

# Cadets Met By Kennedy During Visit

By TOM PORTER

WASHINGTON—President John F. Kennedy welcomed 135 foreign cadets and their escort officers to the White House August 7 and wished them "happy landings" on their return flights to their homelands. With the President was Senator Hubert Humphrey (Minn.), a long-time friend of Civil Air Patrol.

The surprise visit by the President came midway through a scheduled tour of the White House, during the final day of the cadets' stay in the nation's capital.

The unexpected announcement that the President was going to see the cadets was relayed to three separate groups and the cadets quickly assembled in the west Rose Garden to await the appearance of Mr. Kennedy.

The President stepped out on the veranda of the west wing of the executive mansion, accompanied by Senator Humphrey, who had been breakfasting with Mr. Kennedy. He strode quickly to the steps and shook hands with Col. Barnee Breeskin, CAP, special assistant to the national commander for the Washington phase of the IACE; Lt. Col. Harold Wicklund, USAF, national project officer for the Exchange; and Lt. Col. Joseph H. Friedmann, USAF, national chief of information.

Then turning to the 135 eager cadets and their 40 escorts crowded before him on the lawn,

(See PRESIDENT, Page 16)

## Drill Crown To Michigan

COLORADO SPRINGS, Colo. — The Air Force Academy became the spotlight of national CAP interest last month as crack cadet drill teams from Florida to Hawaii competed on the Academy's Court of Honor for the National Drill Championship crown.

When final judging was completed, the Romulus-Wayne precision drillers from Michigan Wing had marched off with top honors, with Northeast Region's Philadelphia Squadron 102 in second place, and National Capital Wing team from Middle East Region in a close third place.

Eleven top teams competed in this year's meet, the 16th to be held. Teams were winners of the eight region elimination meets, plus one team each from Hawaii, Alaska and Puerto Rico — CAP's "overseas" wings.

In addition to team members, escorts and commanders brought the number to some 275 CAP members who participated or were present for this meet.

Judges for the competition were former CAP cadets who are now upperclassmen enrolled in the Air

(See MICHIGAN, Page 14)

## CAP Board Meeting Set For Houston

NATIONAL HEADQUARTERS — The National Board of Civil Air Patrol will hold its annual meeting at the Shamrock Hilton Hotel, Houston, Texas, on Sept. 7-8.

More than 100 members of the Board and guests are expected to attend. The National Board itself is made up of 52 Wing Commanders, one from each state, the District of Columbia and Puerto Rico, eight Region Commanders and the National Executive Committee.

Conferees will arrive in Houston on the 7th. The National Finance Committee will hold its annual meeting on that evening.

The National Commander's Communications Committee will hold its meeting concurrently with that of the National Board.

Civil Air Patrol representatives will depart for their home states on the 9th.

On Friday, Sept. 7th, there will be a luncheon for the conferees and invited guests. Representing the city of Houston will be The Honorable Lewis Cutrer, mayor of Houston, president of the Chamber of Commerce and the chairman of the Military Affairs Committee of the CC among the honored guests.

Col. William C. Whelen, CAP, National Chairman of Civil Air Patrol will preside at the National Board meetings which Col. Paul C. Ashworth, USAF, CAP's National Commander will also attend.

## Maryland Wing Sets New High In Membership

BALTIMORE — Maryland Wing's current membership is the highest ever in its 20 year history. It now boasts 464 senior members and 901 cadets for a total of 1365 wearing the Maryland Wing patch. The 1962 goal is 1500-strong.

As membership climbs, the new squadron evaluation plan has been stressed by Wing Headquarters. This plan was recently devised to supplement the long range plan of National Headquarters and strong emphasis is being placed on the reports due from each unit.

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PRESIDENTIAL GREETINGS—President John F. Kennedy greets Klearchos Ifantis, of the Aviation Academy School, Tatoy AFB, Greece, on the lawn of the White House during the International Exchange Program. Twenty countries were represented at the meeting with the President. Next to President Kennedy is Yairi Shlomo, a student of the Gadna Avir Aero Club of Israel and (center) Alain Suisse of the S.N.E.C.M.A. Aero Club of France.

## Role in Aerospace Education Lauded by Senator Humphrey

WASHINGTON, D.C. — Sen. Hubert Humphrey (Minn.) compared Civil Air Patrol's volunteer mission of aerospace education and youth development in this country as being equally important in stature as the war deterrent mission

of the Strategic Air Command of the U.S. Air Force.

"By that I mean that Civil Air Patrol has voluntarily assumed the tremendous task of educating our young men and women to the complexities of the aerospace age, and

is providing the vital knowledge and potential leadership which will be so necessary in promoting and insuring the future peace of the world," Humphrey declared.

The eloquent senator was addressing more than 225 guests of Pan American World Airways at the traditional Pan Am Dinner at the Statler Hilton Hotel here for the foreign cadets and escorts of CAP's International Air Cadet Exchange.

He praised the guidance and leadership displayed by Col. Paul C. Ashworth, USAF, national commander of CAP. He compared his position to that of the SAC commander.

"The mission of SAC is to halt aggression," he declared. "But Col. Ashworth is in charge of a "Strategic Air Command" also — a

(See CAP, Page 16.)

## Foreign Youth Get Pentagon Briefing

WASHINGTON, D.C. — Pentagon corridors, where civilian dress has replaced the familiar military uniforms almost entirely, took on a new look one day last month as 135 air cadets from 20 foreign nations — smartly attired in their colorful uniforms — attended a Space Age briefing here.

The cadets, along with their 40 escorts, were in Washington as guests of Civil Air Patrol, conducting its 15th annual International Air Cadet Exchange.

The group was welcomed to the Pentagon by Lt. Gen. Frank A. Bogart, USAF, comptroller of the U.S. Air Force. The General was introduced by Col. Paul C. Ashworth, USAF, national commander of CAP.

The Space Age briefing featured color films of U.S. space exploits and accomplishments and was narrated by Col. Carlos R. Tosti, USAF, executive secretary, Designated Systems Management Group, USAF.

During their visit to Washington, the cadets had an opportunity to tour the city and on Sunday, when they attended church services of their choice, 30 cadets of ten different foreign countries

were welcomed by the Most Reverend Philip Mathew Hannan, DD, VG, Auxiliary Bishop to the Archbishop of Washington, D.C. at St. Patrick's church.

Another highlight of the (See FOREIGN, Page 16)

## Aerospace Age Course Completed by 48 Girls

MAXWELL AFB, Ala. — Col. Paul C. Ashworth, USAF, national commander of Civil Air Patrol, addressed the 48 girl cadets of CAP who graduated from the Aerospace Age Orientation Scholarship Course conducted by the Air University here.

Lt. Gen. Troup Miller Jr., commander of the Air University, presented diplomas to the teenagers, who already had certificates attesting to their T-33 "Shooting Star" jet orientation rides the day before.

Colonel Ashworth congratulated the girl cadets and told them he was confident that their short tour

at Maxwell had done much to further their aerospace education.

"I am equally confident that you are now better fitted to understand and cope with this aerospace age in which we live," he declared. "Being selected for this course at Maxwell places you in a very elite group — for only the most outstanding cadets can be chosen to attend this course."

The honor cadets represented nearly all the 50 states, including Hawaii and Alaska, and one cadet was from Puerto Rico.

CAP's national commander re- (See GRADUATES, Page 11)

# Eleven From Biloxi Unit Take Cruise Aboard Aircraft Carrier

KEESLER AFB, Miss.—Eleven members of the Biloxi CAP Squadron, Mississippi Wing, went down to the sea in a ship recently, via an Air Force C-47 and U.S. Navy helicopters. The group of seven cadets and four seniors, led by Lt. Richard Fraser, Biloxi unit commander, took a day-long cruise aboard the U.S.S. Antietam, an aircraft carrier assigned to the Pensacola Naval Air Station, Florida.

## New Deputy Commander Assigned at Headquarters

NATIONAL HEADQUARTERS A World War II fighter ace, Col. Joe L. Mason, USAF, was recently appointed deputy commander of National Headquarters, Civil Air Patrol, Ellington AFB, Texas.

Mason comes to his new position from Headquarters, Third Air Force, South Ruislip, England, where he was deputy commander.

A veteran of 25 years, Col. Mason entered the Army Air Corps in 1937. He was commissioned an officer and received his pilot's wings in 1938. Since that time, his military career has been highlighted by many outstanding assignments.

In July 1943 he joined the 352nd Fighter Group as its commander and deployed that unit to England where it became a part of the Eighth Air Force. Flying P-47 Thunderbolts, the group ran up a score of 650 enemy aircraft shot down in aerial combat and 310 enemy planes destroyed on the ground.

In December 1944, after flying 78 combat missions during which he destroyed five enemy aircraft, Col. Mason left England to return to the United States. In February of 1945 he assumed command of Oscoda Army Air Field, Michigan. When that field closed, he went to Selfridge Field, near Detroit, Michigan, where he spent two months organizing combined fighter and bomber training for French pilots.

He attended the Command and Staff School in 1947. From January 1949 until January 1951 he served as Wing Commander of the Fighter Training School, Nellis AFB, Nevada. During this assignment Mason was the prime force in establishing the world-wide USAF Fighter Gunnery meets. He supervised the first two of these meets which have since become an annual competition for all USAF fighter units.

Following that assignment, Col. Mason attended the Air War College and later assumed command of the 49th Fighter Wing in Korea where he flew 18 missions in F-84 Thunderjets. In January 1952, he was appointed Chief of Staff for Operations, Fifth Air Force.

In July 1952, Mason returned to the U.S. to become Chief, Department of Doctrine with the Joint Tactical Air Support Board, an agency of the Joint Chiefs of Staff at Ft Bragg. In May 1954 he was appointed Deputy Chief of Staff for Operations, Ninth Air Force, and in June 1955 he was made commander, 450th Fighter Wing, Foster AFB, Victoria, Texas, which received the first operational model of the F-100 fighter aircraft.

After attending the National War College in 1957-58, Mason was assigned to Headquarters, Third Air Force, England, as Chief of Staff.

Col. Mason has compiled a dis-

### Cadet Pledge

I pledge that I will serve faithfully in the Civil Air Patrol Cadets, attend meetings and activities, obey my officers, wear my uniform in a military manner, and advance my training rapidly so that I may prepare to be of service to my community, state and nation.



COLONEL MASON

tinguished military record which has been recognized by France and England, in addition to the United States. He has been awarded the Distinguished Service Cross, Silver Star, Legion of Merit, Distinguished Flying Cross with two oak leaf clusters, Air Medal with five oak leaf clusters, the British Distinguished Flying Cross and the French Croix de Guerre, in addition to many campaign ribbons.

Col. Mason is a command pilot with more than 5,000 hours flying time to his credit. He is native of Columbus, Ohio, and has recently purchased a home in the vicinity of the NASA site at Clear Lake near Houston, Texas, where he resides with his wife and 14-year-old son Burt.

## Baseball Scout Joins CAP, Escorts Canadian Cadets

NATIONAL HEADQUARTERS—When Group 13 of the Texas Wing went looking for an information officer in the Houston area, they stole a base on the Houston Colts and signed up a scout for the San Francisco Giants.

Jerry W. Nalls, a first lieutenant with the CAP Group for the past year, traded his catcher's mitt in for a typewriter and information officer title recently, and one of his first projects was escorting the visiting group of Canadian cadets in Houston on CAP's International Air Cadet Exchange program.

Lt. Nalls is presently serving the Giants as a scout in the Houston area and has a long record of "Big League" baseball behind him.

After hurdling the sandlots, American Legion youth teams and a few years of amateur baseball, he got his semi-pro ball start with the Sinton (Tex.) Plymouth Oilers. While catching for the Oilers the team won the World's semi-pro championship two years in a row—'50 and '51.

In 1951 he got the nod of approval from the scouts and signed a contract with the Chicago White Sox, and he spent his first year in pro ball catching for a farm team in Headland, Ala. The next year he was with the Panama City, Fla.,

team, and then in '54 he caught in the Texas League with the San Antonio Missions.

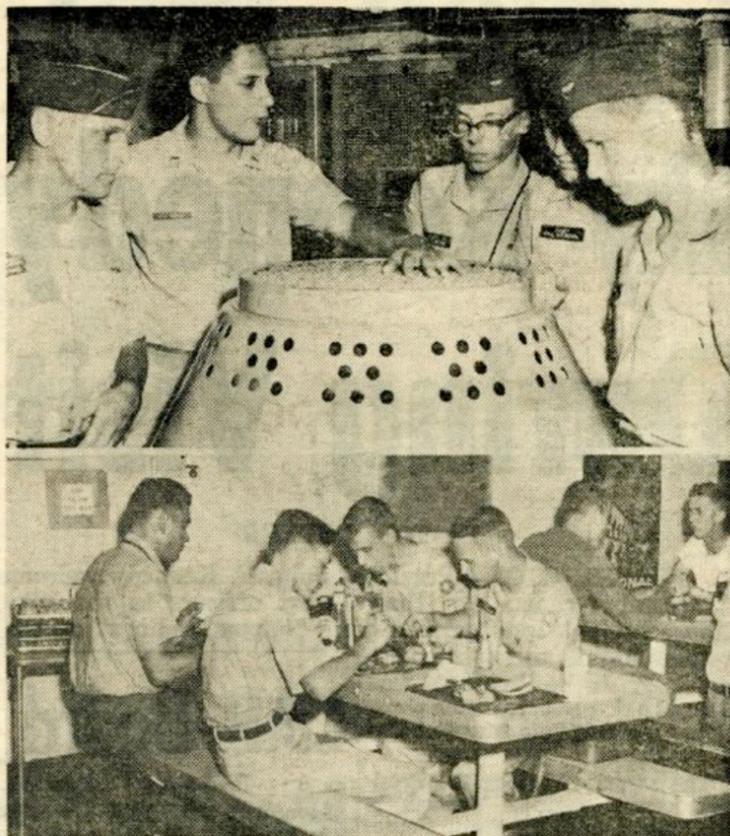
In 1955 he was sold to the Baltimore Orioles where he reported for spring training. He spent one season with the Wichita, Kans., team and made another switch to the St. Louis Cardinals for spring training in 1957.

Jerry was catching for the Columbus, Ohio, Redbirds in 1958 when Uncle Sam exercised his option and bought his contract for six months. He reported to the U.S. Air Force with his worn catcher's mitt and played with service teams at Lowry AFB and Lackland AFB.

WHEN HE WAS RELEASED from the Air Force in 1959, Jerry decided to quit baseball as a player and switched to managing a semi-pro team in 1960-'61.

This year he accepted the job of scouting for the Giants and plunked himself down in the heart of the enemy's camp—the Houston Colts.

Jerry has always had a desire to fly, and it wasn't long until he had his license and had logged 200 hours. Last year he was looking around for a flying organization and decided to join Civil Air Patrol.



CARRIER CRUISE—Seven members of the Biloxi CAP Squadron were recently given a day-long cruise aboard the U.S.S. Antietam, a carrier assigned to the Pensacola Naval Air Station. Top photo: Lt. (JG) H. A. Robbins, USN, explains the workings of the carrier's gyro compass to three cadets during their tour of the ship. Later the group went topside to watch landings and take-offs. (Official USAF photo). Bottom Photo: The group learned Navy chow is first rate while lunching with the crew. From left are an Antietam crew member, and cadets Vern Antrim, Richard Smoot and Dennis Tausin. (Official U. S. Navy Photo.)

## Ashworth Pledges Support To Christmas Seal Drive

NATIONAL HEADQUARTERS—In a recent letter to the National Tuberculosis Association, Col. Paul C. Ashworth, national commander, pledged fullest support of Civil Air

Patrol to the association's 1962 Christmas Seal Campaign.

Writing to Dr. James E. Perkins, association managing director, Ashworth said, "We welcome the opportunity to serve, once again, the health of our nation by aiding the important fight being waged against tuberculosis and other respiratory diseases."

CAP's national chief pointed out that last year's cooperation between the NTA and CAP provided an excellent opportunity for joint participation in worthwhile community efforts as well as in a significant nation-wide program. He wrote, "We feel that it was still another indication that Civil Air Patrol volunteers play a vital role in the life of our country."

"We wish to add to our record of service to communities throughout the nation and welcome the 1962 Christmas Seal Campaign as an opportunity to do so," Col. Ashworth emphasized.

Pledging CAP's support, Ashworth concluded, "Once again I will be happy to urge all unit commanders of Civil Air Patrol in every state to offer their wholehearted support and cooperation to state and local tuberculosis associations in promoting the 1962 Christmas Seal Campaign."

## Group Hosted At Vandenberg

VANDENBERG AFB, Calif. — Eleven outstanding CAP cadets from the Pacific Region arrived at Vandenberg AFB, Calif., recently for a five day missile orientation tour.

During the stay the cadets had the opportunity to visit several sites at Vandenberg and nearby Point Arguello. The cadets, escorted during their stay by Capt. William H. E. Doole, 6595th Aerospace Test Wing (AFCS), also toured the 6595th Instrumentation Sq's., tracking station.

One evening the cadets were hosted at a reception by members of the Vandenberg CAP Sq. No. 1. On another evening they had dinner at the homes of the Vandenberg CAP members.

A hamburger fry sponsored by the Protestant Youth Fellowship was the social highlight of the visit.

Arriving aboard a C-47 from Hamilton AFB, Calif., were cadets Terrence A. Klute, Carl R. Flodquist and LaVern W. Sorenson from Washington state; Melvin E. Bridges and Gary A. Moir from Oregon; Tyron A. St. Louis, Robert D. Meyer and Robert B. Barnes from California; Frank J. Billand and Aaron A. Soonge from Hawaii. The group was escorted by CAP Maj. Francis Gomes of Honolulu.

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# Chanute Training Center Gives Honor Cadets Insight Into Space

SCIENCE-MINDED young men in their late teens have a new insight to the inner workings and hidden mechanisms of what goes into space flight as a result of the recent Space Age Orientation Course at Chanute Technical Training Center, Rantoul, Ill. Fifty-two honor cadets and five selected escorts representing nearly all of the 52 CAP wings attended the week-long, 40-hour indoctrination course in missile and space technology prepared and taught by regular Chanute instructors.

High school chemistry and physics were valuable assets in comprehending the material presented, the cadets unanimously agreed. High scholastic averages in these subjects plus an examination on CAP's text "The Dawning Space Age" are among the requirements for eligibility to attend the space course.

Maj. Gen. Lloyd P. Hopwood, Chanute commander, climaxed the week with an address followed by a critique by the students.

Col. Paul C. Ashworth, USAF, national commander of Civil Air Patrol also addressed the cadets at a Chanute Officers' Club banquet where Air Force certificates of completion were awarded.

The first space age course was held last year. Attending this year's orientation were:

- | Name                  | Home Town             |
|-----------------------|-----------------------|
| Philip S. Blackman    | Bloomfield, Conn.     |
| Jeremy M. Lord        | E. Lebanon, Maine     |
| Joseph Nastanski      | Springfield, Mass.    |
| Richard L. Killkelley | Manchester, N.H.      |
| Gary D. Cresse        | Vineland, N.J.        |
| John J. Boese         | New York, N.Y.        |
| Edward G. Gibbons     | Philadelphia, Pa.     |
| Harvey D. Chase       | Swansea, Mass.        |
| Richard T. Vincent    | Burlington, Vt.       |
| Ralph E. Glindorf     | Wilmington, Del.      |
| Steven T. Gross       | Westminster, Md.      |
| Michael C. Parker     | Washington, D.C.      |
| Lavern W. Tagge Jr.   | Hamlet, N.C.          |
| Robert D. Shrum       | Florence, S.C.        |
| William F. Milgrim    | Wytheville, Va.       |
| Collis G. Hudgins     | Spartanburg, S.C.     |
| Robert T. Vitter      | Chicago, Ill.         |
| Jerry N. Hartman      | Pierceton, Ind.       |
| Michael I. Atkins     | Kettering, Ohio       |
| Harry S. Warford      | Paducah, Ky.          |
| Larry G. Crask        | Owensboro, Ky.        |
| Dorwin A. Skinner     | Battle Creek, Mich.   |
| Larry J. Hakes        | Fostoria, Ohio        |
| Wayne H. Kollner      | Milwaukee, Wis.       |
| Paul M. Bell          | Annikston, Ala.       |
| James E. Coleman      | Miami, Fla.           |
| John S. Mackey Jr.    | Albany, Ga.           |
| Harmon K. Bailey      | Tullahoma, Tenn.      |
| Edwin E. Corbitt      | Knoxville, Tenn.      |
| Marin M. Van Luven    | Red Oak, Iowa         |
| Raymond G. Pearl      | Wheaton, Md.          |
| Robert Murdock III    | Prairie Village, Kan. |
| William E. Beck       | Omaha, Neb.           |
| Thomas A. Feigum      | Fargo, N.D.           |
| Charles W. Towner     | Vermillion, S.D.      |
| Eugene N. Owen        | Tucson, Ariz.         |
| Wallace B. Sawyer Jr. | Magnolia, Ark.        |
| Robert L. Cain        | Sulphur, La.          |

Raymond L. Alexander, Albuquerque, N.M.  
Roger E. Edens, Tulsa, Okla.  
John V. Felter Jr., Austin, Tex.  
William T. Gormley, Wheat Ridge, Colo.  
Howard R. Mattson, Boise, Idaho  
George D. Arnett, Townsend, Montana  
Dennis J. Robinson, Salt Lake City, Utah  
Harry J. Arneri, Sheridan, Wyoming  
David A. Lennette, Oakland, Calif.

William A. Molloy, Springfield, Ore.  
John C. Flenniken, Portland, Ore.  
Eugene G. Borsheim, Kennewick, Wash.  
**ESCORTS**  
Lt. Col. G. Henry Barnwell, Orangeburg, S.C.  
Lt. Col. Donald L. Ehrlich, Tucson, Ariz.  
1st Lt. Jack P. Holt, San Pedro, Calif.  
CWO Thomas J. O'Shea, Chicago, Ill.

## Special Training Course Held at Fort MacArthur

SAN PEDRO, Calif. — Seventy-five cadets and eight senior members of the California Wing recently completed a five-day cadet officers' training school at Fort MacArthur, California. The training school was under the auspices of Brig. Gen. C. DeWitt Lang, commanding general of the 47th Missile Brigade and Fort MacArthur.

Sponsored by San Pedro Cadet Squadron 81, the encampment commander was Capt. Jack P. Holt, CAP.

The school curriculum included subjects ranging from personnel management to global politics. Instructors were both Civil Air Patrol officers and personnel from the military forces of the Fort MacArthur area.

A tight schedule was followed throughout the tour and provided about twenty-nine hours of classroom instruction, including military customs and courtesies, and wearing of the uniform. Equal time was given to drill, ceremonies and on-the-job training as cadet leaders. Sharpening of drill and command performance at all levels was made possible by giving many cadets the opportunity to command through rotation of the various leadership positions.

The school was set up on group basis; the 22d and 33d Training Squadrons each having two flights. Alpha flight was composed of the

20 female cadets in attendance and was tied for the Honor Flight.

Orientation flights were given 65 eligible cadets in the H-21 helicopter by the Aviation Section, 47th Missile Brigade.

In addition to the drill, scholastic schedule, military orientation, and other subjects, time was provided for social activities including a dance at the Fort MacArthur Entertainment Center.

CAP PERSONNEL on the school staff included Capt. Jack P. Holt, Maj. George McGregor, Capt. Doris C. Holt, Capt. Hubert Lagasse, Lieutenants Clarence Bridgeman, Jacqueline Green, Francis Vaughan, WO Jack D. Holt and SSgt. Frances Tucker.

Army and Navy personnel on the staff were Chief Boatswain's Mate Walter Hoyny and Gunner's Mate First Class Charles Taylor, Navy; and Capt. Lewis, Sergeants Bass, Paige, Privett, Scribner, Thom, Wagoner, Widdoes and Specialist 5 Hammond, U.S. Army.

A parade led by the 72d U.S. Army Band, followed by the San Pedro Cadet Squadron 81 Color Guard and next in the line of march were flights of CAP cadets, marked the final ceremony.

Awarded gold seals and elected Honor Cadets by their flights were Cadets Frances Rogers, Marvin Dixon, Larry Shearhart and Michael Vicker.

The top five cadets academically who were awarded red seals as Distinguished Cadets were Julia Walker, Mitzi Holt, Michael Barth, Rockford Zaccardi and Robert Meyer.



**HONORARY MEMBERSHIP**—Maj. Gen. Lloyd P. Hopwood, commander, Technical Training Center, Chanute AFB, Illinois, receives hand lettered membership card from CAP Cadet Col. Robert Garcia of the Illinois Wing. Presentation of the honorary membership to the General was made during the recent summer encampment of the Illinois Wing at Chanute AFB.

## Importance of Flight Plans Emphasized in Talk to Pilots

ALBUQUERQUE, N.M. — S/M Earl Short, Operations Officer, Albuquerque Composite Sq. 1, New Mexico Wing, was recently invited to address a group of pilots at the ground school at Southwestern Skyways, Coronado Airport. The subject of his lecture was "Flight Plans and the Civil Air Patrol."

Throughout his talk, Short emphasized the importance of all pilots filing a flight plan, and having filed one, the necessity of following it. He stressed that the proper execution of these procedures could well mean the difference between life and death.

If a pilot conforms to the recommendations of the Federal Aviation Agency in these matters and should run into trouble, he told the group, the chances of his being located and helped are in-

creased by a wide margin. On the other hand, if the FAA has no knowledge of the intended flight, its direction and flying time, a search might well last for several days or be suspended with the closing phrase, "Mission suspended pending further leads."

Short pointed out that Civil Air Patrol plays a major role in all aircraft searches; that it has saved the United States government millions in providing an organization trained in air and ground search and rescue. New Mexico alone realized a savings of more than three quarters of a million dollars in this manner during 1961.

In addition to the aircraft and flying personnel provided by CAP, there are more than 13,000 radio stations available in time of need.

Statistics show that an amazing percentage of lost or downed pilots failed to file a flight plan—or failed to close their plan after landing. Too many pilots change their plans while airborne and presume that FAA will anticipate their new ETA at a new destination.

Short demonstrated with facts and figures that CAP is not only a friend to the pilot in distress, but to the American taxpayer, too, for providing its mercy services, without charge, to all who need them.

## Wedding Bells For CAP Couple

SPRINGFIELD, Ohio — Friendship that started and developed through membership in Civil Air Patrol resulted in wedding bells recently for two members of Springfield Comp. Sq. 702.

The bride was TSgt Janet (Benge) Kushmaul, in charge of the girl's section in the cadet unit, and coordinator for women in the senior unit. She teaches first grade at Donnelsville Elementary School.

1st Lt. Thomas R. Kushmaul, the groom, is administrative assistant to the commandant of cadets, and has been active in CAP since 1951. He is employed by the Miami Pattern Co., Springfield, Ohio.

## Project Soaring Highlights New York Encampment

GRIFFISS AFB, N.Y. — CAP cadets representing all Groups in the New York Wing were introduced to Project Soaring during the summer cadet encampment this year at Griffiss AFB, N.Y. About 400 cadets were on hand for the lectures and demonstrations.

The actual demonstration of soaring was preceded by movies and illustrated lectures about the project. Lt. Col. Michael Verman, NY Wg project soaring officer, explained the project and pointed out that the Wing would collect trading stamps in order to purchase a sailplane.

W/O Hollister Nelson, group training officer, described sailplanes, types of soaring, and flight training with the aid of color slides.

A 2-22C training sailplane (the type to be purchased by the Wing) was used to give 20 cadets orientation flights. Cadets were selected on their squadron and encampment records and were chosen so that one cadet from each part of the state was given a flight.

Indications were that interest runs high among the cadets of the wing for Project Soaring.

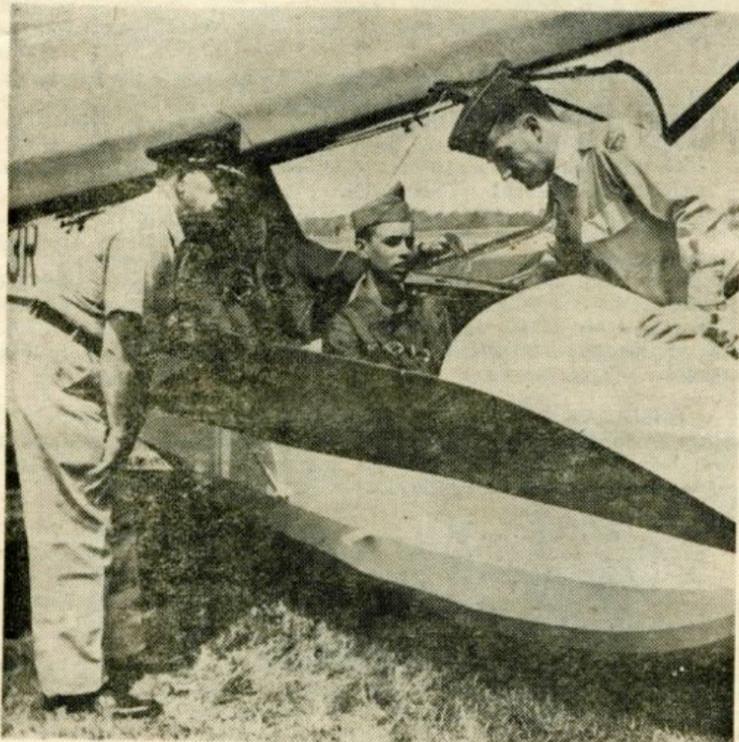
## CAP Sponsors Local Air Show

WESTFIELD, Mass. — Mayor John D. O'Connor, recently opened the first air show to be conducted at Barnes Airport in many years. The affair was sponsored by Civil Air Patrol.

A number of exhibitions were put on but the main attraction was a program presented by the Cole Brothers Air Show, headed by Duane Cole, national acrobatic champion, and his wife Judy.

Six antique planes were on display. Brian Newton of Avon, Conn., won the plaque for having the oldest plane exhibited. Ground displays included exhibits by Civil Air Patrol and Combat Support Co., 1st Battle Group, 104th Regiment.

The air show was sponsored by Group 1, headed by Major William Ford, CAP.



**FINAL BRIEFING**—Cadet John Reimer, Orangeburg, N.Y., in front seat, receives last minute briefing before take off with CAP W/O Holli Nelson in the rear seat of the 2-22c sailplane. Flights by the New York cadets in the plane were made during summer encampment. Left is Lt. Col. Michael J. Verman, soaring project officer. Leaning over the cockpit is Lt. Richard Nelson, aviation education officer. The New York Wing plans to purchase a 2-22c sailplane by collecting trading stamps in a wing-wide campaign.

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### The Psychology of Success

WITH THE GRADUATION this week of 52 young CAP cadets from the Space Age Orientation Course at Chanute AFB, Illinois, Civil Air Patrol concluded a highly successful summer of special cadet activities. More than 10,000 cadets, both young men and women, participated this year in the encampments, drill competition, IACE, Jet Orientation, FAA and Space Age courses, as well as the 20th Annviresay Congressional Banquet in May.



ASHWORTH

Few people realize the tremendous task involved in the planning of these activities down to the most minute detail. Planning and coordination require year-round attention and represent the untiring efforts of hundreds of CAP members, U.S. Air Force personnel, cooperation of the Air Force for facilities and airlift, and the concerted planning of aero clubs and air forces of more than 20 countries.

This month I will fly to Brussels, Belgium, to attend the planning conference for the 1963 International Air Cadet Exchange. There I will meet with the foreign representatives of nations who will participate in next year's exchange, and from this meeting will come the blueprint for another successful IACE. Members of my staff at Ellington AFB are already at work on the 1963 summer cadet activities.

But even the best of planning does not assure success. The execution of the plan is where leadership, initiative, and a lot of hard work are required as all of you well know who have been directly involved in this summer's special activities. The complexities of arranging airlift and the problems that inevitably arise in caring for 10,000 cadets over a 4-month period leave no room for complacency just because we have a good plan. We have to make the plan work—and it is evident that you have made your plans work this summer.

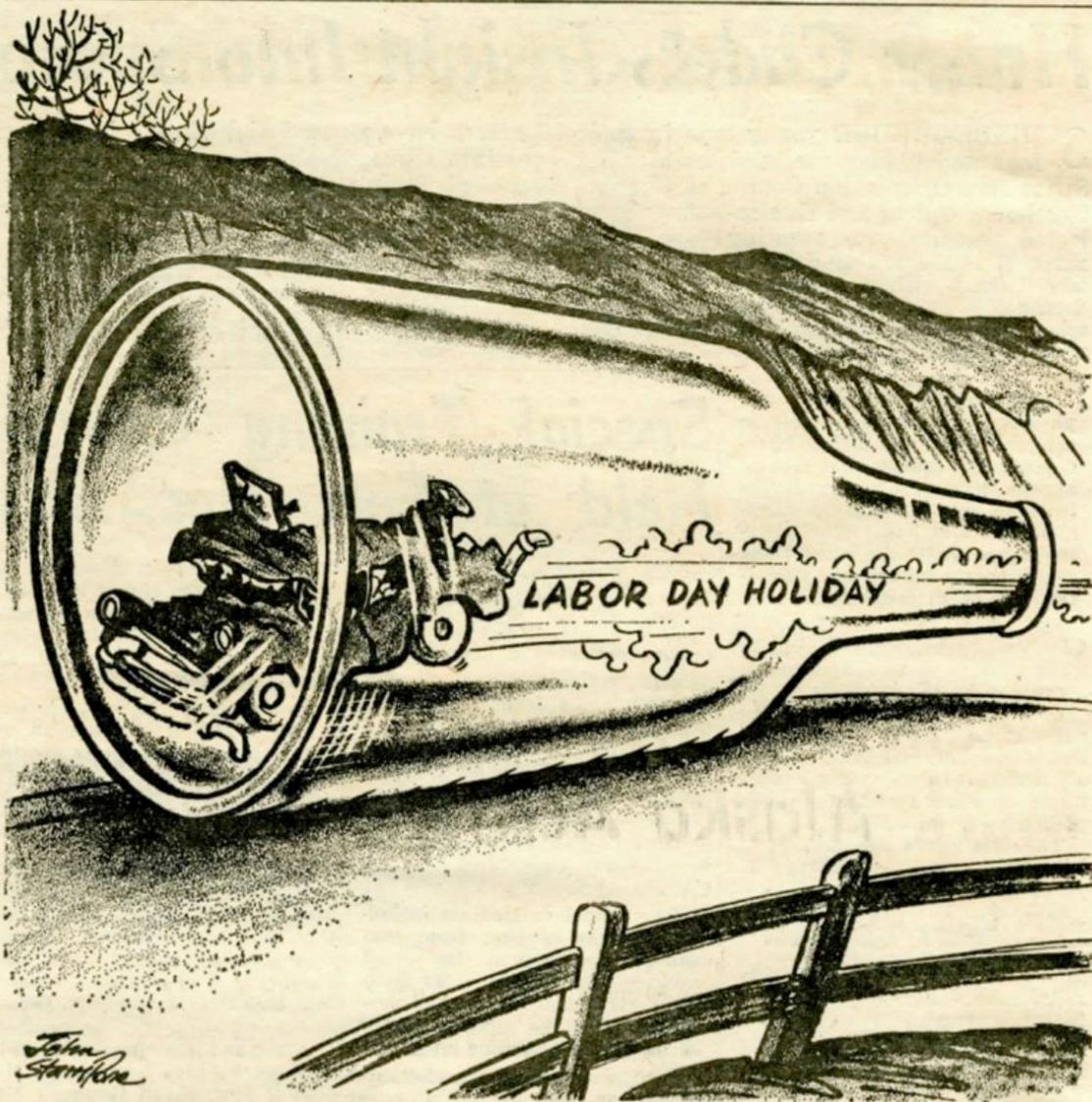
The psychology of success, like that of failure, is contagious. Beginning with the Congressional Banquet in May, CAP has planned and conducted a series of special activities through the summer of 1962 which can be counted as one of the most successful in both quality and scope in its history. There have been problems but there have been no failures.

We must now apply this psychology of success to the execution of the CAP Long Range Plan. Indeed, there is evidence that this psychology of success, this attitude that it can be done, is spreading. For the past several months our cadet membership has been running more than 5,000 above the same months in 1961. If this trend can be continued we will have between 40,000 and 45,000 cadets by the end of 1962, which would be well on the way toward achieving our goal of 100,000 cadets by 1966. And this progress is being achieved in spite of eleven wings which have not yet met their goals for 1961.

On the other hand, Senior membership figures are still running below the figures for the same time last year and unless the trend can be increased we will not meet the goal of 40,000 by the end of the year.

Although the psychology of success may be contagious, it is obvious that it has not yet become an epidemic within CAP, but with more and continued successful programs and a lot of push from all of us I believe that we can make it so.

Paul C. Ashworth  
Colonel, USAF  
National Commander



(Ed Note—Charles J. Wood, regular cartoonist for CAP TIMES, is on vacation this month. John Stampone, staff cartoonist for Army Times publications, consented to act as guest cartoonist during Mr. Wood's absence.)

### Letters

#### Buddy System

MIAMI, Fla.—A new twist to an old procedure is being instituted by the cadets of the Miami All Girl Squadron, Florida Wing.

A "buddy" system, such as is used by swimmers, campers and "big sister" groups is now in force here, to acclimate new recruits to the ideas of CAP; routine of this crack squadron; and to ease those bewildered newcomers into what practically amounts to a new way of life.

The Miami All Girl unit had found itself unable to give new cadets the welcome, friendship and attention they should have gotten, due to the exigencies of preparation for and participation in public appearances, two SARCAs, three major drill competitions and a parade during the last three months.

Recruiting has been good, somewhat due to the attention these girls are getting, but they have been so busy that this phase has been partially neglected. The "buddy system" will surely remove this onus.

MSgt. W. MURRAY FRANKFURT  
633 SW 33rd Ave.,  
Miami 35, Fla.

(Ed Note—This sounds like a system which could prove valuable to all units of CAP. Too often, once a recruit has signed up, he or she is left to fend by themselves. With such a system, a cadet could be assured of a thorough briefing into the unit, and also be introduced to the officers and other cadets. The idea of being quickly made to

(Continued on Page 18)

### THE LITTLE HANGAR

RIGHT ADDRESS . . . In answer to several queries, the correct address to mail stories and photographs for use in CAP TIMES is the Ellington AFB, Texas, address. Change of address forms and problems connected with circulation only are sent to the Washington address.

ON THE DIAS . . . The Speaker's Guide, new CAP Pamphlet 31, was recently printed and distributed in adequate copies to make it readily available to anyone with a requirement. This item should be of great value to those who represent Civil Air Patrol from the speaker's platform. Comments of the guide will be welcome at National, ATTN: CPN.

NEW DISC . . . A new 12-inch record with transcribed CAP spot announcements is being prepared and will be released shortly to radio stations throughout the country. These spots will place emphasis on CAP's Aerospace Education program, and on the recruiting of seniors and cadets for CAP. Each wing information officer will be sent a list of the radio stations in his wing area being mailed a copy of the record.

OBSOLETE REPORT . . . National is still receiving requests for CAP Form 49, Film Report. This report is no longer required by National. Supplies of these forms may be utilized locally, if useful, or disposed of. Forms should not be forwarded to National.

A GIMMICK . . . Berea Composite Squadron, Kentucky Wing, distributed to local high schools some 1000 pocket combs with shirt-pocket clips. The combs, inscribed "Join the Civil Air Patrol", were donated to the unit by a local tobacco warehouse company. Excellent publicity idea.

MAILING LIST . . . Many unit publications are not being received at National. Each editor of a unit newspaper should insure that this headquarters is on the mailing list for at least one copy of each issue.

BAD PLANNING . . . The Office of Information at National frequently receives requests for info materials to be used as handout material, sometimes only a week is allowed to ship material. This does not allow sufficient time to ship these items. Units planning to participate in air shows, fairs and celebrations where handout items will be needed, should order in as far in advance as possible to insure delivery.

PIX NEEDED . . . Clear glossy prints, with full identification, are needed as soon as possible from those wings which hosted foreign cadet groups this year. A selection of these photos will be used in the forthcoming 15th Annual IACE souvenir booklet. These should be sent to National Headquarters, ATTN: CPN, no later than Sept. 10.

# Failure to Close Flight Plans Sparks Search by 3 Wings

NEW BRUNSWICK, N.J.—Several hundred Civil Air Patrol members and many aircraft from the New York, Pennsylvania and New Jersey wings were recently alerted to search for two light aircraft reported missing in flight. One was en route to Amityville, N. Y. and the other to Flushing, L. I. Both planes were located safely on the ground at private airports. Neither pilot apparently closed their flight plans, but proceeded to their destination by ground transportation. Aircraft from the New Jersey Wing located both planes.

RICHMOND, Va.—CAP personnel were requested to guard wreckage of a Mooney aircraft which had disintegrated in the air. There were no survivors among the four passengers

aboard. Civil Aeronautics Board requested CAP assist. The mission was terminated when CAP inspectors arrived at the scene of the tragedy.

ANDREWS, N.C.—A KA-6 sailplane was reported missing during a practice gliding mission. The glider had been towed aloft and released. The pilot, Walter Fuller, had planned to return to Andrews airport on the completion of his flight.

He failed to return by dusk and CAP was alerted. An Army group from Ft. Benning, Ga., was in the general area, they also joined the search. Civil Air Patrol pilot Ed-

gar Wood spotted the wreckage of the glider and notified the helicopter unit.

Rescue was accomplished by lowering two men from the helicopter to the site where they located Fuller. He in turn was placed in a sling and hoisted aboard and flown to the District Memorial Hospital. His condition was listed as "very good."

The accident took place about 200 feet below the crest of Joanna Bald, a rugged Cherokee County mountain.

CAP units from all over the state took part in the search and were complimented by search authorities for their effective aid both in aerial and ground search and in the communications net they set up.

LEXINGTON, Ky. — A frustrating search and rescue mission was recently completed by the Kentucky Wing of CAP. It was alerted to search for a light plane which was reported to have been seen flying low and possibly in trouble.

Explosions and flares were reported and the search was intensified. After two days search authorities questioned personnel at a Boy Scout encampment in the general search area for possible leads. They were told a twin-engine aircraft was seen flying over the camp but not in trouble.

Shortly after the plane passed over the camp site, a fireworks display for the entertainment of the scouts was held. Authorities presumed this accounted for the reported distress signals. There were no reports of aircraft missing in the area.

WASHINGTON, Ga. — A PA-18 flying a round-robin was found crashed and the pilot deceased recently after an intense search by the Georgia Wing and the Georgia State Forestry service. The pilot had not filed a flight plan, thus increasing the difficulties in conducting the search.

ATLANTA, Ga. — Eastern Air Rescue Center requested both the Alabama and Georgia wings to assist in the search for a Globe Swift on VFR flight plan from Anniston, Ala. to Fulton County Airport, Atlanta.

The pilot of the aircraft was H. B. Lewis, an Atlanta business man with over 10,000 flying hours. He was instrument rated and his aircraft was fully equipped for bad weather flying.

Five minutes after takeoff, he was notified of a heavy squall line moving across his flight path. Lewis did not acknowledge the message.

Both the Georgia and Alabama wings flew hundreds of sorties in an all-out effort to locate the missing plane. Great assistance was rendered by local law enforcement agencies and volunteer assistance by several privately owned aircraft. No trace of the aircraft or pilot has been found.

CHARLESTON, W. Va.—A tri-state alert was sounded for Dana Byers piloting a green and white PA-16 from Knoxville, Tenn. to Huntington, W. Va., Kentucky, Virginia and West Virginia CAP personnel mobilized to cover all possible routes between the two cities.

The pilot filed no flight plan. Huntington radio made contact with Byers and was informed that he was at 9,000 feet with 1½ hours of fuel remaining. A later contact was made, but the transmission was so poor that no information was passed between the two.

Fog and haze prevented effective coverage of the assigned search areas. Several hundred searchers took part in the ef-

fort. Civilian volunteers and their aircraft teamed up with CAP, the military and many local law enforcing agencies.

The search was temporarily suspended due to lack of leads but later reopened when the wreckage of the plane and three deceased passengers were located by a local resident.

NEW YORK — Another abortive search was mounted for a pilot who failed to close his flight plan. The New York Wing was called in to help search for an aircraft en route from Schroon Lake, N.Y. to Paterson, N.J.

The pilot's roommate advised him that the search was being conducted. The FAA was notified and Civil Air Patrol and other searchers were released.

ALLENTOWN, Pa. — Lt. Cloyd G. Berkebile, CAP, did not survive the crash of his helicopter. He was a member of the Laurel Mountain Sq. 1504, as assistant operations officer.

He was the owner and operator of the Berkebile Oil Company in Johnstown. He is survived by his wife Kathryn and four children.

Berkebile was on a business trip when the accident occurred. State police said a witness saw the helicopter lose one of its rotor blades and plunge to the ground just a few minutes after taking off from the Chess-Lamberton Airport at Frankfort where it had made a brief stopover. There were no passengers aboard the aircraft.

Lt. Berkebile was very active in CAP and had taken part in several actual search and rescue missions.

RICHARDS-GEBAUR AFB, Mo. — The Missouri Wing was called on for an assist in the search for an 87-year-old man missing in the vicinity of Ketchum, Minn.

In spite of the concerted efforts of Civil Air Patrol personnel, Forestry Service, the sheriff's department and many civilian volunteers, all results were negative.

The search was suspended pending further leads.

(Ed. Note: The following is extracted from DOWNWIND, official publication of the Headquarters Squadron, Utah Wing, Salt Lake City, Utah.)

SALT LAKE CITY, Utah—Sunday was a busy day for Headquarters Squadron. At 0600 hours

members of the squadron were meeting at the airport to start a long-planned practice search and rescue mission.

At 0630 the first aircraft was ready to roll with Lt. Col. Hugh Mosen at the controls. Instead of the expected clearance for take-off, the control tower operator relayed a message to Hugh stating that the Utah Wing was now on an actual search. Word had been received that Utah's "Flying Bishop" William W. Wells was overdue at Hanksville after a flight from Hite. The "practice" mission was very much in earnest.

A plane was immediately dispatched to the practice target site and a message dropped to the ground party instructing them to return to participate in the actual search.

Headquarters Squadron received their alert at 0630 that Sunday morning. The missing aircraft was found on its back in a dry river bottom some 210 miles away at 1110 that same morning — just four hours and 40 minutes of search operations.

Bishop Wells had flown to Hite and was returning to Hanksville on Saturday morning. His silver and red Cessna 172 was cruising easily at 18 inches manifold pressure when suddenly things happened fast. One of the propeller blades came off, and before the startled Bishop could shut off the engine, instruments were vibrated loose and an engine mount tore away.

BELOW was the Dirty Devil River, winding aimlessly between its high cliffs. An emergency landing strip lay along one side of the river. Everything was fine except the landing strip was just a little beyond the Cessna's gliding range. The plane landed short on the sandy bottom and overturned when the nose wheel struck a rock.

Mr. Wells was not hurt. He walked about 15 or 20 miles to a highway where he was picked up by a truck. In the meantime a CAP ground crew had reached the cliffs above the downed aircraft and was preparing to make the descent when a message was dropped telling of the safety of the pilot.

The missing plane was first located by CAP members Al Ganta flying a Beechcraft Bonanza with Sterling Meyers and Earl Brown as observers. The target was found two hours and 40 minutes after takeoff.

## Twenty Medical Lifts Mark Alaska Activity

ANCHORAGE, Alaska—Among the many mercy missions the Alaska Wing has flown during the past few weeks were more than 20 medical air evacuations. The ages of the patients ranged from two years to a 98-year-old native stricken with a virus infection. Other types of illnesses varied from acute appendicitis, injuries sustained in auto accidents, eye infections, stroke, pneumonia, need for medical observation and sundry other ailments.

The Juneau CAP squadron was alerted to search for an 18-foot outboard boat departed from Auke Bay. The Coast Guard had mission control and found the boat with four survivors.

The same unit took part in a search for Norman Eberwine who was reported to have fallen from his boat en route from Juneau to Taku Lodge on Taku Inlet. The mission was suspended when the boat was located adrift in Taku Inlet. There was no sign of Eberwine.

The CAP unit at Kotzebue located and evacuated three survivors of a PA-20 which crash landed about 80 nautical miles north of Kotzebue. The aircraft was severely damaged when it landed in the rough terrain of the Kelly River area. The pilot and passengers were unharmed.

An all-out search effort was launched recently by several Civil Air Patrol units, civil authorities, U.S. Coast Guard, U.S. Army and USAF.

Mr. C. L. Brown became separated from his partner, Leo Comers while they were doing survey work in the Woodchoppers Area. Comers injured his knee and Brown set out to seek aid. In spite of the massive search, Brown has not been located. Comers was picked up by a CAP L-20.

Many leads were checked out and usually dependable bloodhounds were flown in to the search area. Many signs of the lost man were noted, but all failed to lead to a successful find. The mission has been suspended.

CORDOVA CAP units participated in the successful search for Dr. and Mrs. Brown, Mrs. Edwards and Mr. Greer whose aircraft crashed while en route from Cordova to Katalla Beach.

Two survivors were picked up by a civilian helicopter, the remaining two by Cordova Airlines.

The Kotzebue Squadron airlifted food and supplies from Cape Lisburne to natives at Point Hope.

The Juneau Squadron was again

called on to aid in the search for William Klanott who was reported to have fallen overboard from a 16-foot outboard. The other passenger on the boat was asleep when the accident happened.

The entire area of Porpoise Island was searched by aircraft and boats with negative results. The Coast Guard suspended the search.

The Anchorage CAP unit located a downed aircraft in the Merrill Pass area. The Cessna 185 with two people on board had crashed, neither man sustained injuries. An Air Force H-21 made the pick-up and returned the survivors to safety.

An extensive search was conducted by the Fairbanks CAP unit, the USAF and many civilian volunteers for a helicopter long overdue en route from Nanana to Bettels.

The pilot, J. D. Johnson was making his first long distance flight over the area. Entire route search was conducted. An Air Force C-47 made several night flights in an effort to spot possible flares. Other types of AF aircraft were also used to no avail. Because CAP planes could do low level search, they spent many hours in the air.

Mr. Johnson was finally located by Lee Montgomery, Fairbanks CAP pilot. He was picked up and returned home unharmed.

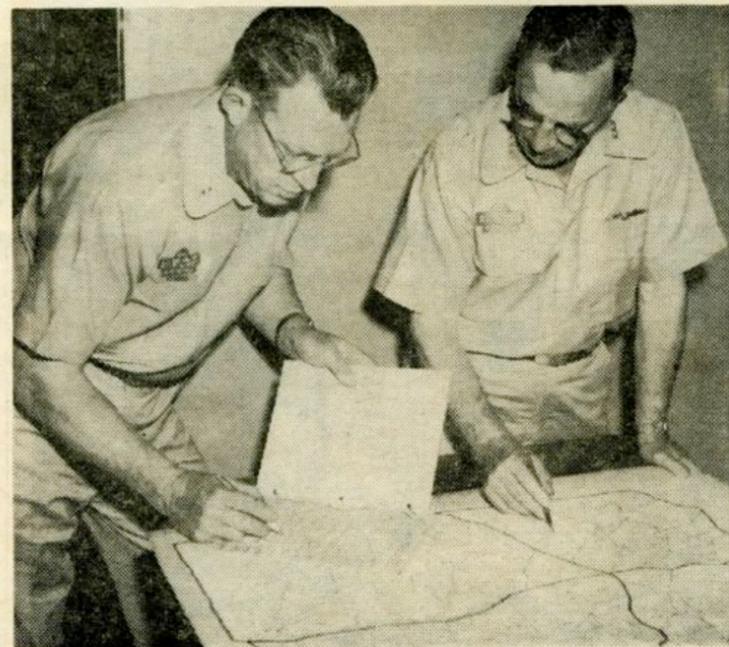
Roger Waldron and his son Arthur, 15, took off in their PA-22 for Lake Telaquana for some leisurely fishing and have not been seen or heard from since their departure.

THE ANCHORAGE, Kenai and Palmer CAP squadrons were among the hundreds who took part in the massive search.

Waldron was known as a cautious pilot with considerable experience in Alaskan flying, yet the Piper Colt disappeared completely.

Literally hundreds of sorties and flying hours were devoted to the search. Both the Air Force and US Army put planes into the air in the abortive search.

Air Rescue Service in Alaska stated that the entire area had been extensively searched with completely negative results. The absence of leads and time since departure preclude hope of rescuing survivors. Mr. Waldron did not file a flight plan prior to takeoff.



NEW SEARCH TECHNIQUE—WO Guy Howard, left, and Jack Grove of the Griffin Composite Squadron, Georgia Wing, study their new map of Northern Georgia in which the entire area has been sectionalized and cataloged in respect to terrain and search patterns. The new SAR technique was used in a recent mission and highly praised.

# Activities at Bases Provide Sampling of Military Life

NATIONAL HEADQUARTERS — Summer encampments are in full swing again and at press time 14 Wings had reported some of the activities that have taken place.

In general, the various encampments received wide cadet participation and were hosted by numerous USAF bases across the country.

**MALSTROM AFB, Mont.** — The site for the joint Idaho-Montana Wings encampment this year was Malstrom AFB, Montana. For nine days 165 CAP cadets moved into barracks and began their tight schedule of tours, inspections, briefings, and "military" life.

Among some of the outstanding events the cadets took part in were briefings on the Minuteman missile, sentry dog and fire fighting demonstrations, and the KC-97 and F-101 scrambles.

Contrary to the old cliché about military "chow," the Idaho-Montana cadets thought the Mess Hall fare good enough to give the Air Force cooks a standing ovation on the last day of the encampment.

**CHANUTE AFB, Ill.** — The 200 cadets from the CAP Wisconsin Wing spent their summer encampment at this Illinois base. While there they attended classes taught by USAF instructors and CAP senior members. Some of the classes covered aircraft engines, survival techniques, missile orientation, electronic concepts, search and rescue, military courtesy, leadership and character and citizenship.

CAP cadets were also treated to demonstrations of rocket firing and flight simulators. They toured Atlas sites and received a firing range briefing.

Athletics and recreation programs were also part of the schedule, including a graduation dance.

**LANGLEY AFB, Va.** — Langley was the site for the Virginia Wing's encampment this year. For nine days 127 cadets and 10 senior members engaged in various activities including tours of various base units, along with briefings by personnel of the parachute shop, education office, fire fighting facility, NASA, sentry dog demonstration, base supply, base operations, KB-

50 flight simulator and physiological training.

CAP cadets also worked as CQs and runners along with a senior OD. Three cadets were assigned to help Mess personnel at each meal during the nine days.

One evening a former CAP cadet, now an Air Force officer, 1st Lt. Charles Svoboda, Hq. TAC, visited the cadets and discussed the benefits to be derived from the CAP program.

Special awards were made to six cadets who were holders of Certificates of Proficiency for 30 minute flights as observers in H-19 helicopters. One cadet from each Flight along with one from the Cadet Officer Staff were selected for an hour and forty-five minute ride in a T-39 Saberliner.

During final parade and inspection presentation of Encampment Certificates was made with special recognition going to the Honor Flight. The Front Royal Sq., was presented a portable First Aid Kit as award for their selection as best equipped Land Rescue Team during the Annual Operation Effectiveness Test in early June.

**DONALDSON AFB, S.C.** — A combination of cadets and senior staff members—250 in all—from Pennsylvania spent their summer encampment this year at Donaldson AFB. This was the first time the Wing traveled out-of-state for an encampment.

Right from the start cadets began the regular life of an active duty airman. Classroom work began early and included such subjects as survival, "wet" ditching, military courtesy and discipline, disaster control and administrative procedures. Orientation flights in C-124 Globemasters were also part of the training.

During their stay at Donaldson the cadets were guests of Farman University and the local USO. Keys to the city were presented to Cadet John Marks, representing the Wing, by Mayor David Trexler.

Col. Phillip F. Neuweiler, wing commander, following an inspection of the encampment said, "without a doubt this was the finest encampment the Pennsylvania Wing has ever had. It seemed to me that the Donaldson base people not only provided everything that we could have desired, but literally went out of their way to see that we had anything and everything that went into an outstanding camp."

**AMARILLO AFB, Tex.** — This USAF base was host this year to the CAP Texas Wing for their encampment. In addition to classes attended—the same as those required for USAF basic trainees—encampment activities included a dress parade and drill competition with the Air Force, a meeting of the Wing Cadet Advisory Council, a picnic, field trip, talent show, a Military Ball and graduation ceremony.

All cadets satisfactorily completing encampment training were awarded certificates and encampment ribbons or clasps. A total of 180 cadets representing 37 squadrons and groups attended this year.

**SCOTT AFB, Ill.** — Cadets from 41 Minnesota communities—250 in all—arrived at Scott AFB, during June for their two week encampment.

Among the many events on the cadet's schedule were familiarization briefing for the T-33 jet trainer, first aid and aircraft fabrication.

**KEESLER AFB, Miss.**—Classes, discipline, character guidance, and a host of technical military subjects were in order for the Louisiana Wing's encampment this year at Keesler.

Cadets, under guidance of AF and CAP officers, learned military, aviation, moral character, and electronics methods. Two AF training instructors were assigned official duty with CAP cadets. The "TIs" instructed in drill, command voice, and basic discipline. They inspected all barracks with cadet commanders.

Air Force meteorologists, pilots and navigators organized lessons in weather forecasting and navigation. A celestial navigation course was offered for advanced cadets. Rocket identification under AF instructors was part of the program. Cadets also had an opportunity to log time in a T-33 Link Trainer.

**DOVER AFB, Delaware**—Cadets from the West Virginia Wing who attended summer encampment at Dover AFB were flown there by pilots and crews in USAF C-119s from the air base.

While at Dover cadets were given a SAC briefing and tour of a refueling squadron. Following the briefing the cadets were taken on a tour of a KC-97 tanker where crew members explained the function of the aircraft and answered questions put to them by the visitors.

Four West Virginia cadets were given rides in T-33 jets. The flights lasted 20 minutes and were flown at 300 MPH. Cadets were selected for rides on the basis of the least number of demerits and cadet courtesy while attending the encampment.

A firing range briefing was also given the cadets. Here safety in handling weapons was stressed.

Wing Commander, Col. Robert E. Gobel, made a one day visit to Dover to inspect cadets and commented later, "I was very impressed at the apparent smoothness with which training was proceeding. Morale was at a high level and while cadets were working hard they seemed to be enjoy-



**BARRACKS INSPECTION**—Three inspecting cadet officers, (left to right) Cadet Col. Royce Brough, encampment commander for the Texas Wing, Cadet Lt. Col. Marilyn Churchman, and Cadet Maj. Larry Bobbitt, take a close look at cadet barracks during routine inspection. Ruler and roster are essential part of their equipment to record demerits or lack of them. The Texas Wing was at Amarillo AFB this year for encampment.

ing every minute of their stay at Dover AFB."

**CHARLESTON AFB, S.C.** — The National Capital Wing this year spent their summer encampment at Charleston AFB, S.C. Highlight of the encampment was selection of one cadet as Outstanding Male Cadet and Honor Cadet Officer for 1962.

Cadet Col. Robert Murrill of Western Cadet Sq., was the winning cadet. Awards were presented to him by Maj. Fayruth Ferguson, encampment commander.

**CHANUTE AFB, Ill.**—For their 10th Annual Encampment, 250 CAP cadets from the Illinois Wing moved into Chanute AFB, Ill., and began their eight day training schedule.

While there the cadets lived the regular life of formal training and schedules of air force personnel.

Their day began at 0515 hours and was filled with a split second schedule that kept them studying and training until evening "chow."

Seeing aircraft from World War II at many points on the base interested cadets along with briefings on various phases of Air Force life. Close looks at current aircraft and tours of many base facilities were also on the daily schedule.

**GEIGER AFB, Wash.** — Members of the Oregon CAP Wing were flown to summer encampment this year by the 313th Troop Carrier Sq., Geiger AFB.

CAP cadets made the trip in C-119 troop carriers.

**DOVER AFB, Del.** — This USAF air base was host to a second CAP Wing this year for encampment. This time it was the Delaware Wing made up of 83 cadets.

The training and tours given the cadets were geared to improve the knowledge and understanding of the part the Air Force plays in national security. The Delaware cadets received

various base tours and many briefings on base functions and operations. Cadets viewed traffic control centers and weather stations as well as aircraft displays.

Highlight of the encampment was a visit to the NASA installation at Wallops Island, Virginia. The cadets watched a Phoenix missile from the causeway to the rocket-launching site.

**GRIFFISS AFB, N.Y.** — Highlight of the summer encampment for 400 cadets from the New York Wing was the demonstration and orientation flight in a 2-22c sailplane.

The New York cadets have embarked on a program to purchase such a sailplane with trading stamps. The entire project was a subject for discussion during the encampment.

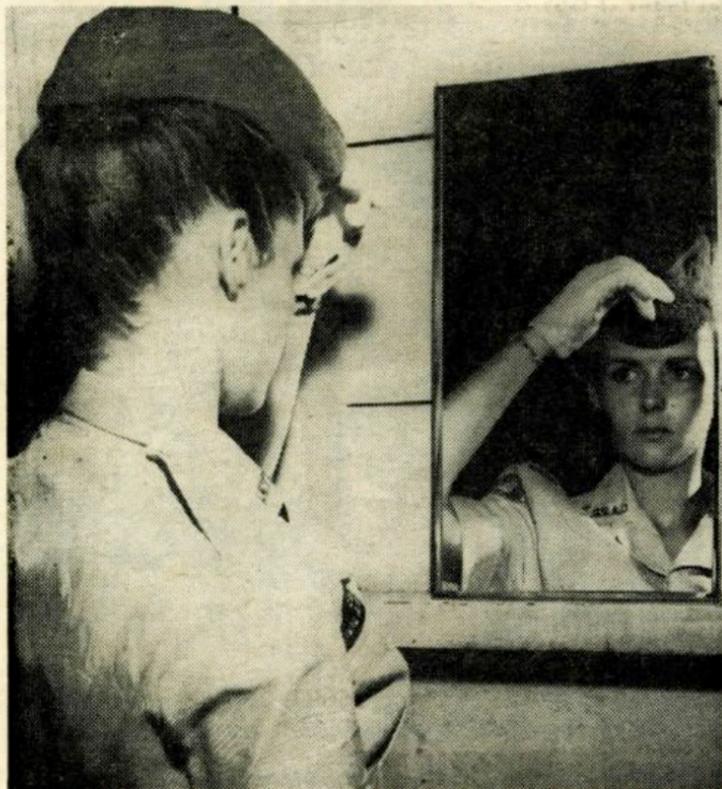
Along with this the New York cadets took part in the military life of the air base and attended numerous classes and briefings on various aspects of military life.

**RAMEY AFB, Puerto Rico** — This Air Force base in Puerto Rico was host this year to 565 CAP cadets for that island's summer encampment. Capt. Jack Spence, Ramey project officer for the encampment, was presented a special plaque by Lt. Col. Albert Crumley, director of communication for the Wing.

The Puerto Rican cadets spent eight days with USAF personnel at the base taking in many base functions and receiving briefings on various aspects of Air Force life.

### Correction

A caption beneath a photo in the July issue of CAP TIMES referring to 40 two-way radios being donated to CAP contained an error in identification. The public relations director for Western Pacific is Mr. Gilbert H. Kneiss, not Meise as printed.



**LAST MINUTE CHECK**—Typical of CAP cadets this summer is Cadet Barbara Melady who makes final adjustments to her cap before "falling out." Cadet Melady was among hundreds of CAP cadets attending summer encampments this year, for two-week tastes of Air Force life.

# Fourteen Cadets Take Cessna Flight Course

WICHITA, Kan.—Fourteen male CAP cadets recently completed a two-week course in flight instruction provided by Cessna Aircraft Company's department of air age education, in cooperation with CAP's committee on youth education and training.

Selection of the cadets, all between the ages of 16 and 18, was

based on leadership aptitudes and proficiency in CAP activities. The group were selected from applicants living in seven mid-western states.

The training program provided by Cessna included 16 hours of aerial observation, dual flight instruction and ground school designed to equip each cadet to pass the FAA's written private pilot examination.

Ground school was provided in a combination with the Sanderson Audio Visual Course for private pilots, a modern visual education presentation using slide films and recordings to cover pre-flight procedures, navigation, meteorology, radio navigation, FAA regulations and the use of a light computer.

A two-hour class on the E6B computer, used by the Air Force, was given the cadets by Maj. Glendale M. DeFoe of McConnell AFB, Kan.

Each of the fourteen cadets was given 20 minute familiarization time in a Link trainer, and rounded out the class room study with eight hours of dual flight time in a Cessna Model 172 "Skyhawk." The dual time was flown with instructors from the Cessna Employees Flying Club.

Dr. Leslie L. Thomason, Cessna's director of air age education, conducted the two-week instruction program. All of the attending cadets passed the Sanderson Course examination and were given the option of taking the FAA written exam normally taken prior to the granting of a private license.

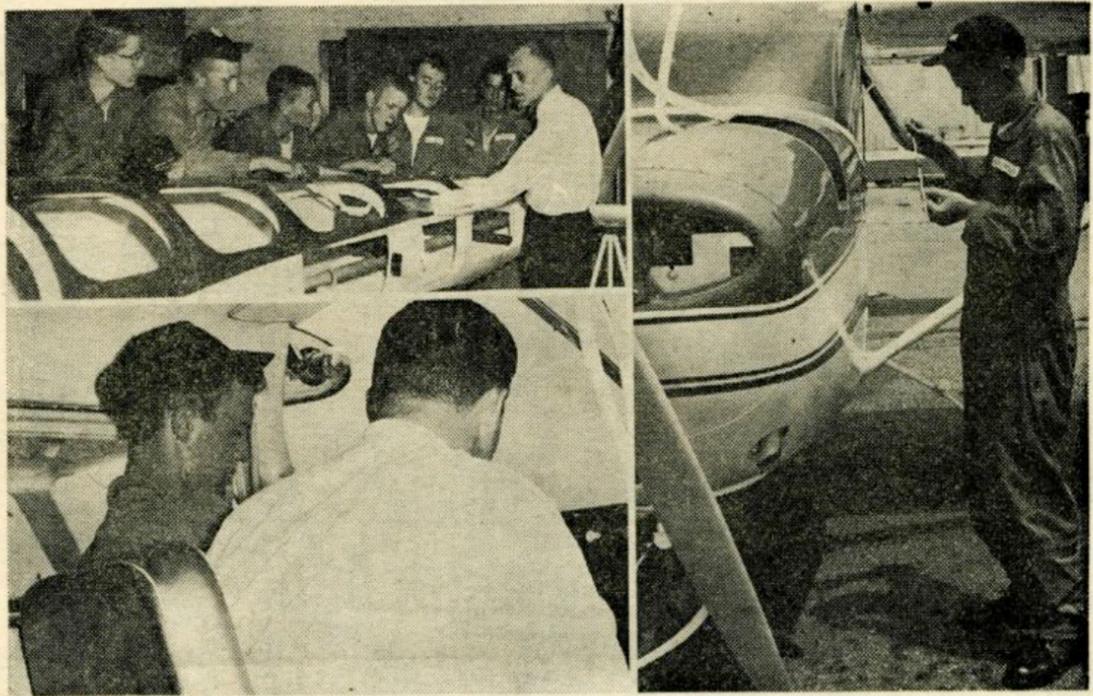
**NO PROVISION** was made for solo flights as part of the program, however, one cadet arranged for his solo flight with the Cessna dealer in Wichita, in order to add this finishing touch to the course of instruction.

The cadets participating in the Cessna program were under the direction of Dr. Thomason and Lt. Col. Jack Holman, Kansas Wing liaison officer, during their stay in Wichita.

The course was held at the Cessna flight facilities situated at McConnell AFB in Wichita. Cadets were fed and housed by McConnell AFB.

Cessna defined their sponsorship of the program as an offer to provide aviation education to select cadets who are highly motivated and interested in aviation.

The specifics of the course were worked out between Cessna and officials of North Central Region last January. The cadets are all from that region.



**CESSNA SCHOLARSHIP**—Fourteen CAP cadets recently completed a two-week course of flight instruction provided by Cessna Aircraft Company's department of air age education, in Wichita, Kansas. Top left: Dr. Leslie L. Thomason, director of Cessna's air age education department, answers cadet questions concerning the Skyhook, a rotary-wing aircraft recently introduced by the firm. The cadets and their wings of origin are from left, Bill Raiser, Iowa; Carroll Hill, Nebraska; Ted Wyman, Missouri; Mark Griswold, Iowa; Steve Reynolds, Missouri; and Fred Cuthbert, North Dakota. Bottom left: North Dakota Cadet Fred Cuthbert, left, is ready for take-off with a flight instructor from Cessna. All dual flight time was flown with instructors from the Cessna Employees Flying Club. Right: Mark Griswold, Iowa Wing, checks the oil before takeoff. Pre-flight procedures were covered during ground school and each cadet received eight hours of dual flight time. (Photos by Cessna Aircraft Company)

# Major Upright Assumes Duties With D.C. Wing

WASHINGTON, D.C. — Maj. George P. Upright, USAF, has been assigned to the National Capital Wing, CAP, as Air Force Liaison Officer, replacing Capt. Richard D. Wareing, who was reassigned.

Major Upright, who lives in Alexandria with his wife and three children, comes to the CAP with a long record of service in the Air Force's light plane programs. For the past three years he has served as monitor of a world-wide aero club program.

A mid-westerner, Upright attended the Brookfield, Mo. High School. After graduation from high school, he went to the Hannibal LaGrange College in Hannibal, Mo. and Washburn University at Topeka, Kan.

Major Upright holds senior pilot wings, flight engineer wings, and observer wings in the Air Force. He graduated from the Air Force Engineering School at Amarillo and Hondo, Texas, and then earned his pilot's wings at Randolph Air Force Base in Texas.

He has over 4000 hours in military airplanes and almost an equal number in light planes. A good part of his military flying was in the B-29, in which he served in Alaska, the Pacific area, South America, and the Caribbean. He flew typhoon reconnaissance in the Pacific area for two and a half years.

His Air Force career, spanning over 15 years, has included the following assignments: Strategic Air Command Bomber Crew, 3½ years; Strategic Air Command Headquarters, 4 years; Headquarters, USAF, 5 years; and for the last three years he has been serving in the aero club program as monitor.

Aside from his Air Force and CAP interests, Major Upright is active in the Boy Scout and Explorer Scout programs. He and his family are members of St. Alban Episcopal Church in Annandale, Virginia.

# Remarks by Senator Church on IACE Inserted in the Congressional Record

**NATIONAL HEADQUARTERS** — Civil Air Patrol again appeared in the pages of the Congressional Record recently, as Senator Frank Church of Idaho officially praised CAP's International Air Cadet Exchange program. Senator Church mentioned in particular the Washington, D.C., departure of the U.S. cadets for various countries around the globe. The entry in the Congressional Record for July 16 is printed below in its entirety:

International Air Cadet Exchange  
 EXTENSION OF REMARKS  
 OF  
 HON. FRANK CHURCH  
 OF IDAHO  
 IN THE SENATE OF THE UNITED STATES  
 Monday, July 16, 1962  
 Mr. CHURCH. Mr. President, this morning I had the privilege of wishing bon voyage to 135 Civil Air Patrol cadets en route to 21 foreign countries as part of the 15th annual air cadet exchange. These alert and capable young men are selected from the 50 States, Puerto Rico, and the District of Columbia. Great Britain will exchange 25 cadets from CAP, Canada 15, and all other countries will exchange groups of 5. Each teenage cadet

group is escorted by two male adult members of its sponsoring air force or aero club activity.

I was proud to welcome among them the delegate from my own State, Bob Hill, of Kimberly, Idaho, and also to meet the officers in charge: Col. Paul C. Ashworth, Ellington Field, Tex., national commander of the CAP, and Col. Barnee Breeskin, Washington, D. C., and Lt. Col. Harold Wickland, U.S. Air Force, Ellington Field, the coproject officers.

There is no doubt that this exchange will foster international understanding, good will, and fellowship among the youth of the free world. These boys are selected—as are their counterparts from foreign countries—for their extraordinary leadership, character, academic achievement and good citizenship merits. They are truly junior ambassadors. Some of our outstanding aviation leaders of today are former participants of the international air cadet exchange.

Mr. President, I think this is an outstanding and most beneficial program, and as a member of the Foreign Relations Committee, I would like to compliment the Civil Air Patrol on its execution.

I would also like to ask unanimous consent to insert in the Appendix of the RECORD part of a press release from the national headquarters of the CAP explaining details of the program.

There being no objection, the press release was ordered to be printed in the RECORD, as follows:

INTERNATIONAL AIR CADET EXCHANGE, JULY 14-AUGUST 14, 1962  
 Participating countries in the exchange and State CAP hosts are:

Country:	CAP host wing
Belgium	New Mexico.
Brazil	Indiana.
Canada	Texas.
Chile	Oregon.
Denmark	North Carolina.
El Salvador	Maine.
France	Michigan.
Germany	Wisconsin.
Great Britain	Massachusetts.
Greece	South Carolina.
Guatemala	Minnesota.
Italy	Alabama.
Israel	Nebraska.
Netherlands	Ohio.
Norway	Oklahoma.
Peru	New Hampshire.
Portugal	Rhode Island.
Spain	New Jersey.
Sweden	Virginia.
Switzerland	Missouri.
Turkey	Montana.

Twenty-six nations and more than 4,300 persons will have participated in the exchange by the end of this summer, including more than 1,700 CAP cadets and 1,700 foreign youths. Only Alaska and Hawaii, because of their prohibitive distances, have not hosted a foreign contingent in past exchanges.

Cost of the exchange in this country is borne by the Civil Air Patrol, a private corporation chartered by Congress as a benevolent and educational organization, and by the U.S. Air Force. The Air Force provides the major portion of the necessary airlift for the exchange, including use of commercial airlines for stateside travel.

Visits both here and abroad are for approximately 3 weeks and will permit CAP cadet groups to visit such places as London, Paris, Tel-Aviv, Istanbul, and Brasilia, the new capital of Brazil. They will soar in the Swiss Alps, cross the Arctic Circle in Norway, meet heads of state in various countries, and visit the Acropolis in Athens or the Colosseum in Rome. The cadets will depart for their foreign exchange countries July 17 from Washington, D. C.

Visiting foreign youth, using the same Air Force airlift, will arrive in New York City July 20 for 3 days of sightseeing and entertainment, after which they leave for their 21 host States July 23. Elaborate itineraries have been arranged by the CAP wings in those States. The cadets will reassemble in Washington, D. C., August 4 for a 4-day visit in the Nation's Capital prior to leaving for their homelands. Planned highlight of this visit is a tour of the White House.

Civil Air Patrol cadets returning to the United States will arrive in Washington, D. C., August 10 en route to their homes.

# New Group CO For Manhattan

NEW YORK—Maj. Hans Schott, group executive officer, has been appointed the new commander of the New York wing's Manhattan Group. The appointment was made recently by Col. Jess Strauss, wing commander.

The new Group commander has held many positions on unit and Group staffs in the last 15 years of service with CAP. Through his activities in CAP Maj. Schott also took flight training and is an active pilot and member of the Paramus (N.I.) Flying Club. Schott served a tour of duty in the Air Force.

After assuming his new duties Maj. Schott said, "Staff officers are to make themselves available in person or by telephone to keep informed of progress in the various projects we undertake." This administrative change is in conjunction with the change Maj. Schott made in changing the monthly Group Staff meetings to weekly meetings.

# Dorado Holds First Fly-In

SAN JUAN, P. R.—Dorado Airport was the location this summer of the First Annual Dorado Airport Fly-in. The Puerto Rico Wing commander, Col. Clara E. Livingston, was honored during the week-long event.

Several military, federal and civilian aviation groups joined in the celebration to present a program of air shows and displays, lectures and seminars on flying.

During the afternoon of the air show CAP cadets from the Puerto Rico Wing assisted visitors at the airport. The championship drill team from Aquadilla High School Cadet Sq., presented its marching show.

Many prominent persons in military and civilian aerospace work were guest speakers at the lectures and seminars. Among these were Mr. E. J. Kerrigan of the National Aviation and Space Agency, Mr. Frank Golden, administrator of the Atlantic Missile Test Range at the San Juan Tracking Site, and Mr. Ralph Higgs, chief of the U.S. Weather Bureau in San Juan.

Maj. Ramon Valdes Jr., of CAP was the general chairman of the Fly-in. In the flying competition, CAP pilots were reported winning the lion's share of the trophies.

Theme of this year's Fly-in was Puerto Rico's part in the Space Control Program.

# Keystone Unit Seeks Medics

MEDIA, Pa. — Lt. Charles L. Holsopple, commander of Media Medical Squadron 1004 of the Civil Air Patrol, extended an invitation to all members of the medical profession living or working in Delaware County to visit the squadron.

Squadron 1004, recently completed its conversion from a search and rescue to a medical unit. The transformation included the acquisition of medical supplies and equipment necessary to establish and maintain a field hospital. The training of squadron personnel, many of whom have received advanced Red Cross certification, was also included in the plan.

At the present time the CAP Squadron stands ready to meet any emergency at a moment's notice. Because Squadron 1004 is the only unit of its type in the Delaware County area, its activities are extremely vital.

Visitors may attend the Squadron's weekly meeting, held Thursday between 7:00 and 10:00 p.m. in the Media Armory.

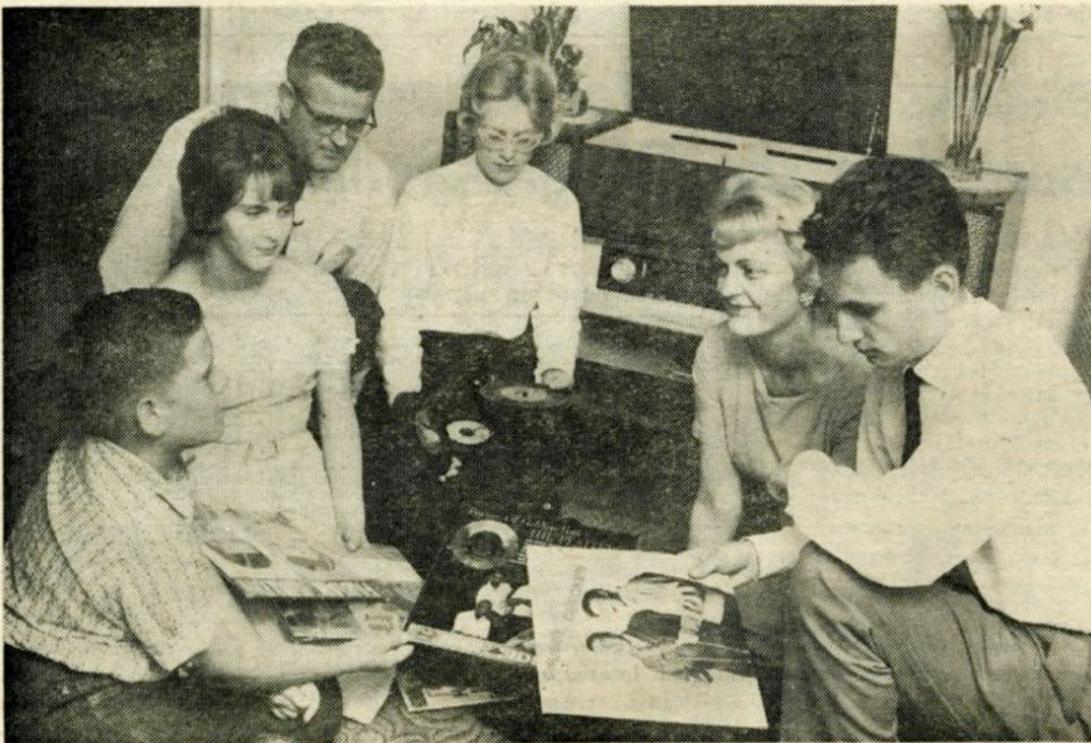
# IACE Visitors Feted



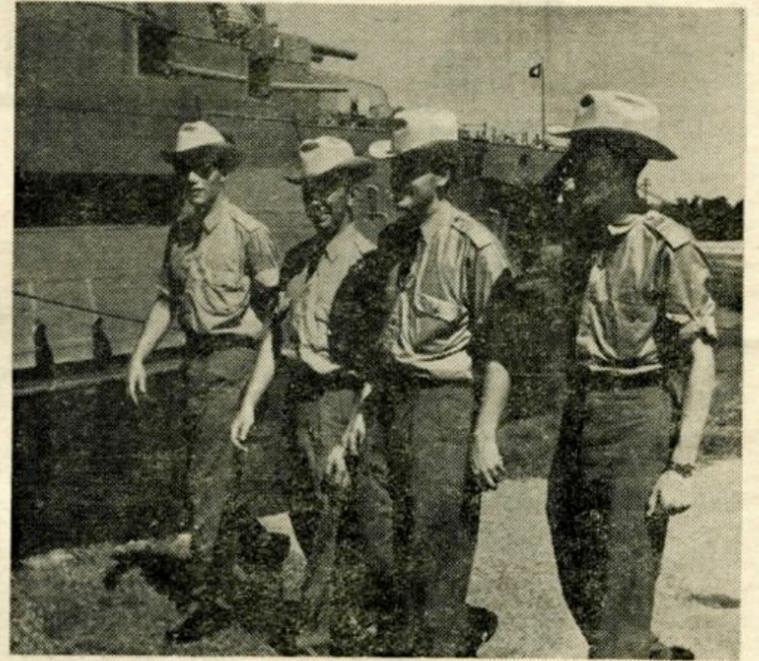
**NETHERLANDS CADETS**, hosted by Ohio Wing, took part in a native custom by joining in a wiener roast at Clearwater Park near Uniontown. From left are: Don Bergert, Canton-Massilon Squadron cadet commander; SM Mary Boss; and Netherlands Cadets Mike Kasteleyn of Haarlem; Bob Van Eck of Zeist; and CAP Cadet Lewis Gareri.



**FAR AWAY HOMES**—Three members of the Switzerland Air Cadet group, while touring the Air Force Academy, pointed out on a globe the location of their homes to Brig. Gen. William T. Seawell, Academy commandant of cadets. Gen. Seawell had welcomed the group and briefed them on the academy. The Swiss were hosted by Colorado Wing.



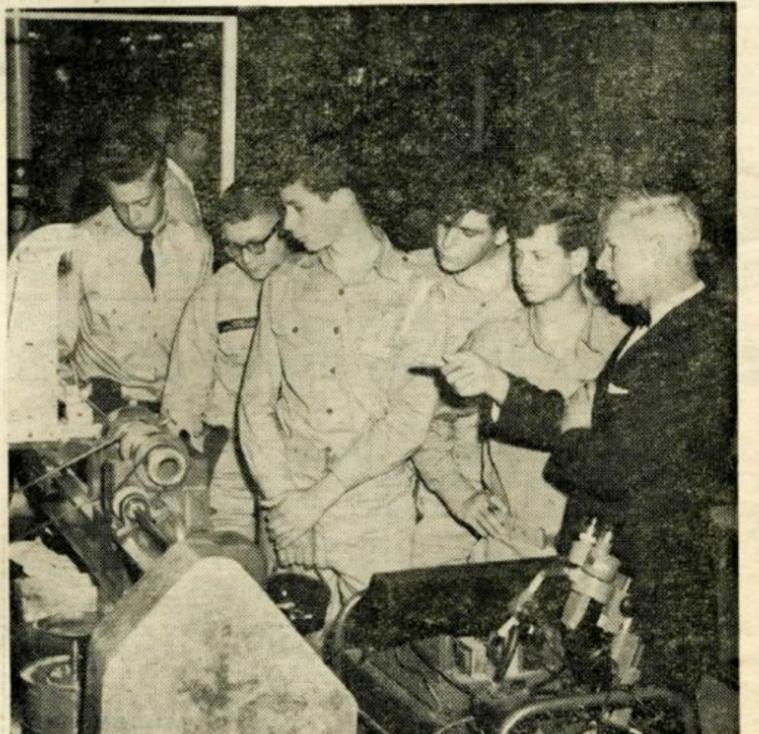
**HOME LIFE**—While being hosted by Michigan Wing, the visiting cadets from France, had opportunities to study American home life at first hand, by actually residing with U.S. families during the visit. The McLay family hosted French Cadet Jean-Jacques Girard in Inter-Lake area, and music became a common denominator. Ready for a record session are, from left, David, Nancy, John, Cadet Ann, Mrs. McLay and Girard.



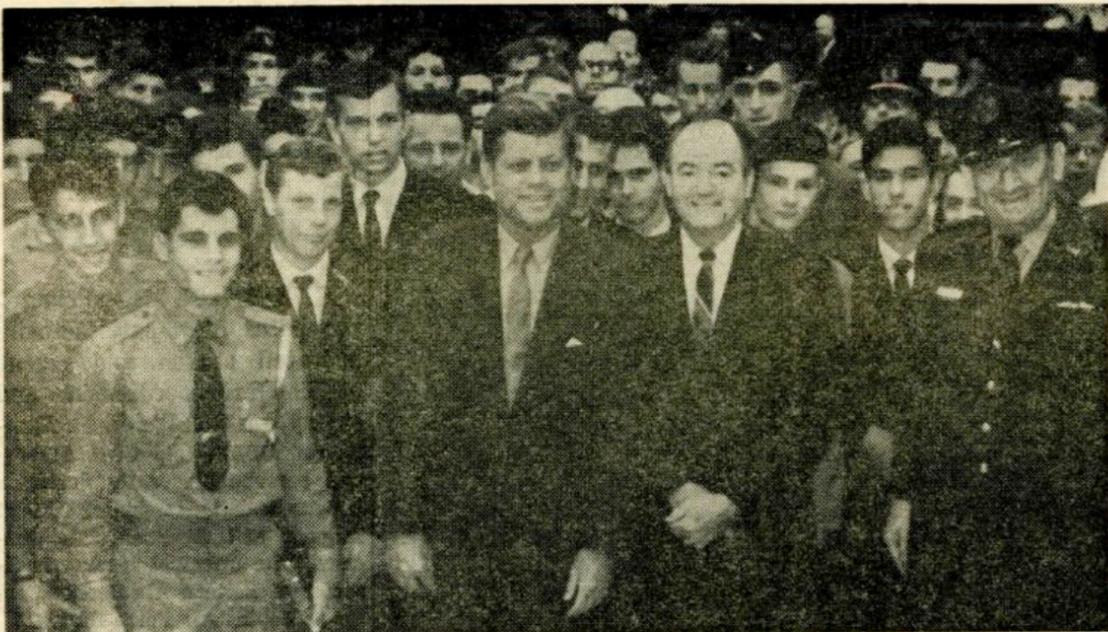
**TEXAS** history came graphically alive for 15 Canadian cadets and two escort officers visiting that state. The Canadians toured the Battleship Texas and San Jacinto Battlegrounds and monument. Hosted by the Texas Wing of Civil Air Patrol, the exchange cadets were sponsored on their visit to the Gulf Coast area by the Houston Junior Chamber of Commerce who presented each cadet with "ten-gallon Texas headgear," as worn by the four cadets pictured. The hats were donated by various Houston individuals and firms.



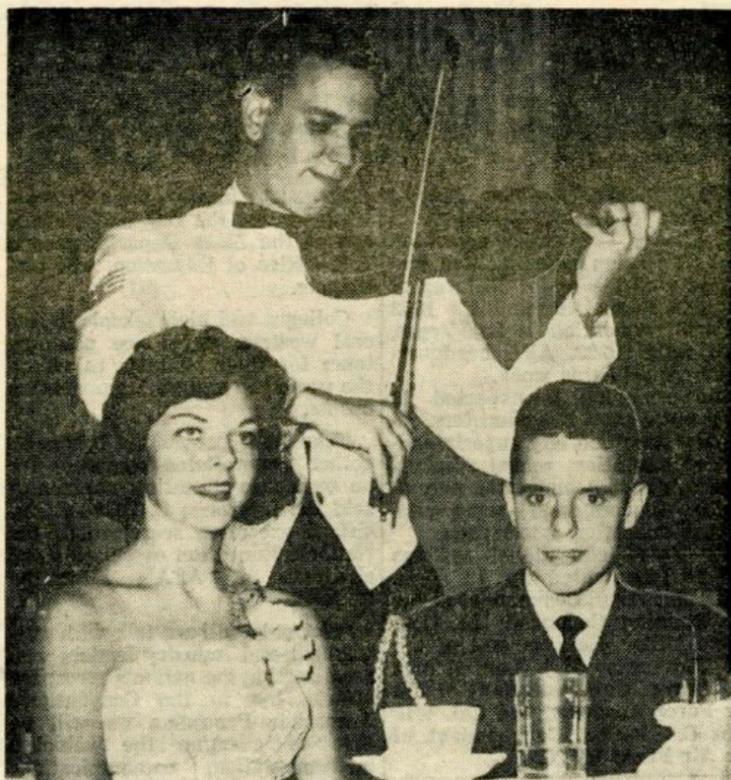
**MEDICAL FACILITY**—The Belgian Air Cadets, while visiting Silver City, N.M., were given a tour of the Fort Bayard Hospital. Mrs. Rosamonde Ussery, Occupational Therapy chief, explains the use of a weaving loom in the therapy program to rehabilitate patients.



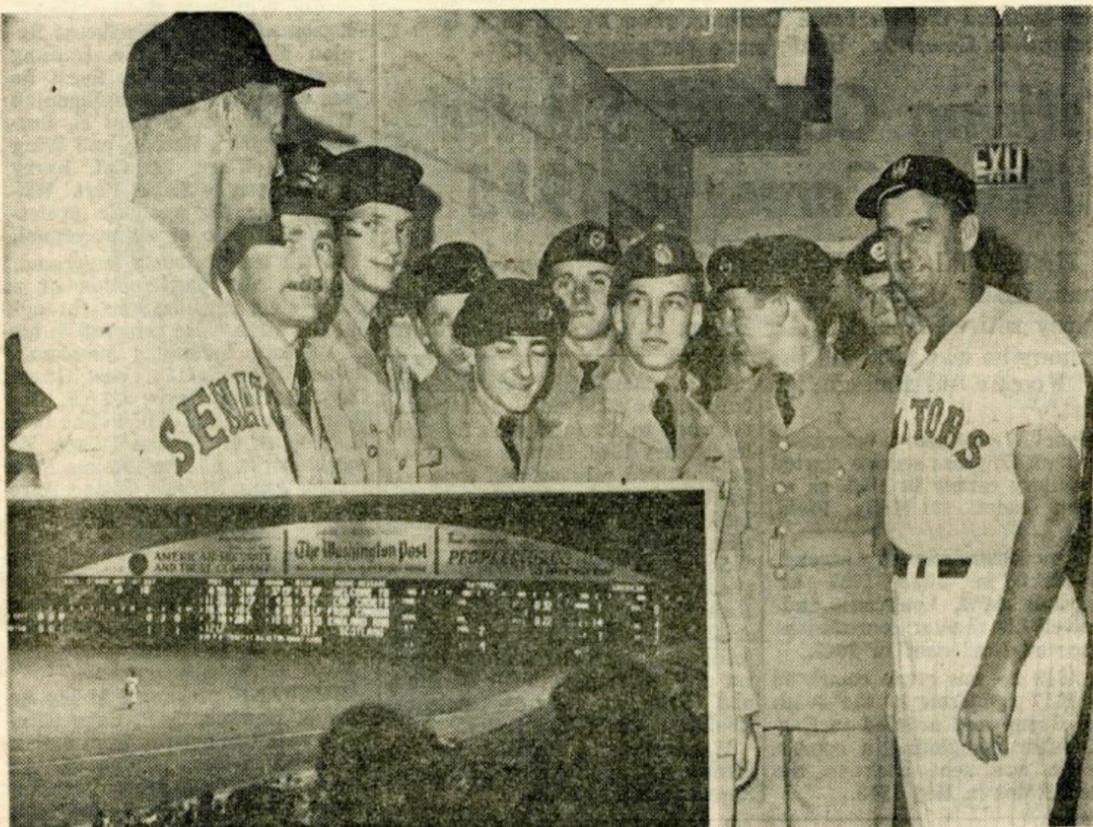
**INDUSTRY VIEWED**—Israel cadets, hosted by Nebraska Wing, were given a good perspective of American production methods during their visit. Mr. Bernhard Schwenk, right, of Dale Electronics, Columbus, conducted a tour of the Dale plant for the visitors and Columbus CAP Squadron members.



**SMILING VISITORS**—Gathered about President John F. Kennedy and Senator Hubert Humphrey of Minnesota (center) are smiling CAP cadets from 20 foreign countries who visited the President at the White House during the International Exchange this summer. Officer at far right is CAP Col. Barnee Breeskin, who was Special Assistant to the national commander, Col. Paul C. Ashworth, for the Washington phase of the 1962 IACE.



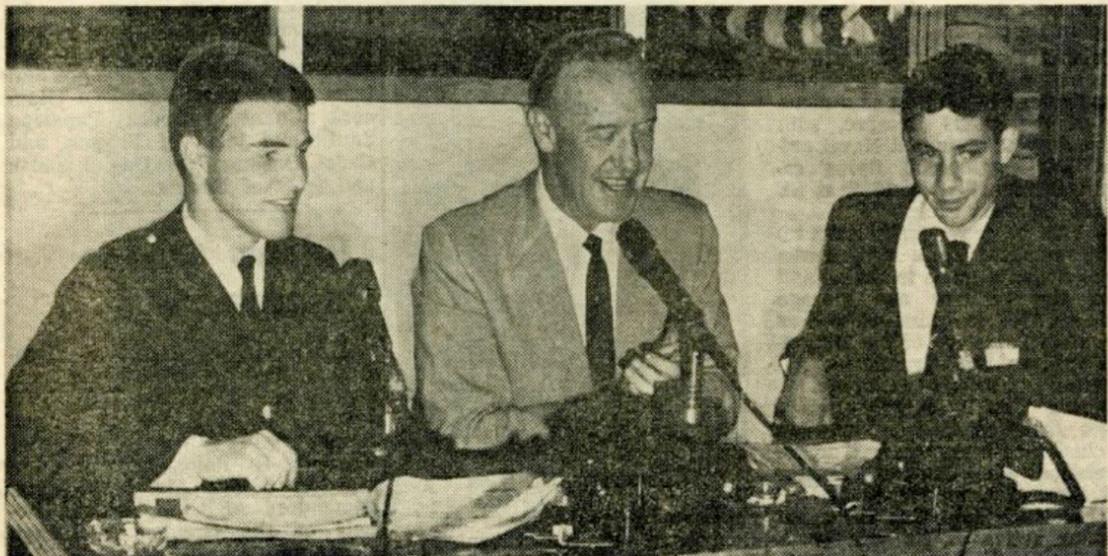
**MOOD MUSIC**—Miss Susan Harper, reigning CAP Queen of Northern Neck, Virginia, and her escort Bob Van Eck, cadet from The Netherlands, are serenaded by SSgt. Edward Kapusciaz, from the Strolling Strings—a unit of the USAF Band. The occasion was the International Dinner Dance held at Bolling AFB, Wash., for 136 foreign CAP cadets from 20 countries.



**LOCKER ROOM VISIT**—CAP cadets from England, Canada and Belgium visit with Washington Senator ball players in the team's locker room during the cadet tour of the Washington area. Escort officer for the cadets was RAF Squadron Leader James J. Wood (second from left). At left is Sid Hudson, pitcher coach for the Senators while at the far right is Mickey Vernon, manager of the team. In inset photo (taken during game) can be seen the Magic Message sign reading "Welcome to CAP cadets from Canada, England and Scotland." Hosts for the visit were Lt. Col. Bob Addie, USAF Reserve, sports columnist for the Washington Post and Sid Gray from the publicity office for the Senators.



**REAR ADMIRAL** Harold Miller, USN (Ret), accepts an award from national commander, Col. Paul C. Ashworth during the IACE International Dinner sponsored by Pan American World Airways in Washington's Statler Hilton Hotel. Admiral Miller, vice-president of the airline, accepted the special plaque, on behalf of his company, for Pan-Am's continued support of the IACE program.



**DISC JOCKEY INTERVIEW**—Two foreign CAP cadets talk with Washington D.C. disc jockey, Steve Allison, during the cadet visit to Washington this summer. On the left is Swedish Cadet Harry Kulenius while Cadet Alon Nahman from Israel is on the right. The cadets were in Washington for the final phases of the International Exchange Program.



**FORMER** military chaplain, Bishop Philip Mathew Hannam of Washington D.C., meets with foreign cadets during the Washington phases of the 1962 International Exchange Program. Bishop Hannam was chaplain with the 82d Airborne Infantry Division during World War II. Escort officer from Germany, Lt. K. Haase (civilian dress) listens intently while the Bishop speaks with Cadets Antonio Martina Bianchi (center) of Italy and Angel Irigoyen Lopez of Spain.

## Giant Workshop Set For AFA Convention

WASHINGTON — The biggest aerospace education workshop in U.S. history — in which educators from 37 foreign countries will join — is one of the major features of the Air Force Association's 1962 national convention in Las Vegas, Nev., Sept. 16-23, AFA headquarters here said this week.

The workshop is expected to draw more than 300 educators, including state and city superintendents of education, school administrators, national and state parent-teacher leaders, and representatives of education associations.

Air Force educational systems will be represented by Lt. Gen. James E. Briggs, Commander of the Air Training Command; Lt. Gen. Troup Miller, Commandant of the Air University; Maj. Gen. Robert H. Warren, Superintendent of the Air Force Academy, and Col. William C. Lindley, Commandant of the Air Force ROTC.

### Region Meeting Includes Fly-In

BALTIMORE — Major Robin V. Singleton, Middle East Region director of finance, has been named project officer for a fly-in to be held in connection with the Middle East Regional Conference to be held Sept. 21-23 at Baltimore's Hotel Sheraton-Belvedere.

Rutherford Airport with a 2100-foot strip, eight miles west of Baltimore, will be the field used for the fly-in, and transportation to the city will be furnished. Trophies and awards will be given for the best participation and it is hoped that every corporate-owned aircraft in the Region will be on hand.

Assisting Maj. Singleton in the arrangements are 1/Lt Homer E. Jackson, MER assistant operations officer; Major J. Croydon Tice, III, Maryland Wing deputy for safety host wing project officer; Lt. Col. Joseph R. Poole, USAF, of the Middle East Region Liaison Office, and Capt. George C. Martin, USAF, Maryland Wing liaison office, as advisor. Project officers appointed by the wing commanders of the region will serve as judges.

Some 68 educators from 37 countries, visiting the U.S. under auspices of the State Department and U.S. Office of Education, will participate.

Colleges and high schools in several western states are planning tours for their students to attend the workshop and other convention events.

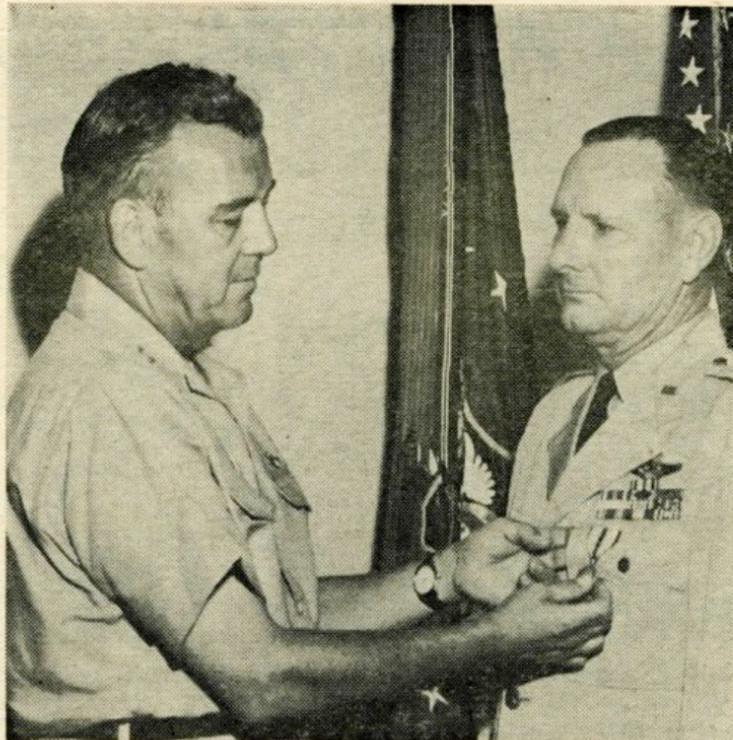
"The AFA Convention brings together unparalleled resources for an aerospace education workshop," said Dr. Lawrence G. Derthick, assistant executive secretary of the National Education Association and chairman of AFA's Education Council.

"Not only will we talk with government and industry leaders who are directing the nation's aerospace efforts, but in the Convention's Aerospace Panorama we will be able to examine the vehicles, instrumentation, communications equipment, and other hardware involved in our aerospace programs."

Dr. Edward Teller, Director of the University of California's Radiation Laboratory, Livermore, Calif., and Dr. Don Michaels, Director of the Peace Research Institute, Washington, D.C., will lead an education seminar.

In the Aerospace Panorama—a colorful assemblage of Air Force and industry exhibits—educators will join with other AFA guests in reviewing such displays as a counterpart of the Telstar satellite, NASA's Mercury capsule, a model of USAF's Dynasoar, Air Force Century series aircraft, and such USAF missiles as the Atlas, Minuteman, and the new Titan III.

But undoubtedly the most impressive feature of the workshop will be the tactical air demonstration at USAF's Indian Springs, Nev., gunnery range which climaxes Tactical Air Command's 1962 weapons meet on Saturday, Sept. 22. There TAC will show its combat capabilities featuring a counterinsurgency exercise, an air-drop of paratroops and heavy equipment, and a demonstration of fighter support tactics, using live rockets, missiles, bombs, and bullets against a variety of simulated targets.



COMMENDATION MEDAL — Col. Herbert O. Wagneman, USAF, Chief Liaison Officer, Middle East Region, recently retired from the Air Force. During the retirement ceremony he was awarded the Air Force Commendation Medal. Maj. Gen. Richard T. Coiner Jr., USAF, made the presentation.

## Retiring Colonel Started Military Career in 1935

NATIONAL HEADQUARTERS—Col. Herbert C. Wagneman, USAF, Chief Liaison Officer, Middle East Region, recently retired from the Air Force. During the retirement ceremony he was awarded the Air Force Commendation Medal.

Colonel Wagneman, a veteran of more than 25 years service started his military career in 1935 as an aviation cadet at Kelly Field, Texas.

He was commissioned a second lieutenant in June 1937 at Barksdale AFB, Louisiana, and received his regular commission as second lieutenant in 1940.

In 1942 he was given command of a B-17 squadron in the 305th Bomb Group and ordered to England. After completing a combat tour he was sent back to the United States in May 1943.

As commander, he organized and trained the 452d Bomb Group and returned to England with the unit in January 1944. He was shot down on his third mission and captured by the Germans. Fifteen months later, he was liberated by the Russians and returned to the U.S.

Some of Colonel Wagneman's postwar assignments were, Air Base Group Commander at March AFB, California; Chief of Staff Intelligence, 12th Air Force; Director of Personnel, 40th Air Division, and Professor of Air Science, Louisiana State University.

Wagneman is married to the former Miss Geneva Johnson, Shreveport, Louisiana.

## Colonel Cannon Named Commander of SW Region

DALLAS, Texas—Col. Forrest Cannon, a native of St. Louis, Mo., was recently named as new commander of the South West Region, which is headquartered at Hensley Field in Dallas.

Colonel Cannon, a graduate of Washington University, began his flying career by serving as a member of the Naval Reserve, with active duty as a student Naval aviator. His commercial flying career was launched in 1923 at St. Louis's Lambert Field.

In 1930 he temporarily gave up active aviation while with Parks Air College, to move to Dallas and enter the transfer and storage business. 1939 saw him selected as Executive Secretary of the National Furniture Warehousemen's Association and a shift to Chicago.

During War II he was given a direct Army commission, and on conclusion of his military tour, he purchased the Central Transfer and Storage Company in Dallas. He has since sold this firm, but remains active as its vice president.

During his Dallas residency Colonel Cannon has retained his Army Reserve status, and entered the retired reserve force in July, 1960 with the rank of colonel.

Active in civic circles, he is vice



COLONEL CANNON

chairman of the Military Affairs Committee of the Chamber of Commerce; member and past commander of the Military Order of World Wars; Navy League; and active Mason and Shriner; and many other civic and social organizations. He actively pursues the hobbies of flying and boating.

## Maine Units Get Training For Rescues

GARDINER, Me.—Primary requisites of a satisfactorily operated search and rescue mission are coordination and safety, Lt. Col. Henry L. Tam-menga, USAF, told Civil Air Patrol personnel recently during a two-day training session of CAP at Augusta and Gardiner state armories. The principal speaker is director of Eastern Air Rescue Center at Robins Air Force Base, Ga.

Tammenga emphasized that strict coordination of communicators, pilots of service and ground rescue crews, and information officers is necessary to avoid incidents. Two films showing EARC operations and procedures followed.

Col. William P. Mullins, USAF, liaison officer for Northeast Region CAP, rated the training session as one of the finest he has observed. He complimented Wing Commander Paul E. Burbank, Cundy's Harbor, and Wing Liaison officer, Lt. Col. Harry B. Winger, USAF, Fort Williams, for the realistic professional attitude of all personnel.

"I am tremendously impressed," he said, "by participation of so many civic organizations throughout the state." He referred to other speakers including Commander Robert Waters, U.S. Coast Guard; Capt. Harland Davis, USAF, Dow Base, Bangor; Chief of Police Leon E. Webber of Portland, Capt. Edward Marks of the Maine State Police, John Nichols, Maine Aeronautics Commission; Lionel Heal, deputy sheriff of Knox County; Maurice L. Fournier and Reggis Lavois, Civil Defense, Lewiston; and Eben V. Perry, Maine Inland Fish and Game Department, Rangeley.

BURBANK presented Major Arthur S. Hawkes, CAP, Cape Elizabeth, with two awards from national headquarters; Ellington Air Force Base, Tex., for outstanding work on information. Maine Wing rates first he said, in Northeast Region and seventh in the United States. The second award was "Wingover," a Maine publication.

Lt. Col. Paul D. Jones, USAF, director of operations and Major A. Z. Kobylemiski, USAF, director of supply, both of Northeast Region, observed seminars. Plans were made for a difficult search and rescue mission in the fall.

Col. R. A. Fortin, Lt. Col. G. H. Dillingham, and Major E. W. Franch, Maine Air National Guard, judged drill teams. Winners included Cadet Sharon Ashmore and team of Downeast Squadron (Hancock County), Cadet Penelope Smith and team of Brewer, and Cadet Commandant Daniel Smith and team of Brewer.

### Liaison Office Commended

ANCHORAGE, Alaska—A Community Services Award was presented to Lt. Colonel Robert G. Livesay, AF-CAP Liaison Officer Alaska Wing CAP by Colonel Kenneth R. Baile, Deputy Commander, 5040th Air Base Wing, Elmendorf AFB, Alaska, on behalf of the Greater Anchorage Community Chest.

This award was presented to the AF-CAP Liaison Office in recognition of outstanding service during the Greater Anchorage Community Chest program for 1961.



TEXAS HOSPITALITY — Houston's Mayor Lewis Cutrer (left), gives a warm handshake and welcome to Mr. Donald F. Welsford, national director of the Air Cadet League of Canada and one of the escort officers for the Canadian visit to Texas during the 1962 International Exchange. Mayor Cutrer presented "ten gallon" hats to all Canadian visitors on behalf of the Houston Junior Chamber of Commerce who sponsored the Canadian visit.

# Graduates of Aerospace Course Hear Talk by Colonel Ashworth

(Continued from Page 1)

minded the cadets that they had two responsibilities placed on them by their selection to attend the course.

"First, you have a personal responsibility," he said. "You have been given much valuable information, which may well affect not only your own future but that of the United States as well, for you are the leaders of tomorrow. On your shoulders will soon rest the responsibilities for the security of our way of life."

The second responsibility, he said, was to other CAP cadets who could not attend because of course limitations. He pointed out that the need of thousands of other cadets for the knowledge the graduating class had acquired at Maxwell was just as great as the graduates' had been just a short week before.

"It is your responsibility," Col. Ashworth declared, "to share your experiences here — and your knowledge — with other CAP cadets on your return home to your parent units."

Colonel Ashworth expressed appreciation to the Air Force and particularly to Maxwell AFB and the Air University for the support and cooperation that made the course possible.

The exercises were held in the Air University Library auditorium. 1st Lt. Mary C. Markevich, WAF, administrative officer for the Directorate of Supply and Services, 8300th Air Base Wg. and project officer for the Aerospace Age course, introduced General Miller and Colonel Ashworth.

Graduation climaxed a week of activities for the girl cadets, which included the T-33 flights, a flight in a MATS transport, lectures and demonstrations of flight attendant training, space environment and orbital flight, bioastronautics, physical and occupational therapy training, intelligence, defense against fallout, WAF careers, AF firepower demonstrations, and tours of base facilities.

The girls attended special courses in aviation medicine at nearby Gunter AFB, conducted by the Medical Service School.

The cadets, flown to Maxwell by the Air Force, were welcomed on arrival by Col. William J. Wigglesworth, Base commander, and touched off a full week of thrills and excitement.

It was not all work for the girls, however. They had picnics, swimming, a coke party in the WAF barracks, dinner at the Officers Club, and a graduation party "stunt night" at the Airmen's Lodge.

After the graduation exercises, Colonel Ashworth held an informal meeting with the cadets and welcomed their comments and questions.

Flight leaders of Flights A and B were Margaret E. Smith, Wilmington, N. C., and Fada S. Cumbridge, Barberton, Ohio, respectively. They received the graduation certificates for their flights from General Miller. Cadet Cumbridge, elected to act as cadet spokesman, thanked General Miller, the Air Force, and Civil Air Patrol for the opportunity to attend the course.

Escort officers of CAP who attended the course with the cadets included Maj. Margaret L. Haseltine, New Jersey Wing; Maj. Patricia A. Osman, California Wing, and Capt. Joy Davis, of the New York Wing.

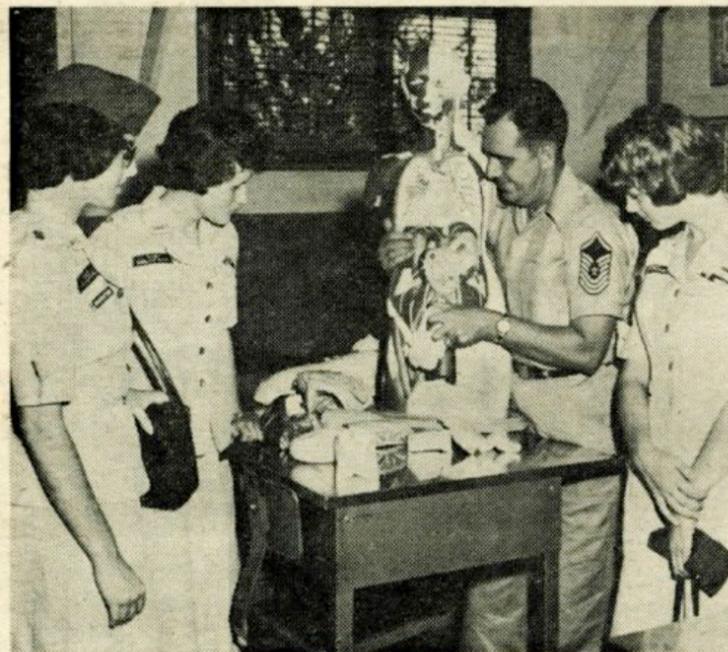
The cadets departed Maxwell, aboard Air Force aircraft, enroute to their home CAP regions.

Cadet Lt. Donna S. Lee, 19, of 1449 Konia St., Honolulu, Hawaii, summed up the entire course with, "You know, it took me four long days to get here, but this whole week has been simply wonderful . . . and that half hour in the T-33 yesterday . . ."

She paused wistfully. "Wish I could fly a T-Bird all the way back to Hawaii!"



GRADUATION ceremonies at the Air University, Maxwell AFB, Ala., for a group of female CAP cadets who attended the Aerospace Age Orientation Course was held recently. From left: Lt. Gen. Troup Miller Jr., USAF, commandant of AU; Lt. Mary Marravitch, WAF, project officer; and Col. Paul C. Ashworth, USAF CAP's National Commander.



PHYSIOLOGICAL demonstration is made by MSgt. Gautheir of the staff of the Air University to cadets Barbara Naughton—Calif.; Tam Rapps—Minn.; and Anne Kunda—Mont. This phase was part of the Aerospace Age Orientation Course recently held at Maxwell AFB, Ala.



CERTIFICATES—Cadets Margaret Smith, North Carolina, left, and Fada Sue Cumbridge, Barberton, Ohio, receive certificates for completing Air University's Aerospace Age Orientation Course, held last month. Certificates were presented by Lt. Gen. Troup Miller, Jr., (center) USAF commander of the Air University, Maxwell AFB, Ala.

# Jet Flight Provided World of Thrills For Girl Attending Course at Maxwell

By TOM PORTER

MAXWELL AFB, Ala.—A sleek silver T-33 jet lifted off the runway at Maxwell Air Force Base, Ala., and pointed its nose skyward in a sweeping climb on what appeared to be another routine Air Force training flight. But this flight was destined to be far from routine!

In the front cockpit sat Capt. C. A. Yannacone, USAF instructor pilot. Behind him rode a helmeted figure breathing deeply from an unfamiliar oxygen mask, with only a few stray wisps of light brown hair giving any clue to the identity of the passenger.

For Captain Yannacone it was routine flying, but it was far from routine for pretty 17-year-old Cathy L. Cavin of Aurora, Colo. This was her first flight in a T-33 jet and Cathy was one of 48 Civil Air Patrol girl cadets attending the 1962 Aerospace Age Orientation Scholarship course at Maxwell AFB who became teenage jet jockeys this summer.

While Cathy was experiencing the thrills of her first jet flight, Lt. Col. E. R. Cavin, USAF, former deputy commander of SOTAF, Buckley Air National Guard base, Colorado, assigned to the Titan Sites there, sat in a classroom of the War College at Maxwell, far below Cathy's T-33. He had just been assigned to the War College, but this morning his thoughts were with Cathy streaking high overhead.

He had wanted to be her pilot on his first flight in a jet but the demands of the War College prevented a father-daughter flying team that morning.

I flew alongside of Cathy in another T-33 piloted by Capt. Charles E. (Ed) Ceppelli, USAF. With only inches separating our wing tips, I shot up a roll of color film on Cathy.

AN OCCASIONAL wave of her hand and a wide smile flashed my way across thirty or forty feet of space 20,000 feet in the air communicated some of Cathy's exuber-

ance and carefree spirits. With the last frame of film exposed, Capt. Ceppelli advised Capt. Yannacone over the radio that the photo mission was completed, and to "lead off."

The last I saw of Cathy until we were back on the ground was a glimpse of her broad grin just before the wing blotted her from view as Capt. Yannacone raked the T-33 over in a vertical bank and fell away to our left. Then with the stick back, they streaked off in a steep climb that left us far below. Now Cathy would get her chance at the controls.

She gingerly took over the controls from Capt. Yannacone when instructed, and perhaps a little apprehensively, dipped a wing in

a moderate bank to the left. The immediate response of the T-33 to her slightest movement reassured her, and she lost all sense of time—and direction—as she bored a hole in the sky.

On the ground once more, Cathy climbed down from the T-Bird and walked back to operations with Capt. Yannacone, talking animatedly.

"It's just wonderful," she exclaimed, "only I wish I could have kept on flying and flying . . .!"

She was excited—and had every reason to be. How many teenage girls have flown 500 miles per hour in an Air Force T-33 jet? Not many, I can assure you.

Cathy has just joined a mighty exclusive club.



TIME OUT—Cadets Donna Sedita—Ala. and Cathy Cavin—Colo., enjoy a moment's rest during tour of base facilities at Maxwell AFB, Ala.

# Second FAA Course Called Big Success

TINKER AFB, Okla. — The second Federal Aviation Agency Orientation Course, recently concluded at Will Rogers Field, Oklahoma City, was acclaimed by all conferees as an outstanding success. The course was attended by 48 cadets and four senior escorts under the direction of personnel selected from regular instructors at the FAA center.

The first day's activities were opened with a welcome by Col. Paul C. Ashworth, CAP's National Commander; Enar B. Olson, Director, FAA Academy; and James B. Mitchell, Assistant Director, FAA Academy.

During the week the cadets spent at the academy, they were given a thorough indoctrination in such subjects as enroute air traffic control, terminal air traffic control, flight training standards, facilities flight inspection, communications equipment, teletype and ADIS, ILS approaches, many demonstrations and tours of the FAA facilities.

Lt. Col. Samuel Hallock du Pont, CAP, (Fla.) was the encampment commander. Captains Claude G. Luisada (Ill.) and Benjamin T. Wainwright (Va.) and Lt. Robert C. Bess (Tex.) were the senior escort officers.

Colonel du Pont had this to say regarding the course. "I have rarely seen such a high degree of cooperation between CAP-USAF personnel and CAP personnel. Maj. James O. Johnson, SMSgt. Dewey L. Hanson and secretary Vivian Hohnstein, all of the Oklahoma Wing Liaison Office, were extremely helpful and of great assistance to the FAAOC personnel. The personnel of the FAA Academy, particularly Mr. James B. Mitchell, Mr. James Barnes and Mr. Wilbur C. Ericson should be commended for their genuine interest in the FAA Orientation Course and in

the Civil Air Patrol program in general."

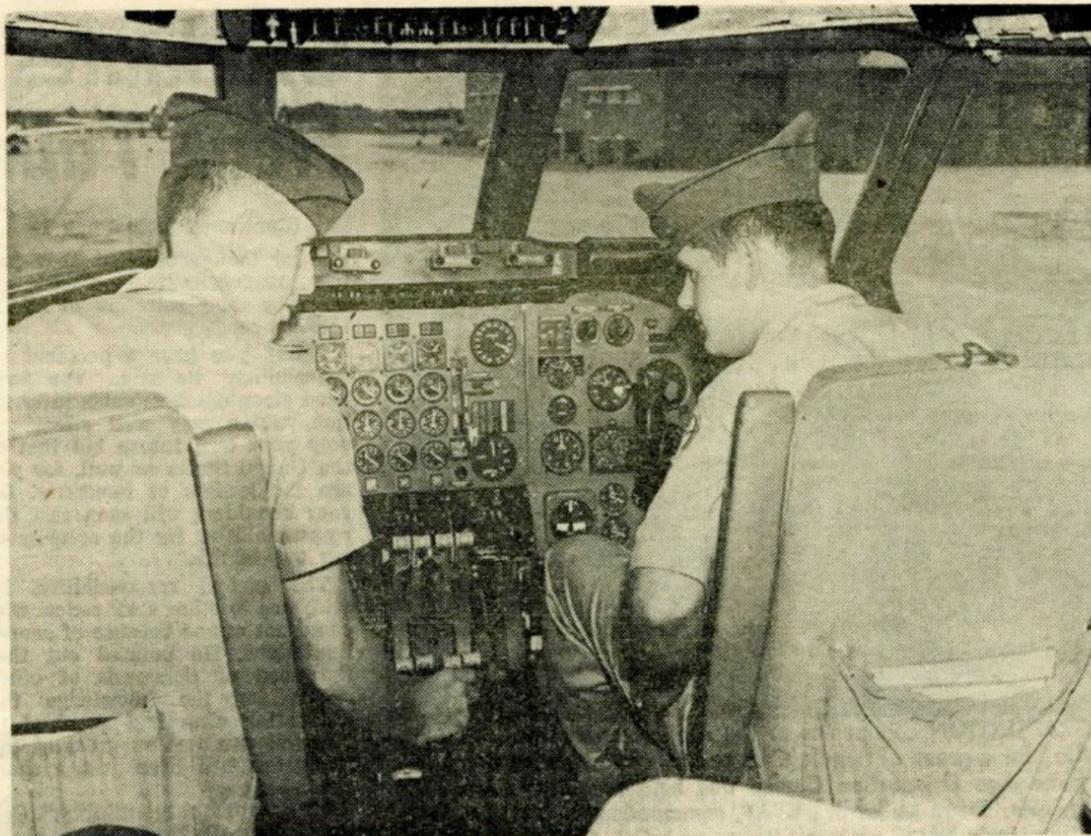
Cadets who attended the course were:

Myron R. Adams—Ariz., Bill G. Ammerman—Mont., Henk J. Bekker—Utah, James R. Bingham—Tenn., Jerry Bohnenblust—N.D., Nelson Cheramie—La., Jon Terrill Daffer—N.M., Edward L. Dorey—Vt., Michael W. Eliseuson—Minn., Gerald P. Falgout—La., Benny H. Fallin—Fla., James D. Fergus—Ariz., George R. Flynn—Mass., Robert G. Flynn—Mont., Wayne L. Fisk—Alaska.

Rollin D. Foss—Calif., John J. Fradet—Wyo., Horace Fultz—Va., Charles Gaetze—S.D., Warren H. Geddes—N.Y., Robert C. Graham—Tex., Alfred H. Gram—Colo., Richard H. Hall—N.J., Ronald L. Hite—W. Va., David J. Hoyt—Conn., Clifford Izer—Md., William Jenkins—Okla., Juan Villafane Lopez—Puerto Rico, James Jursinovic—Ill.

John H. Kimbler—Del., Allan P. Knight—Va., Charles Krop—Ky., Thomas Kumashiro—Hawaii, Arthur R. LaBelle—Me., James C. Laffoon—Ky., William F. Lamond—Mass., Ronald J. Lang—Pa., Roger M. Lewis—N.H., Ronald McClure—N.C., Michael J. Malloy, Wis., Thomas M. Mayer—N.J., John A. Miller—Ga., Larry E. Rush—Ind., Jimmie M. Sims—Ala., Allan Sykes—Wash., Harry O. Tidwell—Ala., Lester R. Waddell—S.C., and Robert G. White—Ore.

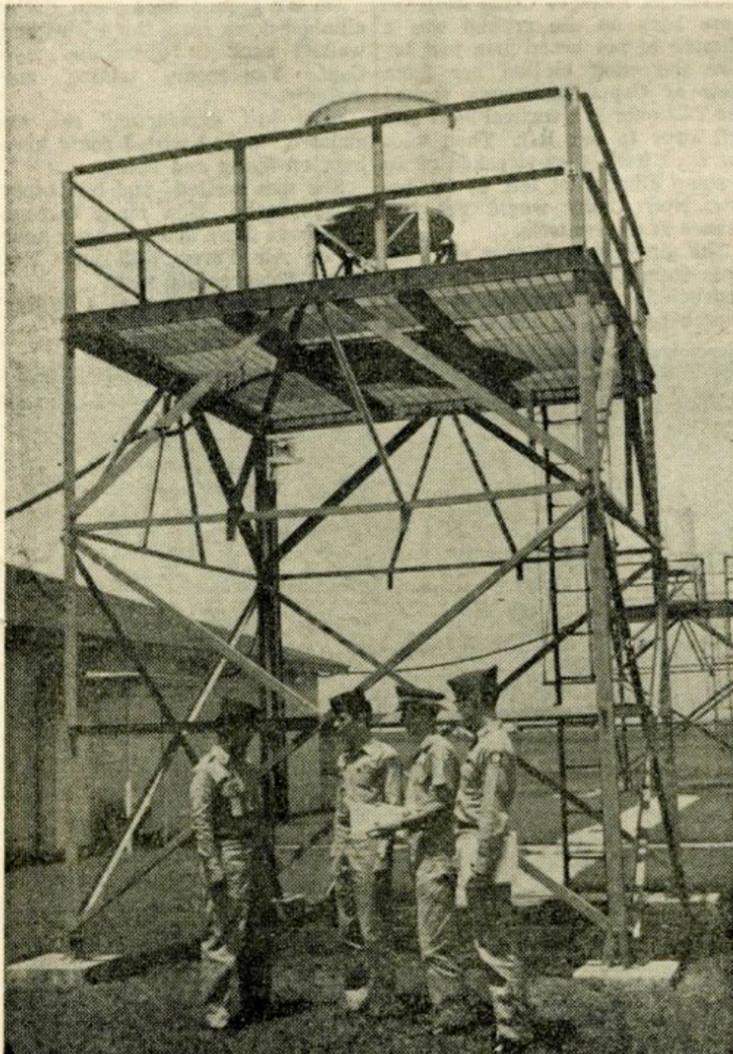
CAP escort officers were: Lt. Col. Samuel H. du Pont—Fla., Capt. Claude G. Luisada—Ill., Capt. Benjamin Wainwright—Va., and Lt. Robert C. Bess—Texas.



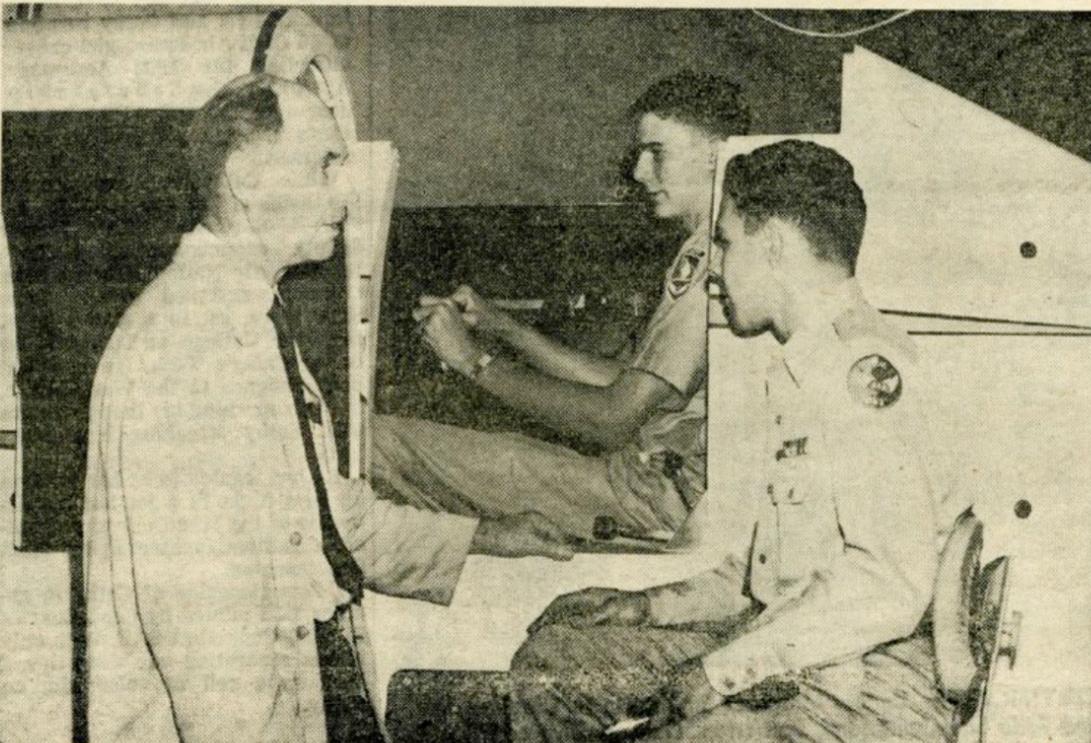
COCKPIT OF CONVAIRE 880 is examined by CAP Cadets Henry O. Tidwell, Ala. (left) and John A. Miller, Ga. Forty-eight CAP cadets recently attended a one week orientation course at the FAA Academy, Will Rogers Field, Oklahoma.



AIR TRAFFIC control center is explained to three CAP cadets. (Seated from left) Cadets Michael W. Eliseuson, Minn.; John H. Kimbler, Del.; Ronald McClure, N.C. Two FAA Academy instructors explain functions of control panels.



TACAN facilities at the FAA Academy, Will Rogers Field, Okla., by four cadets who attended the one week orientation course recently. From left: Cadets Thomas Kumashiro—Hawaii; Warren H. Geddes—New York; Bill G. Ammerman—Mont.; and Horace Fultz—Va.



INSTRUMENT FLYING is explained to two CAP cadets James C. Laffoon, Ky., and Thomas M. Mayer, N.J., by FAA Academy Link Trainer instructor Bill Jones.

# Former USAF Flier Driving Force in Unit

DES MOINES, Iowa—One of the most progressive and vigorous groups in the North Central Region is Group III, located in Davenport under the direction of Capt. Robert E. Klemme, CAP. An ex-Air Force navigator and a veteran of the Korean War, Klemme has successfully instilled into his staff the spirit and loyalty to Civil Air Patrol and its objectives that he felt toward the Air Force while on active duty.

As the first step, the group commander attacked the problem of completing the National Long Range Plan with energy and enthusiasm. Each squadron within the group was assigned quota for increased membership and aircraft for this year. Each subordinate commander had his goals clearly defined. As an incentive to attainment of these objectives, the group established a cash award for each successful unit.

Because of the intense belief in Civil Air Patrol by members of the Group III staff and their desire to see more communities take advantage of CAP's opportunities, they have initiated a campaign to establish units in neighboring cities. Their first target was Maquoketa where they formed a composite squadron and, according to Klemme, "it will become one of the most active and one of the largest units in the state." To date, the squadron has eight pilots and one member-owned aircraft — a Cessna 182 — owned by S/M Lowell Hoffman. The plane is essential to Hoffman's business, but he makes it available to the CAP unit whenever possible.

The cities of Muscatine, Clinton, Keokuk, Ft. Madison and Mt. Pleasant will be visited by the staff in an effort to interest qualified persons in forming units.

Recently, five aeronautical ratings were awarded in Group III. Klemme received his wings as Mission Pilot 3rd Class. He scored 97% on the mission pilot examination to complete requirements for Mission Pilot 1st Class.

Observer ratings were awarded to Lt. Judith Klemme and cadets John Chenhall and Mark Griswold. Captain Klemme, using the knowledge and experience gained during his years with the Air Force, taught ground school for the observer class. In addition to being a licensed flight instructor, Klemme is also a ground instructor for the FAA.

The enthusiasm of the group commander is reflected in his staff. 100% renewals were reported for 1962. Added to this, 75% of

the staff are enrolled in ECI. For some, it is the second course. Squadron officers follow the lead set by the group. Several of them, too, are participating in the ECI program.

An intensive training program is a constant within the group headquarters. Captain Klemme expressed the belief that his officers should be aware of the problems of the cadets in their aerospace education courses. As a result, one hour of each staff meeting is allocated to studying the same books and courses the cadets use in attaining their Certificates of Proficiency.

One objective of the staff is to assure that each member is rated. At present this project is 85% complete.

The commander has stated that many complaints regarding chain-of-command inadequacies within CAP originate at the squadron and group level. He urges that everyone within his area of responsibility assure that his or her operation is running smoothly and according to regulations before criticizing higher levels of authority.

The group recruiting program has but one objective — a membership of the highest possible quality, sacrificing quantity for those people who will offer the most to Civil Air Patrol.

Klemme comments most emphatically concerning those who develop feelings of complacency regarding CAP or their own particular operation. "I'm reminded of my tour of duty with Strategic Air Command," he said, "We never reached a point where someone said, 'You've reached the peak—there's nothing to improve on.' If you had 100%, they'd want 101% the next time. We don't have to search for many lost aircraft here in Iowa, but SAC hasn't dropped any A-bombs yet either; still they're training for that day, hoping it never comes. This is my outlook toward searching for a missing aircraft — I want to be ready, but I hope we never have to search for one."

# Veteran AF Pilot Visits National

WASHINGTON, D.C.—A retired Air Force officer and a charter member of CAP, Col. Joseph A. Wilson, USAF (Ret), recently paid a visit to CAP Headquarters and the National Commander, Col. Paul C. Ashworth.

Col. Wilson is a member of the Merrimac Valley CAP Sq., of Amesbury, Mass. He was a charter member when the squadron was formed.

The former Air Force officer retired from active duty in 1955 after 38 years of service. His last assignment was as commander of

the MATS base in the Azores. Col. Wilson is a command pilot with 11,408 hours to his record. He indicated he's flown everything from Jennys to jets.

Colonel Wilson has recently been on a trip to Texas and California in connection with the Daedallion Trophy which he is donating for award in USAF Supply Effectiveness. He is also the donor of the Gen. Clement McMullen Trophy for Maintenance.

The national flag that flew over the nation's capital was presented by Col. Wilson to his "home" squadron in Amesbury.



EXPLORER scouts sign up with CAP Group III, Davenport, Iowa, to enjoy benefits of CAP's Aerospace Education Program. Front row from left: Mike Archer, Capt. R. E. Klemme, CAP, group commander, Fred Hethcote, Cadet Jim Gregory. Back row: Cadet Mark Griswold, Dave Close, Chris Scammon and Jim Johnston. (Photo by S/M Bob Brown, CAP.)

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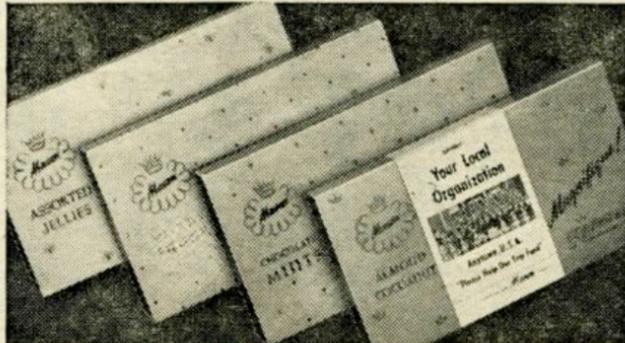
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# Michigan Drill Team Wins National Meet

(Continued from Page 1)

Force Academy. The 18-member drill units were judged on four minute drill performances, personal inspection and similar phases.

Presentation of the first three-place winner awards was made at a banquet in the Academy Officers Club. Representing the national

commander, USAF Col. Herbert Ellis presented the trophies to the winning teams. Cadet Maj. Douglas C. Roach accepted for the Michigan unit; Cadet Lt. George Monaghan for Philadelphia; and Cadet Capt. Maurice R. Gregg for National Capital Wing.

Nearly 400 CAP members and guests attended the banquet. The program included an invocation, benediction and presentation of guests by Chaplain (Lt. Col.) Joseph O'Malley of Denver. Among the many distinguished guests were Col. Howard J. Withycombe, USAF, Academy chief of staff; Col. Charles F. Howard, CAP, Rocky Mountain Region commander and host; and Maj. Frank G. Brewer, CAP, Birmingham, Ala.

During the banquet, the third annual CAP Brewer Awards were presented by Maj. Brewer. Recipients were Richard Nelson of Pearl River, N.Y.; Lt. Col. Eunice Naylor of Salt Lake City, Utah, who won the senior member award; and Cadet Lt. Norman K. See, Hagerstown, Md., who accepted the cadet award.

Local CAP officials at the banquet included Lt. Col. H. Clyde Thach, encampment commander; Lt. Col. Herbert E. Hammond, Group III commander; and Lt. Col. H. Lawrence Reibschied, Rocky Mountain Region director of information.

At an earlier luncheon, Col. Howard presented several CAP certificates of merit. One of these given to a newspaper, the Free Press, was accepted by managing editor, Robin Tibbets.

During their stay in Colorado, the competing cadets were fed and housed at Fort Carson, U.S. Army installation in the area.

## ConAC Wings In Swift Strike

ROBINS AFB, Ga.—Over 7000 Air Force Reservists from Continental Air Command troop carrier wings across the nation participated in massive maneuvers last month in North and South Carolina.

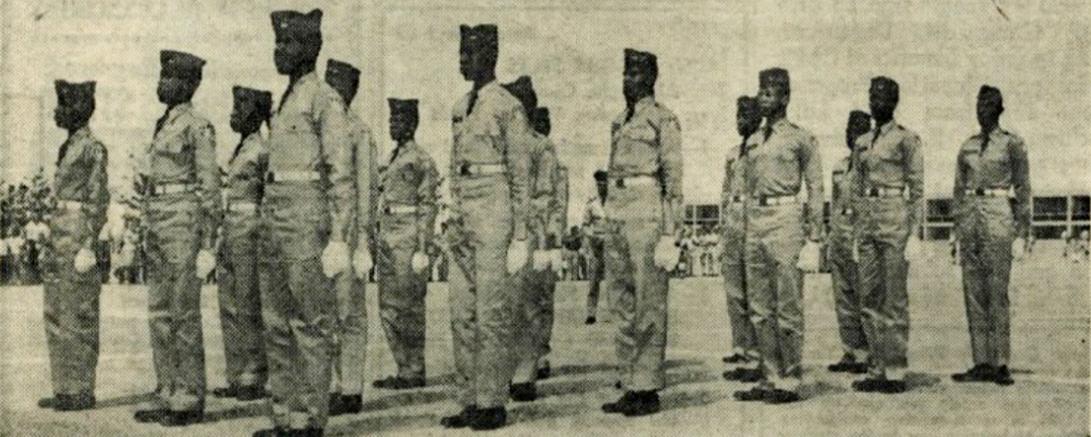
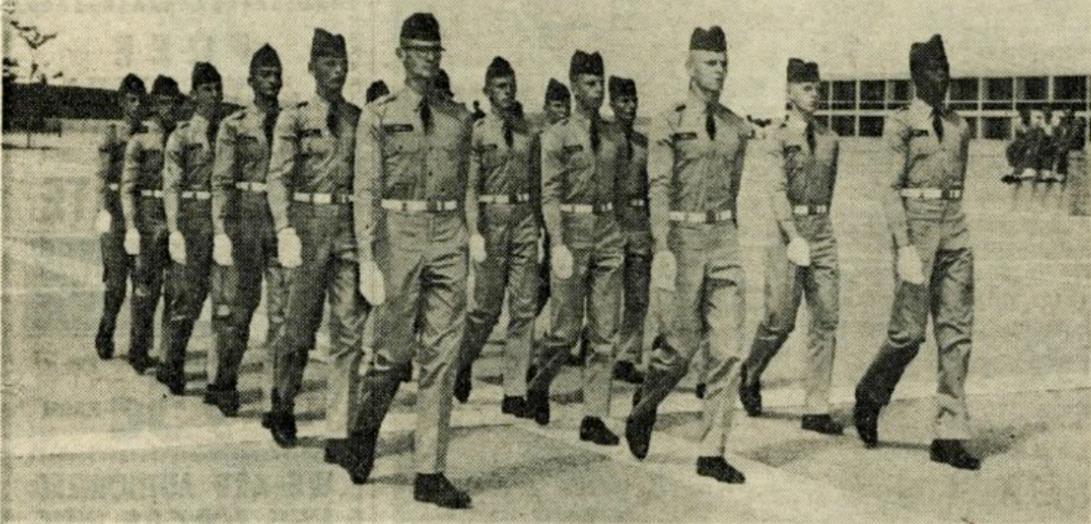
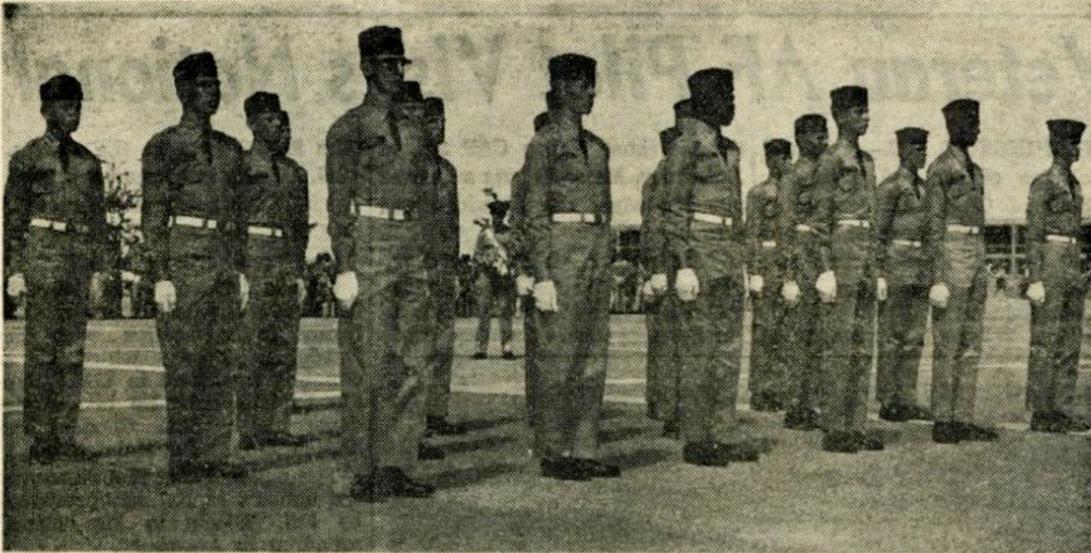
The exercise, called "Swift Strike II," was a two-sided war game with opposing Red and Blue joint Army and Air Forces maneuvering against each other for control of some 5500 square miles of land situated between Fort Bragg, N.C., and Fort Jackson, S.C.

Seventeen troop carrier squadrons, representing six ready reserve troop carrier wings, provided airlift support for the U.S. Strike Command (USSTRICOM), a mobile, flexible and highly trained force comprised of units from the Continental Army Command and the Tactical Air Command. More than 200 of CONAC's C-119 "Flying Boxcars" took part in the exercise.

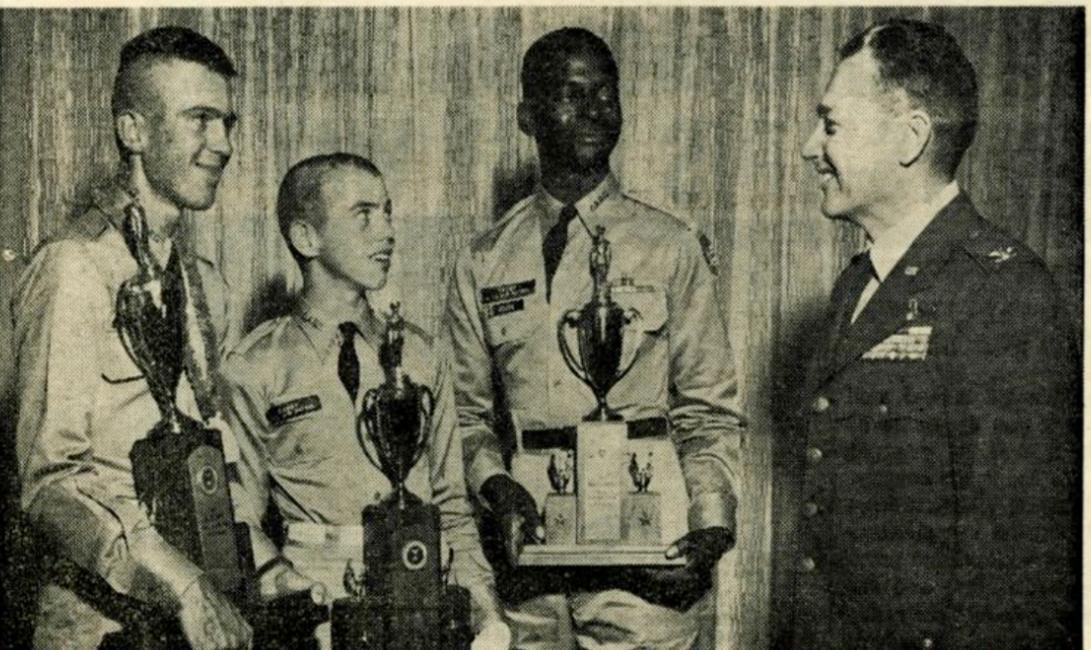
The troop carrier units supported the airborne assaults of the famed 82d and 101st Airborne Divisions, airdropping thousands of paratroopers and tons of supplies and equipment.

Swift Strike was designed to provide training for Reserve components of the Air Force in all stages of a full scale maneuver from the early planning through execution and critique. In addition to the operations and logistics training of the troop carrier units, individuals received training in the fields of weather, communications, personnel, administration and information.

According to an announcement by Lt. Gen. Edward J. Timberlake, CONAC commander, the following Reserve units took part in Swift Strike: 302d TCW, Clinton County AFB, Ohio; 433d TCW, Kelly AFB, Texas; 434th TCW, Bakalar AFB, Indiana; 452d TCW, March AFB, California; 512th TCW, Willow Grove NAS, Pa.; and the 76th Troop Carrier Squadron, Homestead AFB, Fla.



**TOPS IN MILITARY DRILL**—First place winner of the 1962 Drill Competition held last month at the USAF Academy, Colorado Springs, was the precision drill team representing Great Lakes Region—the Romulus-Wayne Cadet Sq., (top photo) from Michigan. Second place winner (middle photo) represented the Northeast Region and was the Philadelphia Cadet Sq., 102 of the Pennsylvania Wing. Third place went to the team (bottom photo) from National Capital Wing, winners of the Middle East Region title.



**RECEIVING AWARDS**—Three cadets receive awards for their respective drill teams during banquet held at the USAF Academy's Officers' Club following the 1962 Drill Competitions. From left they are Cadet Maj. Douglas C. Roach, Romulus-Wayne Sq., Michigan—first place winners; Cadet Lt. George S. Monaghan, Philadelphia Sq., 102—second place winners; and Cadet Capt. Maurice R. Gregg, National Capital Wing, Washington, D.C.—third place winners. Awards were presented by Col. Herbert Ellis, director of operations, National Hq., CAP.

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# Television Weather Forecaster Serving With Pennsylvania Unit

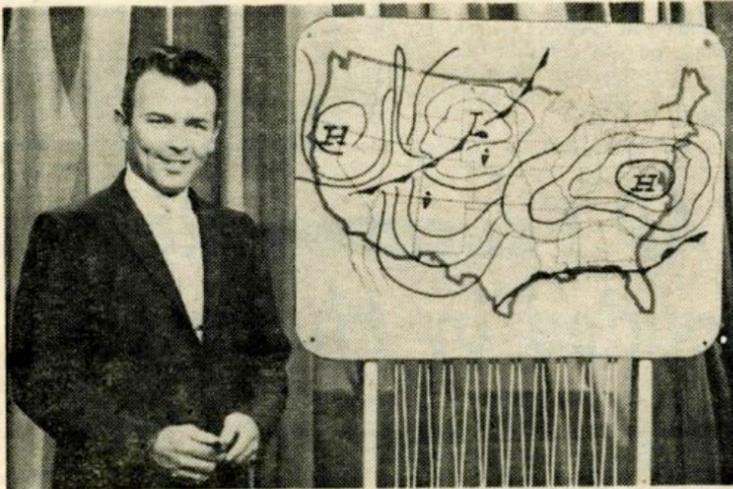
ALLENTOWN, Pa.—“I’ve been a Civil Air Patrol enthusiast half of my life and I love it!” So spoke Roy Allred recently when discussing CAP with Lt. Col. Joseph Simcock, CAP, commander, Philadelphia Group 10.

Allred, weather forecaster for NBC’s WRCV-TV, Philadelphia, is weather and navigation officer for Group 10. His membership in CAP began in 1946 when he was a cadet at O’Hare Field, Chicago.

He left the CAP program temporarily during the Korean War when he attended a jump school at Ft. Benning. Because of his experience in the entertainment field prior to his enlistment, he was transferred into special services where he set up a “soldiers show section.”

Back in civilian life Allred went into radio and television work. He took a course in weather and meteorology and on completion was assigned those duties at station WRCV-TV.

In addition to his regular duties as weather and navigation officer for the group, Allred participates as an instructor in the Aerospace Education program in the training of both seniors and cadets in weather and navigation as it pertains to search and rescue missions.



**CAP-TV WEATHERMAN**—Roy Allred, weather forecaster for WRCV-TV, Philadelphia and weather-navigation officer for Group 10, is an enthusiastic CAP supporter. In addition to regular duties in Group 10, Allred is an instructor in the Aerospace Education program for both seniors and cadets.

## Planes Ordered Grounded During Times of Exercise

WASHINGTON — “Sky Shield III”, the annual military Air Defense Training Exercise, will see all non-participating aircraft

grounded in the interests of air safety on Sept. 2 dependent upon time zones.

Sky Shield III is the latest of a series of large-scale military air exercises conducted during the past few years over the entire North American land and sea area north of the Mexican border.

The exercise will last for five and one-half hours in the Continental United States beginning 3 p.m., Eastern Daylight time, and three and one-half hours in Alaska beginning the same time — 9 a.m., Alaska Standard Time. (In Greenwich Mean Time: 1900Z, Sept. 2, to 0030Z, Sept. 3 in the 48 states; in Alaska, 1900Z to 2230Z, Sept. 2) Hawaii is not affected.

Emergency flights involving health or safety will be permitted, such as search and rescue operations, fire fighting, air evacuation for emergency medical treatment and similar relief operations.

Under these conditions pilots will be required prior to take-off to furnish the nearest air traffic control facility with information on the purpose of the flight, departing point, route, altitude and destination. These flights will be given traffic advisory information to the extent possible.

The dates and times of the exercise were chosen for a minimum disruption of civil aviation operations.

FAA air route traffic control centers will help pilots planning to depart from the continental U.S. and Alaska determine the latest times they will be authorized to take off so as to be clear of the exercise area when the operation begins.

number one station on the Maryland net.

Lt. Dudrow is a polio victim and manages all her household duties and the Maryland radio net from her wheelchair. She is always on hand at Wing Headquarters to run the communications center at KGC-464 during SARCAPs and REDCAPs and is at practically every regional communications conference and all wing communications meets.

A group of people who helped Maryland Wing by working long and hard for the assurance of a state appropriation and advancing the cause of CAP in Maryland, also received the meritorious award. They included Lt. Col. Merrill Glasser, wing director of administrative services; Lt. Col. John W. Payne, senior wing chaplain; Maj. D. Franklin McGinnis, wing assistant legal officer; Maj. Ann Patterson, wing plans and programs officer and Capt. Richard E. Johnson, commander of Group III. Col. Patterson received a clasp for her meritorious service ribbon for long and hard work in connection with obtaining the first appropriation for fiscal year 1962.

Cadet Lt. John W. Taylor, Eastern Baltimore Squadron, who plans to enter Johns Hopkins University in Baltimore this fall, received the CAP National Board Chairman’s Scholarship Award for 1962 in the amount of \$500 to aid in his college education.

## Maryland Communicator Called Stalwart of Wing

BALTIMORE, Md. — Lt. Patricia Dudrow, voice of “Plant 18” as alternate wing net control radio station on the Maryland Wing net, and who writes an informative column on communications for the wing publication, was described by Col. William M. Patterson, wing commander, as a “real stalwart of CAP in Maryland Wing and deserving of heartfelt thanks of all.”

This all came as a surprise to Lt. Dudrow as she was called to the front during a recent meeting of squadron commanders for presentation by Patterson of the meritorious service award for her high achievements which include an almost around-the-clock monitoring of the Middle East Region nets.

“No one is more deserving of this award,” said Col. Patterson who described Lt. Dudrow as “a life line for CAP.” He wondered how she maintained a happy household, raised a little girl and still did such an excellent job as

## Lineman Wins Scholarship

PHILADELPHIA — Chief Warrant Officer John Lineman of Phila. Cadet Sq. 102 recently received a \$500 Flight Scholarship from the Aero Club of Penna. Lineman has been flying since last June and is now well on his way towards his private license.

Mister Lineman has been in Civil Air Patrol for six years and has accomplished much in this time. He was a member of Pennsylvania Wing Championship Drill Team for three years and commanded the team in 59. Since then he has been cadet Sq. commander, drill team cadet training officer, and drill team senior training officer.

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## Search Aid Being Tested By Military

KEARNY, N.J. — An electronics firm in New Jersey has designed a piece of equipment that could be a life saver for all pilots and crew members in commercial, military and general aviation.

The firm has developed a portable, pocket-sized transmitter, which can serve as a crash locator. Both the Air Force and the Navy are currently testing the device for military application.

The transmitter will come in two types — manual and automatic. The automatic model, mounted on the airframe near the tail assembly, would be released immediately by the force of impact in the event of a crash, and transmission of the signal would start at once. The antenna would always be in an upright position while the set is transmitting.

The manual model would allow a survivor to continue transmitting a signal, even though away from a stricken plane, thus providing a personal means of directing search planes or rescue crews to his exact location. A spring loaded antenna is released and the transmitter is activated by a flick of a switch. A press-to-light test enables periodic checks of the set to be made.

The ARTrans (Air Rescue Transmitter) is capable of sending a distress signal a distance of five miles in any direction. Thus, any rescue plane flying within five miles of the transmitter while engaged in a grid pattern search mission would be able to locate the crash. Since search procedures rely on a pilot’s sight to find downed aircraft, the device represents an important advance in rescue operations in that it can pinpoint crash locations.

Transmitting on the established Air-Sea Rescue frequency 121.5mc, both the automatic and manual models are powered by a 22.5 volt battery.

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Top quality leather uppers on gen. Goodyear welt construction plus all-leather insoles. add 50c pp  
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Matching RIDGEWAY Fatigue Caps ..... **\$5.90** set add 50c pp  
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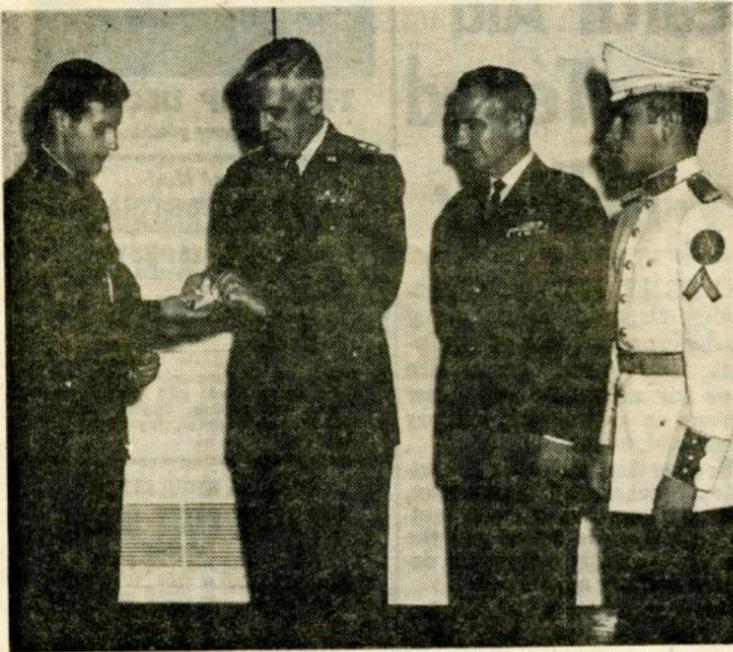
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AIR CADETS of 20 foreign nations were Pentagon visitors this week when they attended a Space Age Briefing as guests of the Civil Air Patrol and the U.S. Air Force. Cadet Manuel J. Montes de Undabeytia of Spain (left) is shown presenting Lt. Gen. Frank A. Bogart, USAF, with an IACE (International Air Cadet Exchange) key symbolizing good will and international friendship. Looking on are Col. Paul C. Ashworth, USAF, national commander of Civil Air Patrol, and Cadet Oscar Eduardo Morales of El Salvador. General Bogart, the Air Force Comptroller, welcomed the 135 cadets and 40 foreign escorts to the Pentagon, and Col. Carlos R. Tosti, USAF, executive secretary, Designated Systems Management Group, USAF, was the principal speaker.

## Foreign Visitors Receive Special Pentagon Briefing

(Continued from Page 1)

exchange took place at the Bolling Air Force Base Officers Club, scene of the International Dinner Dance. The 125 girls who attended the dance came from the District

## Units Renovate Donated Vehicle

CARBONDALE, Pa. — The Honesdale and Carbondale Composite Squadrons teamed up to pool manpower and money in order to renovate an old Honesdale Union School District bus.

The ancient vehicle, veteran of a hundred thousand school-district miles, was donated to the two CAP squadrons by school board officials. Under the direction of Lt. "Skip" Carr, commander of the Carbondale unit, assisted by WO Richard Snyder, the bus was rehabilitated and prepared for the road.

The first trip was planned to take members of Group 20, Scranton, to New York City for a visit to the New York Port Authority. In spite of a comedy of mechanical errors and with considerable urging on the part of the driver-mechanic, WO Snyder, the stage made the round trip successfully.

On arrival, the tourists discovered that they should have written the New York Port Authority in advance of their arrival at the International Airport concerning their intentions to visit. Had this been done, a complete tour would have been arranged for them. This is a courtesy provided by the authorities, if the visit is scheduled for a weekday.

The party was made up of 37 CAP members who reported that though the trip was filled with apprehension — as far as dependability of transportation was concerned — it was a complete success.

and Virginia, and included a number of beauty queens. Among them was Miss Susan Harper, of Bertrand, Va., who is the reigning CAP Queen of Northern Neck, Va. Couples danced to the music of the Men of Note, U.S. Air Force Dance Band, and were entertained by the Strolling Strings, another musical unit of the AF Band. Colonel Ashworth presented a plaque of appreciation to the AF Band for their continued support of CAP's exchange program.

Among head table guests at the ball were Lt. Gen. Francis W. Griswold, USAF commandant of the National War College; Maj. Gen. and Mrs. Chester McCarty, USAF, assistant chief of staff for Reserve Forces; Maj. Gen. Harold R. Maddux, USAF, vice commander of CONAC; Maj. Gen. Lucas V. Beau, USAF (Ret.) and Maj. Gen. Walter R. Agee, USAF (Ret.), both former national commanders of CAP; Brig. Gen. and Mrs. Jack E. Thomas, USAF, assistant chief of intelligence; Mr. John A. Lang Jr., deputy assistant to the Secretary of the Air Force for Reserve and ROTC Affairs; Col. Paul C. Ashworth, USAF, national commander of CAP; Col. and Mrs. Barnee Breeskin, CAP, special assistant to CAP's national commander for the Washington Phase of the exchange program; and Lt. Col. and Mrs. Donald Peck, USAF, who is CAP's liaison officer with the assistant chief of staff for Reserve Forces office.

On their last afternoon in Washington, the foreign cadets and escorts were given an opportunity to visit with their respective embassies.

That evening, some of the cadets wrapped up the Washington visit when they were introduced to the national pastime of baseball. They attended the game at D.C. Stadium where the Washington Senators hosted the K.C. Athletics. Their cheers and the Senator's efforts came to naught however, as the home team bowed to the Athletics 10-3.

# President Kennedy Greets Cadets During Their White House Tour

(Continued from Page 1)

he glared in mock dismay at the group.

"I hope you realize that you are standing on my freshly planted grass," he exclaimed. This drew a laugh from the cadets and they moved back a bit.

The President was in excellent

spirits and turning to Senator Humphrey he said, "Don't you want to make a speech this morning? You know, you make one about every 24 hours."

This brought a ripple of applause from the cadets, as only the evening before they had heard the Senator addressing them at the Pan American World Airways din-

ner in their honor at the Statler Hilton Hotel.

Mr. Kennedy told the cadets that he was quite familiar with the International Air Cadet Exchange of Civil Air Patrol, and mentioned that he had met the CAP cadets on a previous occasion. He was referring to the visit in May this year of 52 honor cadets of CAP who were in Washington for the 20th Anniversary Congressional Banquet. At that time, Mr. Kennedy was made an honorary member of Civil Air Patrol and was presented with a plaque.

"A great deal of good will come out of this exchange of young people," he said. "I am very happy that you had an opportunity to visit at least 20 of our states."

THE PRESIDENT then asked what countries were represented and cadets of each of the 20 countries stepped forward and announced his home country. Mr. Kennedy stepped forward then and shook hands with each of the cadets standing in the first row.

Inquiring as to what states had been visited, he said "It's too bad you weren't able to visit all the states. Did any one visit my home state, Massachusetts?"

Cadet Forbes G. Smith, 18, of Glasgow, Scotland stepped forward and said he had visited Massachusetts.

"Where in Massachusetts?" the President asked.

"Cape Cod," Smith answered promptly. The President beamed at Smith at this mention of one of his favorite vacation spots. He then turned to Senator Humphrey and said, "I thought maybe all these young men had been in Minnesota." The quip brought a hearty laugh from the Senator and the cadets.

After the hand-shaking, Mr. Kennedy turned and mounted the steps once more. Facing the cadets, he wished them a safe journey and expressed his pleasure with the brief visit that morning.

"Happy landings," he said, "and I hope you all have a safe journey home."

With a wave of his hand, he walked briskly into the White House and the cadets began assembling into the three tour groups.

But the remainder of the tour of the White House took on a noticeable secondary interest. After all, the cadets had just shaken hands and talked with the President of the United States. The house in which he lived had suddenly become unimportant.

## Funds Approved By Maryland

BALTIMORE — The Maryland State Legislature in its 1962 session approved an item in the supplemental budget of Governor J. Millard Tawes to provide the Maryland Wing of Civil Air Patrol with \$20,000 towards its operational costs for the fiscal year starting July 1.

This marks a \$5,000 increase over the amount approved for Maryland Wing in 1961, when Maryland Wing received its first State-appropriated funds.

Eighteen sections of Maryland's CAP structure will share in the state appropriation with emphasis on the cadet program, aerospace education, the chaplain's program and emergency services throughout the Wing.

## CAP Education Role Lauded by Humphrey

(Continued from Page 1)

Peace Corps, in fact, an international peace corps — the Civil Air Patrol, whose basic mission is that of peace."

Speaking of Col. Ashworth's position as head of Civil Air Patrol he said, "A colonel in the U.S. Air Force is in a unique position as head of a civil organization, devoted to the aerospace age, and saddled with the job of the explanation of a whole new world to the youth of our country."

The Senator admitted that the United States is not a perfect country, but that "we seek to make it a better one. We recognize our limitations and we are seeking to make it perfect."

Humphrey spoke highly of CAP's exchange program. He said that the international friendship generated by the exchange was significant.

"CAP's exchange program is one of the finest things I know of," he stated. "Through this exchange of young men, we are getting to know people of other countries, young men mingling with people of their own age group. In each group there are a few who will be the leaders of tomorrow, and we will read about these young men as leaders in the futures of their countries."

THE SENATOR also touched on the problems of hunger, famine, poverty and illiteracy in the world today. He said that if all the money spent on getting to the moon were to be directed toward the

complete banishment of famine and hunger in the world, we would have no need to reach the moon.

"If we could banish hunger from the face of the earth, we would have a peaceful world," he said.

He paid high tribute to Col. Barnee Breeskin, CAP, who was master of ceremonies for the dinner. He pointed out that only in this country was it possible for a man like Colonel Breeskin to assume a stature in the community simply by pulling himself up by his own bootstraps.

Colonel Ashworth, in a token of appreciation to Colonel Breeskin and Pan American World Airways presented plaques to Breeskin and to Rear Admiral Harold Miller, vice president of Pan American.

Among the distinguished guests at the head table were Congressmen Charles McMathias (Md.), James Morrison (La.) and Victor Anfuso (N.Y.); the Honorable Robert Baker, secretary to the Majority of the Senate; Lincoln White, Press Attache of the State Department; Maj. Gen. Lucas V. Beau, USAF (Ret.) and Maj. Gen. Walter R. Agee, USAF (Ret.), both former national commanders of CAP; and John Duncan, D.C. commissioner who welcomed the cadets to Washington.

Earlier the 40 foreign escort officers and CAP dignitaries, along with ambassadors, air attaches and VIPs were guests of Washington's Gaslight Club and were hosted by Commander Walter F. Koon, USN (Ret.), president of the club.



APPRECIATION—Senator Hubert Humphrey from Minnesota, receives plaque from Col. Paul C. Ashworth, CAP National commander, during the International Dinner sponsored by the Pan American World Airlines in Washington, D.C. Senator Humphrey was honored for the many years of outstanding support he has given CAP.



**BREWER AWARDS**—During the Drill competition banquet at the Air Force Academy, the CAP Brewer Award plaques were presented to this year's winners by the donor, Maj. Frank G. Brewer of Birmingham, Ala. From left are Maj. Brewer; Lt. Col. Eunice Naylor, Utah, senior award winner; Richard Nelson, N.Y., independent winner; Norman K. See, Maryland, cadet winner. At right is Lt. Col. H. Clyde Thach, drill encampment commander from Denver, Colo., congratulating the winners.

# Convent Nuns Given Outing by Reno Unit

By MAJOR JEAN D. PURINTON, CAP  
Information Officer, Nevada Wing

RENO, Nev.—A caravan of ten jeeps, loaded with enthusiastic trippers from the Washoe Jeep Squadron, Reno, Nevada, recently departed from the convent affiliated with St. Mary's Hospital. Members of the jeep squadron and their families were making their annual pilgrimage to Little Valley near Slide Mountain, near Carson City, to give a day's outing to 17 Dominican Sisters under the direction of Sister Seraphine, administrator of St. Mary's Hospital.

Capt. Wesley Hall, Commander of the Washoe Jeep Squadron, a doctor by profession, had made the plans; and he and his family led the parade. The jeeps, filled with people, food, barbecuing equipment, tables, chairs and laughter, wound down the highway that leads to the Sierras.

At a cut-off, just beyond the famed gold-rush bonanza mansion of Sandy Bowers, the group was met by Ivan Sak and his son. Mr. Sak, a United States Forest Ranger in charge of this area, led the group up a fire-break road, fit only for jeep travel.

Finally the group arrived at a beautiful meadow, complete with cattle, horses, a running brook and beautiful trees. Although the trail was hazardous, the Sisters enjoyed every minute of it and were wonderful sports about the difficulties. Immediately upon stopping, Fred Keiper and Bob McQuaid started planning for the meal; soon the guests could smell the wonderful aroma of cooking hamburgers. While all the jeeps and their families were pitching in to get lunch organized, Mr. Sak, who is an authority on the area, told the Sisters about the land and forests in the neighboring vicinity.

In a short while, lunch was served. In this beautiful atmosphere, the food tasted twice as good as it would have anywhere else. Everyone had that "well-satisfied" look on his face.

After a brief interval of rest, the party broke up and many small groups set out on different pursuits. Harry O'Brien rounded up a beautiful herd of horses and brought them near the encampment. Some of the children went rock and arrowhead hunting. Others took binoculars for bird watching. A last group, the tired

one, just sat under the trees and talked.

About 2:30, a group of more hardy individuals started out in jeeps to reach Price Lake, almost at the top of the mountain. Some of the Sisters went on this excursion. After driving for several miles, the road ended. From here on it was a matter of hiking. Some of the little Sisters who appeared rather frail and didn't have on the generally accepted hiking garb still went on.

The observers could see the whole Washoe Valley below, dotted with lakes. Above was ominous Slide Mountain with its great slide prominently displayed.

Everyone was packed into a conveyance, and the convoy started down the mountain, stopping only to pick up the jeep that had fallen by the wayside. (By this time it had cooled off and was ready to go home.) The writer has never seen a group of people happier—the Sisters for the new experiences they enjoyed and the jeeps and their families for the happiness they could bring to the nuns who lead such a sheltered life.

## CAP Calendar

CAP Events		
Southwest Region Conference	Sept. 14-16	Site not announced
Middle East Region Conference	Sept. 21-23	Sheraton-Belvedere Hotel, Baltimore, Md.
Great Lakes Region Conference	Sept. 28-30	Louisville, Ky.
North Central Region Conference	Oct. 5-7	Fargo, N.D.
Northeastern Region Conference	Oct. 12-14	Hilton Biltmore Hotel, Providence, R.I.
Southeastern Region Conference	Oct. 25-28	Broadwater Beach Hotel, Biloxi, Miss.
Aviation Events		
Air Rodeo, Sponsor: Austin CAP Squadron	Sept. 3	Tim's Airpark, Austin, Texas
National Air Fair	Sept. 1-3	Chino Airport, Chino, Calif.
Nat'l Business Aircraft Ass'n Annual Meeting	Oct. 2-4	Penn Sheraton Hotel, Pittsburgh, Pa.
National Pilots Ass'n Annual Meeting	Oct. 25-27	Tucson, Arizona
Special Events		
Air Force Ass'n Annual Convention	Sept. 19-23	Las Vegas, Nev.
OX-5's National Convention	Oct. 18-21	Fontainebleu Hotel, Miami Beach, Fla.
NAA Annual Meeting (40th Anniversary)	Oct. 21-24	Statler Hilton Hotel, Washington, D.C.

## AF to Celebrate 15th Birthday September 18

WASHINGTON — USAF commanders have been given the green light by the Air Force to celebrate the 15th birthday of the service's transfer from the Army to become a separate branch.

The exact date of the transfer was Sept. 18, 1947. On that date the U.S. military establishment's air arm became separate—joining the Army and Navy team.

The Air Force had celebrated its birthday on Armed Forces Day, September 18. However, in 1950 the Secretary of Defense set aside a special Armed Forces Day—usually in May.

The Air Force stressed that this was an internal celebration observing the birthday and not to be confused with the official Armed Forces Day.

In a letter to commanders, the Assistant Vice Chief of Staff for the Air Force, Maj. Gen. R. M. Montgomery, said: "The Air Force will observe its birthday with appropriate local ceremonies at Air Force installations in a manner to be left to the discretion of the major commander or the base commander.

## New Corbin Quarters Dedicated

CORBIN, Ky.—In a recent ceremony Col. Francis A. Blevins, CAP, commander Kentucky Wing, was on hand to officially dedicate the new headquarters building for Corbin Comp. Sq.

a large meeting room, a sound proof radio room, office space and a supply room. Material was donated by local businessmen, and the construction was done by volunteers.

The new building is composed of

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• AF BLUE ALL WOOL GABARDINE with zip-out liners

• Indiv. boxed in orig. Govt. pkgng \$14.95  
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Limited Quantity!

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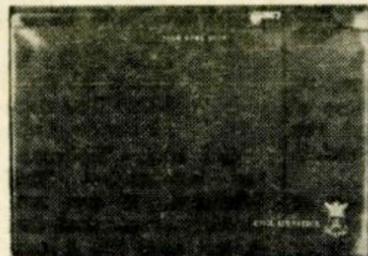


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RICH LEATHER LIKE BLUE PLASTIC WITH YOUR NAME EMBOSSED IN SILVER ON ONE LINE (NAME LIMIT 20 LETTERS) \$1.75. IF TWO LINES OF PRINTING IS DESIRED ADD 25c FOR SECOND LINE. CIRCLE LETTER B ON LABEL

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\$5.50

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STAMPS AND COINS

# New Four-Cent Stamp Will Honor Rayburn

By BILL OLCHESKI

WASHINGTON—Sam Rayburn, speaker of the House of Representatives for 17 years, will be the subject of a commemorative stamp to be issued by the United States on September 16. The four-cent stamp will carry a portrait of "Mr. Sam" with the capitol in the background.

Mr. Rayburn served in the House for 48 years, from his election in 1913 until his death in 1961.

The new stamp will first be placed on sale at Bonham, Texas, his hometown. The issue date marks the 22d anniversary of his election to the speakership.

The new stamp will be printed in brown and blue.

Collectors interested in first day covers may send addressed envelopes, together with remittance to cover stamps desired to: Postmaster, Bonham, Texas. The outside envelope, to the postmaster, should be marked "First Day Covers, Rayburn stamp."

Deadline for receipt of orders is September 16.

**CONTEST.** Entries are arriving in record numbers for the first day cover guessing contest this year. Object of the contest is to come closest to the number of first day covers that will be canceled when the Dag Hammarskjold memorial stamp is issued on October 24,

without going over the exact total. The reader submitting the closest guess will receive a presentation album containing a sheet of the new stamps autographed by the postmaster general. Runners-up will compete for some 70 prizes of philatelic interest.

- HERE ARE** the official rules for the first day contest this year:
1. Anyone is eligible to enter. There is no limit to the number of times a reader may enter.
  2. Entries must be on postal cards with not more than one guess per card.
  3. Cards must carry only name and address of entrant, plus his guess.
  4. Entries must be postmarked before midnight October 23, 1962, and received here on or before November 5, 1962.
  5. Judging will be solely on the basis of nearness to correct total without going over. No one person can win more than one prize in the final standings. However, "Early Bird" prize winners will not be eliminated from competing for the guessing prizes.
  6. Entries cannot be acknowledged, nor can we enter into correspondence about them.
  7. If, for any reason, the stamp is not issued or first day service is not offered, the contest will be cancelled.
  8. Send entries to: Stamp Editor, CAP Times, 2020 M St. N.W., Washington 6, D.C.
  9. Winners will be announced shortly after official figures are released by the Post Office Department.
  10. In the event of ties, entry bearing the earliest postmark will be declared the winner. If the postmarks are the same, winner will be determined by lot.

**FRANCE.** Two commemoratives will be issued late this month or early next marking achievements in space communications. The 50-franc value marks the first worldwide television and telephone communications by satellite on July 11 and 12. The 25-franc value shows the Space Telecommunication Center in Pleumeur-Bodu near Paris.

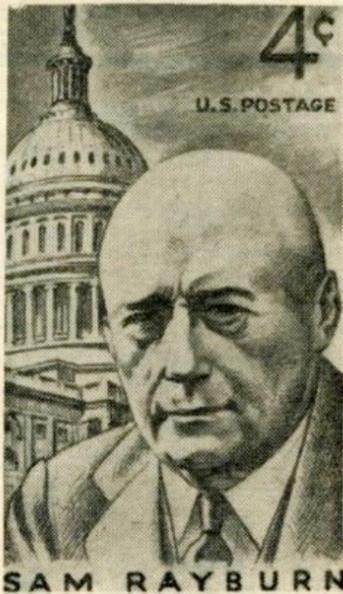
**UNITED NATIONS.** The first UN memorial stamp, honoring those who died in the service of the world organization will be issued on September 17.

The stamp shows the UN flag at half mast.

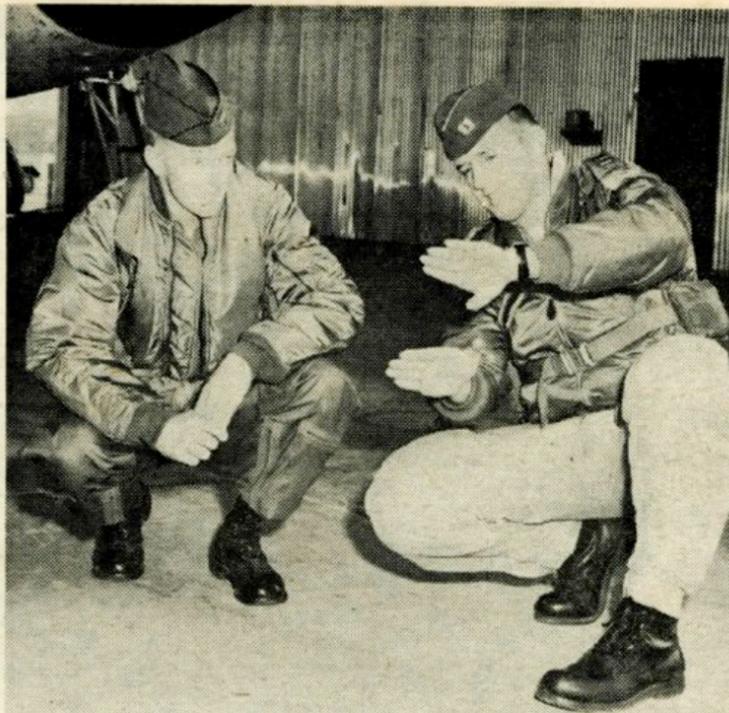
The new stamp will be printed by photogravure in two values, five and fifteen cents. Print order on the low value is for 2,750,000 and for 2,500,000 on the higher value.

**CANADA.** On September 4 a five-cent stamp will mark the official opening of the Trans-Canada Highway.

**SEND NEWS** of stamp interest to stamp editor, CAP Times, 2020 M St., N.W., Washington 6, D.C.



SAM RAYBURN



**WATCH THAT TURN**—Getting a pre-flight briefing is Cadet Philip Hocking, left, outstanding encampment cadet from Eielson AFB, Alaska, just before he climbed aboard a TF-102 interceptor at Elmendorf AFB at Anchorage. Capt. Richard J. Scott, 317th Fighter Interceptor Squadron, was the pilot of the "Delta Dagger" on the cadet's ride. (Official USAF Photo)



Safety and flight safety—is there a difference? A pilot can end up in the hospital as fast from an automobile accident as from a crash on takeoff. Very interesting—is there a difference? I guess there is no really big difference, so let us just go ahead and use the word "safety" to cover all phases of airfield operations. Now safety is easily definable. It is a—well actually, it is more like the . . . doggoned, if I'm not stymied again.

I guess safety is one of the most complex, misunderstood, and confusing words in our language. To many it is harassment: the continual reminders to preflight the aircraft, use a fire guard, and check the weather. Is all this necessary? Every pilot checks the oil prior to flight—most of the time.

Some aviators view safety as a bulletin board, poster, or snappy slogan. They look at the posted material because it is colorful and attracts the eye. They read the message, chuckle at the cleverness of it, and then light a cigarette in a "No Smoking" area and go about their business.

Safety insults many pilots. Because of the numerous reminders, the publicity of stupid mistakes and threats of commanders, some pilots dig in and say, "Make me!" The approach to safety that these individuals protest may be improper, but the attitudes they now possess are much more dangerous.

Why does an intelligent, skilled individual so often disregard directives, statistics, crash facts, and the countless attempts to teach the treachery of everyday situations? False pride is the most logical answer. Pride in the assumption that: that other fellow foolish; I am too familiar with my job to get into trouble; I may make an occasional small error, but certainly not a fatal one.

These egotistical and, frankly, stupid thoughts belong to many men who are normally modest individuals. Even the hard facts and figures that show that the victim of a recent crash held these same views do not sway the beliefs of the "Proud One."

**THE PERSONS** most receptive to information on safety, pre-ac-

cident plans, and the latest "word" are those who have been involved in an accident; the worse the accident, the more receptive. Even these people forget, however, and many return to the overconfident personalities of an earlier time. This leaves them wide open to a million other accident possibilities because of their "it can't happen to me" attitude.

Let's say that Captain Boob always struck a match with his thumbnail, until one day a piece of the match caught under his thumbnail and ignited. Boob would most likely strike his matches in a different manner thereafter. Across the country, Captain Stupe, a thumbnail match striker from way back, reads of Boob's misfortune and shakes his head at the carelessness involved. Instead of stopping to realize that Boob was just as much of a match striking expert as he, Stupe will continue with the thumb bit until he too has a similar accident.

What is safety? Guess we'd have to say that we are safety. Every thought, deed and precautionary measure aimed at preventing an accident is safety. Analyzing the mistakes of others and learning from those errors is safety. The right man doing the right job with the right tool is safety.

Now I ask YOU. IS THERE A DIFFERENCE?

## Raise Colors At Ball Field

ZANESVILLE, Ohio — Zanesville Senior Squadron 1004, Ohio Wing, recently assisted the Jaycees in dedicating their new baseball field.

About 350 boys in their baseball uniforms assembled at the base of the flag pole, and repeated the Pledge to the Flag as CAP cadets hoisted the flag.

The ball field is comprised of three diamonds, where approximately 600 youngsters will play supervised baseball.

# Letters

(Continued from Page 4)

"feel at home" means a lot to a newcomer. Congrats to Miami.)

## Address Mix-up

MINNEAPOLIS, Minn.—In the July issue of CAP TIMES it was stated in the column "Lil Hanger" that the old Washington, D.C., address is incorrect. On page 14 of the same issue there was a box for change of address. In this box the address to send these was the Washington address. I would like to know which is correct.

Thank you for a terrific newspaper about a terrific organization, SSgt. JOHN D. LaBONTE, Transportation Officer, Richfield Supply Sup. Sq.

(Ed Note—Read closer John. The change of address is for circulation problems of CAP TIMES only! For those sending any photos or editorial copy for use in CAP TIMES, the Ellington AFB, Texas, address will be used.)

## Ribbons

MORRISTOWN, Tenn.—I would like to know if Civil Air Patrol members are authorized to wear on CAP uniforms the ribbons which they have been awarded through Air Force, Army and Navy ROTC.

The point in question is whether ROTC is included in the Armed Services as defined in CAPR 39-3. If the answer is yes, would ribbons awarded by both junior (high school) and senior (college level) ROTC be included. Also, are both cadets and seniors authorized to wear such ribbons.

I believe an official answer to these questions would serve to settle any disagreement which might arise in the future.

CWO WILLIAM HURST, Commandant of Cadets, Morristown Comp. Sq., Morristown, Tenn.

(Ed Note—Your query was referred to Cadet Personnel Officials at National for answering. They indicate that ROTC ribbons are not authorized for wear on the CAP uniform. ROTC is not classified as an armed service as defined in CAPR 39-3.)

## No Publicity

EL MONTE, Calif.—It was refreshing to hear from S. M. Watrous in the July issue of CAP TIMES. I would like to inform him that he is not alone in being disappointed in not seeing worthwhile news in CAP TIMES regarding our units in California, and San Gabriel Valley in particular.

This (the information officer) is not one of the most popular positions in CAP, according to some personnel. To a few, it is most important and gratifying.

As of this month (July) an effort is being made to correct the situation. I have personally resigned as commander of El Monte Squadron, and will once again, after four years absence, become active in public information work in our group. This includes El Monte.

Up to date, two photos and three news releases were sent to local papers and CAP TIMES—so please, Mr. Watrous, keep your fingers crossed and do not get too discouraged. With the cooperation of the editors, we'll get this area in the news yet!

MAJ. THEO WICKSTED, Group 15 IO, 10124 East Garvey Blvd., El Monte, California

(Ed Note—Welcome back to the information "fold" Maj. Wicksted. It can not be too strongly emphasized that if news is not sent in, it can not be printed.)

# Quartet Takes 50-Mile Hike

BALTIMORE, Md. — Fifty miles in seven days isn't exactly a speed record, but when carrying a 28-pound pack on your back and climbing mountains, it's not exactly crawling either, as four Eastern Baltimore Squadron CAP cadets can state.

Cadet Lt. John Taylor, Cadet MSgt. Michael Cowley, Cadet TSgt. Vance Woodard and Cadet Basic Dan Casteel, began their hike at Ashby Gap, Virginia. They were pre-registered with the Appalachian Trail Club.

Cadet Taylor was one of the winners of the National Board Chairman Scholarships for 1962.

A3C Nancy Taylor of Eastern Baltimore Squadron drove the four hikers to Ashby Gap and from there the boys started out with their packs, each carrying 28 pounds of supplies including dehydrated food.

They slept in shelters at the Manassas lean-to the first night, using wild turtles to keep the insects away from their quarters.

A nine-mile hike down one mountain and over the next brought them to Mosby Lean-to for the second night. They viewed the Shenandoah Valley from a fire tower in the mountains the next day.

Next stop was the town of Manassas Gap, and on the fifth day they reached the southernmost point of their itinerary, Front Royal, Virginia. Here they "went civilized" and took in a movie.

The last full day of "pioneer" activity found the four cadets repairing a lean-to for one of the overseers on the Appalachian Trail, and in return for this the four received a ride back to Washington, D.C. They boarded a train at Union Station for Baltimore. They already are planning a later hike into the Blue Ridge Mountains of Virginia.

# CAP Is Family Matter With Four Households in Florida

A BUSINESSMAN who preferred to remain anonymous made the headlines by stating that housewives are inefficient—that they waste a lot of time.

Evidently the author of that remark had no knowledge of CAP women members who manage to be excellent homemakers, raise families and still have time to perform inestimably well in CAP offices. Often in doing so, CAP becomes a family project and other members of the family join the ranks to contribute to the benefit of their communities and the nation.

A case in point is the four women who command squadrons in Florida Wing and of whom Florida is justly proud.

• Heading the list of Florida Wing's women squadron commanders is Lt. June L. Hoon, mother of eight children and grandmother. She is commander of the Gulf Beach Cadet Squadron, St. Petersburg.

Presently two other members of her family are members of CAP. They are Maj. Priscilla M. Hoon, a daughter, and Cadet Delbert Hoon, a grandson.

In addition to her homemaking duties, Lt. Hoon is employed in industry. She is a former secretary-treasurer and president of her local PTA and is now secretary-

treasurer of a local civic organization.

Modestly listed among her hobbies and special interests are her eleven grandchildren, 50 CAP cadets and crossword puzzles.

Two of her sons are in the United States Air Force. They are A1C Byron K. Hoon, Orlando AFB, Florida, and A2C Walter L. Hoon, Truax Field, Madison, Wis. Her youngest son, Edgar A. Hoon, was a PFC in the U.S. Army stationed at Ft. Eustis, Va., when he lost his life in an accident in November, 1961.

Lieutenant Hoon's five years in CAP have seen her taking part in search missions, March of Dimes airlift, bivouacs and the many other duties of squadron commander.

• Before her appointment as commander of Fort Pierce Composite Squadron, Maj. Barbara L. Arnold performed the duties of adjutant, executive officer and finance officer.

During eleven years in CAP, Maj. Arnold has participated in 20 missions and has earned an ECI ribbon for completing the Officer Candidate Course.

A housewife, too, Maj. Arnold is also secretary-treasurer of the W. W. Arnold Construction Co., Inc.

Her husband, W. W. Arnold, is a lieutenant in CAP.

The Arnolds fly their own Champion Tri-Traveler and Maj. Arnold is a CAP accredited radio operator, at one time assigned by Florida Wing as acting net control operator—holding the daily scheduled net for one month, three times each year. She holds an FCC Novice rating.

Among equipment owned and operated at home are the Collins Receiver, Apache Transmitter, BC-669 Transceiver and Aerotron Transceiver.

Major Arnold has been commander of the Fort Pierce Composite Squadron since April 1959.

She holds an FAA private, single engine land pilot rating and has accumulated approximately 1300 hours flying time, most of which has been in flying from the family's private airstrip on their property. Much of her flying time has been on cadet orientation flights.

Keeping abreast of aerospace education, Maj. Arnold's training included participation in a trip to Puerto Rico where aerospace education is an accredited subject in all schools. She has attended several CAP aerospace education conferences and made a tour of the Air Force Academy with other members of Florida Group 5.

Major Arnold's hobbies are archery, flying and model aircraft building.

• Maj. Eilene L. Criswell, commander of Manatee County Composite Squadron, Sarasota, Florida, makes her home in Bradenton with her husband, W. T. Criswell, also a CAP major, and her three children. Daughter, Nancy Criswell, 19, is a cadet sergeant.

Before becoming squadron commander, Maj. Criswell was for five years on the staff of the Florida Wing as assistant to the DCS/Communications. For two and a half years she operated an alternate short-wave station between national and regional headquarters in passing priority traffic.

At times as many as eight hours a day were devoted to passing net traffic. The radio equip-

ment used in this work is owned and maintained by Maj. Criswell which includes an SP-600 Hammerland receiver, HRO-60 Receiver, BC-660 Transceiver-TDQ-50 watt VHF. Other special equipment (installed in a Jeep station wagon) is a 50 watt HF mobile unit, CAP call sign C-845.

Other enterprises of this energetic CAP squadron commander is as secretary-bookkeeper for J & J Aircraft, Inc.

Deer hunting and guns are interests that take second place to CAP and amateur radio operating.

• A CAP member for little

more than a year, Lt. Connie Dee Poppenhager, Miami All-Girl Cadet Squadron commander has progressed rapidly in CAP and with an outstanding squadron. Under Connie's direction, the all-girl unit took top honors in the Florida Wing Drill Competition and went on to win the Southeastern Region competition. The Florida girl cadets represented the region at the national competitions at the Air Force Academy.

Lieutenant Poppenhager has a daughter, Donna Jeanne, eight years old.

She is executive secretary and pilot to the president of Air Carrier Engine Service.

Connie who certainly would not qualify as an "inefficient housewife" has a special interest in cooking. She also excels in golfing, skeet shooting and most outdoor sports.

## Madison Captain Gets Blue Seal

HUNTSVILLE, Ala. — Capt. Tom Perkins, Flight Section chief, of the Madison County Senior Squadron, completed his three-day clinical flight course and received an FAA-Blue Seal Certificate recently.

This brief course, held at the Middle Tennessee State College in Murfreesboro, Tennessee, was conducted by leading aviation specialists using audio-visual aids with slides and film strips . . . plus 5 hours of instrument flying. The main purpose was to develop and to update all pilots with instrument training, giving special emphasis to flight safety, and to meet the flight proficiency needed by today's pilot.

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