spring fever has gripped the members of the Canton-Massillon Flyers, Inc., as they make plans for becoming airborne early next month.

The Canton-Massillon Flyers, Inc., is a CAP sponsored flying club of the Canton-Massillon Composite Squadron No. 1407. Secretary

Pat Cook reports that the flying club now has 17 members enrolled, with openings for three or four more. The club restricts membership to 20-22.

The flying club has a Cessna 140 lined up for training purposes and expects to have it flying by early April or May. Two CAP members are available as instructors.



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Reissue AF wool overcoat **10.00**

Wool, shade 84 blue, reissue gabardine blouse **7.00**

New trousers **13.00**

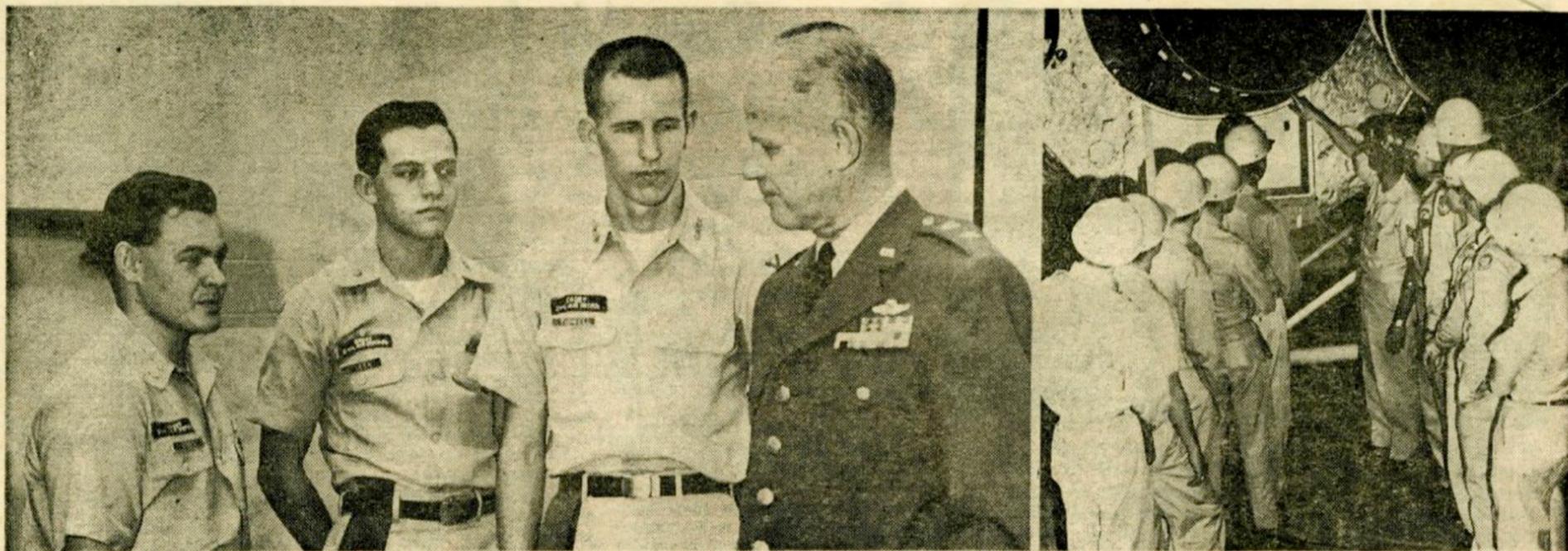
New tailored, shade 84 blue wool tropical blouse and trousers **40.00**

Service cap with leather or patent leather peak **4.75**

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SPACE AGE SCHOLARSHIP—Maj. Gen. Lloyd P. Hopwood, USAF, commander of Chanute Technical Training Center, and host for the first space age course held in 1961 at Rantoul, Ill., chats with cadets during lecture break. From left: Capt. Elwood F. Dodd, executive officer, Catonsville Composite Sq., Baltimore, Md.; Lt. Charles D. Leek, training officer, Anniston, Ala.; Lt. Henry O. Tidwell, executive officer, Birmingham Sq. No. 1, Ala.; and Gen. Hopwood. Right: Space age cadets look into the business end of the thrust cylinders of a giant Atlas missile mounted in Chanute's missile instruction building. The Space Age Orientation Scholarship will be held again this year at Chanute AFB, Aug. 26 through Sept. 1.

Honor Cadets Will Visit Many Air Force Bases

(Continued from Page 1)

that help guide the giant Atlas bird on its initial ascent.

CADETS WILL visit installed missile components in operation, or mock-ups, that they have previously seen only on charts and schematics.

Maj. Gen. Lloyd P. Hopwood, USAF, commander of the training center, is an enthusiastic supporter of Civil Air Patrol. His son, John, was an active member for several years. The general takes personal pride in the presentation of the course to the cadets, and attends many of the classroom sessions. He has stated he feels strongly that Civil Air Patrol cadets will play a major role in the future of astronautics. Last year, he addressed the group to emphasize the importance of missiles "which are simply delivery systems" that can be converted to war use if necessary.

The cadets attending the course are quartered in refurbished bar-

racks at this historic military establishment of 17,000 students and permanent duty personnel, and are oriented in aerospace vehicles at three primary areas on the base: the giant missile training building with its Bomarc erection shelter nearby, a huge classroom structure, and the missile loading area at one end of the base where buildings house the GAM 77 (Hound Dog missile), the 25-ton nitrogen plant and various training devices.

During the presentation of the first course in 1961, instructors at Chanute TTC, soon after classes began in the Space Age Scholarship, became submerged in class discussions that almost got out of the category of "orientation" when they found the CAP cadets firing detailed technical questions at them.

Capt. John H. Chilton, USAF, one of Chanute's BOMARC senior instructors, commented enthusiastically, "These boys are plenty sharp. Wish we could get them into the Air Force."

In addition to the BOMARC and Hound Dog missiles, the cadets also received indoctrination in the Air Force's Atlas and Minuteman.

Annual Evaluation Rates Progress Towards Goals

(Continued from Page 1)

Commander's annual evaluation of regions and wings, which was distributed to all wing and region commander on February 5, 1962. The rating system is based on a perfect score of 1000 points.

COMPARATIVE STANDING OF CAP REGIONS FOR CALENDAR YEAR 1961

The following scores were not established as a direct result of an evaluation of each region's activities, but by averaging the scores of all wings within the region.

1. Middle East	825.2
2. Pacific	729.9
3. Southeast	720.7
4. Rocky Mountain	715.8
5. Great Lakes	710.1
6. Southwest	681.7
7. Northeast	673.6
8. North Central	669.3

INITIAL WING STANDINGS IN RELATION TO THE PROGRAMMED GOALS FOR CALENDAR YEAR 1961

1. Wisconsin	938.4
2. Delaware	881.0
3. Alabama	867.0
4. Natl Capital	855.9
5. Louisiana	852.7
6. Virginia	848.9
7. S. Carolina	847.61
8. Utah	847.00
9. N. Carolina	837.2
10. Vermont	828.8

11. Minnesota	826.3
12. Tennessee	816.8
13. Maryland	805.2
14. Florida	800.7
15. Nevada	781.9
16. Puerto Rico	777.0
17. Oregon	775.1
18. Colorado	770.2
19. S. Dakota	765.8
20. Rhode Island	755.7
21. Maine	740.0
22. Illinois	731.2
23. Washington	723.1
24. N. Mexico	718.7
25. N. Dakota	717.3
26. Arizona	711.0
27. N. Hampshire	705.9
28. Michigan	704.92
29. Hawaii	704.89
30. W. Virginia	702.8
31. Alaska	702.1
32. California	693.5
33. Nebraska	686.2
34. Idaho	685.5
35. Ohio	682.5
36. Wyoming	659.4
37. Texas	649.1
38. N. Jersey	648.7
39. Georgia	645.5
40. New York	644.0
41. Montana	636.7
42. Pennsylvania	627.2
43. Indiana	626.3
44. Oklahoma	617.0
45. Kentucky	598.5
46. Iowa	594.7
47. Connecticut	568.5
48. Kansas	559.8
49. Massachusetts	547.6
50. Arkansas	543.4
51. Missouri	535.9
52. Mississippi	417.8

LETTERS

(Continued from Page 4)

written by myself has just been published in FLYING, the February 1962 issue, describing the history and status of Israel aviation. In the article I refer to the Israel equivalent of the Civil Air Patrol, the chaplain of whose local squadron I happen to be.

In my original copy I had a bit more about the CAP, including the mention of the international visit exchanges, but space limitations kept the material out of the final printed version.

RABBI SAMUEL M. BURSTEIN
16 West Spring St.
Hazleton, Pa.

Wanted: One Engine.

TERRE HAUTE, Ind.—Our cadet squadron of Terre Haute is badly in need of a motor for a recently acquired LP 180 International bus.

This bus is needed locally, primarily for transportation for the cadets and it is the only weather protection we have for REDCAPS.

We would like to make an appeal nationally in the CAP TIMES.

AL ESPELTA, CAPT., CAP
Commandant of Cadets
Clipper Cadet Squadron
3042 South 11 1/2 St.
Terre Haute, Ind.

Patch Collector

BERWYN, Ill.—Since becoming a member of Civil Air Patrol last April, I have had a chance to observe and learn many things about its functions. In addition, I have had an opportunity to see some of the many different types, styles, and forms of insignia and patches employed by different squadrons and wings. I therefore have embarked on a spare-time project of formulating a collection of these insignia and patches from the various squadrons throughout the nation.

If any CAP member who finds that he or she happens to possess a spare copy of their particular squadron insignia and has no intended use for it, I would appreciate very much hearing from them. It just could be that theirs is just the one to fill the gap in my growing collection.

S/M MARGARET ENGEL, CAP
3601 S. Home Ave.
Berwyn, Ill.

IACE Program Broadened To Include 21 Countries

(Continued from Page 1)

Germany-Wisconsin; Great Britain - Massachusetts; Greece - South Carolina; Guatemala - Minnesota; Israel - Nebraska; Italy - Alabama; Netherlands - Ohio; Norway - Oklahoma; Peru - New Hampshire; Portugal - Rhode Island; Spain - New Jersey; Sweden - Virginia; Switzerland - Missouri; and Turkey - Montana.

The primary aim of the cadet exchange is to foster international understanding, good will and fellowship on a person-to-person basis among the youth of the free world.

Civil Air Patrol cadets and their foreign counterparts are selected for their outstanding leadership, character, academic achievement, and meritorious citizenship. During their visits to Europe, Canada, Central and South America, and the Middle East, the cadets serve as unofficial "Junior Ambassadors" for the United States.

During the past 14 years, 1625 American CAP cadets have been exchanged with similar representatives from as many as 23 different countries. Many of today's leaders in aviation are alumni of the IACE.

THE COST of the Exchange in this country is borne by the Civil Air Patrol Corporation, while the U.S. Air Force provides the major portion of the necessary airlift

both in the U.S. and abroad, including the use of commercial airlines for Stateside travel.

Visits both here and abroad are for approximately three weeks, and will permit Civil Air Patrol groups to view such places as London, Paris, Tel Aviv, Ankara, Brasilia, and Lisbon. They will ski in the Swiss Alps, cross the Arctic Circle in Norway, meet royalty and nobility and heads of governments, tour the Acropolis in Greece and the Colosseum in Rome.

The foreign cadets, upon arrival in New York, will spend several days sight-seeing in New York City and be treated to a fabulous itinerary. Then they will depart for their host CAP wings where the next few weeks will feature elaborate plans for their entertainment. They will assemble in Washington, D. C., for a whirlwind tour of the nation's capital before departing for their homelands.

Cadets Study

TOWSON, Md. — Three former cadets of Towson Composite Squadron now in military service are preparing for college through the Extension Course Institute.

They are Richard C. Phipps, 20th Air Police Squadron, England, Lee H. Frankel, 872nd Aircraft Control and Warning Squadron, Spain, and Holton F. Brown, assigned to the USAF Hospital at Wright-Patterson AFB, Ohio.

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New Stamp to Honor Former Chief Justice

By BILL OLCHESKI

WASHINGTON—The U.S. will issue a four-cent commemorative on April 11 honoring Charles Evans Hughes, jurist and statesman. Main feature of the design is a likeness of the jurist facing right. It is based on a photograph taken by Harris & Ewing of Washington, D.C.

The stamp will be printed in black on a buff-colored paper on the Cottrell presses and will be issued in panes of 50. Print order is for 115 million. The stamp will be arranged vertically and will measure .84 x 1.44 inches.

Collectors interested in first day cancellations of the commemorative may send addressed envelopes, together with remittance to cover cost of stamps to be affixed to Postmaster, Washington 13, D.C. Orders must be post-marked before April 6, 1962.

Collectors are cautioned that orders for first day covers must not include requests for uncancelled stamps, nor requests for Malaria Eradication first day covers which also come out in Washington.

RESIGNATION. Franklin R. Bruns Jr., director of the Division of Philately, Post Office Department, has resigned to enter private industry.

BOY SCOUTS. A 35-cent postage stamp has been issued by the government of Ceylon to salute the Boy Scout Association.

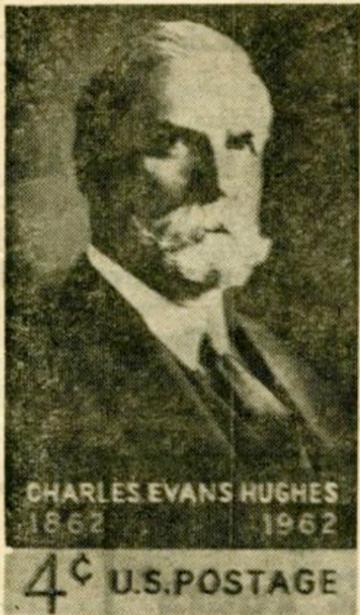
The Crown Agent reports the Boy Scout Movement was introduced to Ceylon in 1912 by F. G. Stevens, a British engineer attached to the Public Works Department, Ceylon. The first Scout Troop was formed at Christ Church College, Matale.

The new stamp is blue and buff and features the Ceylon Scout Badge. It is printed on unwatermarked paper.

The Golden Jubilee will be marked by a National Jamboree in Ceylon.

CHINA. The Republic of China will commemorate the Second Annual World Meteorological Day with a set of two stamps to be issued on March 23.

The new stamps will portray observations of the atmosphere under extreme climatic conditions. Both are vertical, with the .80 value depicting the Yu Shan Observation



Station in the center, dominated by the imposing Mount Yu.

The 2.00 meteorological stamp shows an observation balloon as the central subject, against the background of a circling earth in space.

The insignia of the World Meteorological Association is inserted in each of the two new stamps. It is closely related to the UN symbol, with which this organization is affiliated.

Both stamps will be printed by the intaglio process at the China Engraving and Printing Works at Taipei.

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



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The very serious work of accident prevention is sometimes hampered by the "it will never happen to me" attitude of some people. One of our New Year's resolutions was to reach this type of person at least periodically in 1962. The following article from Texas Wing Tips is tailored to our resolution:

"FOR THE BIRDS. Although usually modest, I am forced to admit I am considered an expert on certain phases of instrument flying. Only recently I have done considerable research on the Cat and Duck method of blind flying, and wish to say it is highly overrated.

"You are probably familiar with the Cat and Duck dodge, where a cat is placed on the cabin floor. Because a cat always remains upright, he or she can be used to determine whether a wing is low. The duck is used for the instrument landing. Because a duck will not fly in instrument conditions, throw her out and follow her to the ground.

"After several experimental flights, however, I find this system has some serious pitfalls, and the pilot using cats and ducks for the first time should observe several important rules:

"1. Get a wide-awake cat. Most cats do not want to stand up at all, and very few stand straight at any time. A large dog should be carried to keep the cat at attention.

"2. Make sure your cat is clean. Dirty cats will spend all their time washing. Trying to follow a washing cat usually results in a tight snap-roll followed by an inverted spin. You can see this is very unsanitary.

"3. Old cats are best. Young cats have nine lives, but an old used-up cat with only one life

Girl Awarded Flight Lessons

PALO ALTO, Calif. — Cadet Vicki Sorrell, a 17-year-old Mountain View, Calif., girl has been awarded a flight scholarship by the Sierra-Nevada Aviation Company of San Carlos.

Cadet Sorrell is girl's flight leader of Palo Alto Composite Squadron 70.

She received the scholarship after Ron Lundy, manager of the aircraft firm, heard that the young cadet was just short of soloing and equally short of funds.

Lundy offered a full course of eight 45-minute lessons with an instructor. With time already logged, Vicki could possibly solo before using up the eight lessons. If so, the company announced, she could use the remainder of her scholarship in solo flying time.

left has just as much to lose as you do, and will be more dependable.

"4. Beware of cowardly ducks. If the duck discovers you are using the cat to stand upright, she will refuse to leave without the cat. Ducks are no better on instruments than you are.

"5. Be sure the duck has good eyesight. Nearsighted ducks sometimes fail to realize they are on the gauges and will go flogging off into the nearest hill. Very nearsighted ducks will not realize they have been thrown out and descend straight down in a sitting position. This is hard to follow with an airplane.

"6. Use land-loving ducks. It is very discouraging to break out of an overcast and find yourself on final for a rice paddy. Particularly if there are duck hunters about. Duck hunters suffer from temporary insanity when they are sitting in freezing water in their blinds and will shoot at anything that flies.

"7. Choose your duck carefully. Many water birds look very much alike, and if you are not careful, you may get confused between ducks and geese. Geese are very competent instrument fliers, but are seldom interested in going the way you want to go. BEWARE OF GEESE."

The accident prevention message in this story should be obvious to the "it will never happen to me" types.

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