

Air Force Secretary to Address Board Delegates



VOL. 2, NO. 10

MAXWELL AFB, ALA.

MAXWELL AFB, Ala.—Dr. Robert C. Seamans Jr., Secretary of the Air Force, will be the featured speaker at a gala banquet climaxing the 1970 National Board meeting of Civil Air Patrol in the Presidential ballroom of the Statler-Hilton Hotel, Washington, D.C., Saturday, Oct. 10.



Dr. Seamans

Among the distinguished visitors attending will be Air Force Chief of Staff, Gen. John D. Ryan and two former Air Force Chiefs of Staff, Gen. Carl A. Spaatz and Gen. John Paul McConnell.

The banquet will climax two days of activities in Washington for the board members who meet annually to take action on CAP corporate business and plan programs for the coming year.

Brig. Gen. Richard N. Ellis, USAF, national commander and CAP Board Chairman Brig. Gen. F. Ward Reilly will brief the board on current programs of the corporation.

Highlight of the national board meeting will be selection of Top Region Commander of the Year; Top Wing Commander of the Year; Top Cadet of the Year; Senior Member of the Year; Outstanding Wing Communications Award winner and the presentation of four Spaatz and two Brewer awards.

The formal announcement of business memberships being offered to firms and general members will be presented by Zenon C. R. Hansen, chairman of the board and president of Mack Trucks Inc. and national chairman of the CAP Business and General Membership Committee. (See related story this issue.)

The Modified Cadet Program and the election of a new chairman of the board will be among the key agenda items placed before the board.

Speakers appearing before the board include Gov. John E. Davis, Director, Office of Civil Defense; Brig. Gen. Frank Everest Jr., Aerospace Rescue and Recovery Service commander and Andrew J. Prokop, chief, General Aviation Operations Branch, Flight Service Standards, Federal Aviation Administration.

Airports to be utilized by those planning to attend the board meeting are Andrews AFB, Md., for military aircraft, and Friendship Airport, Baltimore, Md., for CAP and civilian airplanes.

Butler Aviation is recommended for use at Friendship. Mr. Bill Green is the Butler Aviation manager at Friendship Airport. They have 24-hour service, transient lounge, wire service to FAA and weather and flight service.

(continued on page 2)

Hansen, Commander Dies



Mr. Hansen

ALLENTOWN, Pa., "The Sept. 4—Brig. Gen. Richard N. Hansen, national commander of Civil Air Patrol, visited Allentown to meet with Zenon C. R. Hansen to complete plans for the business memberships which have recently been approved by a change in the Civil Air Patrol by-laws.

The formal announcement and offer to business firms and general members will be presented at the annual national board meeting, Oct. 9-10, in Washington, D.C. Hansen, chairman of the board and president of Mack Trucks Inc., is the national chairman of the CAP Business and General Membership Committee.

Following Hansen's proposal last year that all operators of aircraft—including business and individual—support CAP through special memberships, General Ellis named Hansen to head the national committee.

The CAP commander termed Hansen's suggestion "the greatest thing that has happened to the CAP since its formation."

General Ellis was accompanied by several members of his staff on the visit to World Headquarters of Mack. Following a conference, Hansen and the general said potential members will be contacted after the CAP convention.

(continued on page 2)

Cadets May Be Eligible For AFROTC Scholarship

MAXWELL AFB, Ala.—Male Civil Air Patrol cadets, who have shown outstanding leadership abilities, an interest in an Air Force career, and qualify for pilot or navigator training, are among those eligible to apply for 500 Air Force Reserve Officer Training Corps (AFROTC) scholarships at over 160 colleges and universities.

These are four-year scholarships that cover all tuition and fees regardless of cost including \$75 a year for books and \$50 a month subsistence allowance.

Cadets, who this year are seniors, must submit their applications by Nov. 14 for a scholarship for the 1971-72 school year. They must apply initially by filling out the application form in the pamphlet entitled "Four-Year

College Scholarships Program Bulletin" that is distributed annually to all CAP units.

Any cadet may obtain the bulletin by writing to the AFROTC (OTTA), Maxwell AFB, Ala. 36112. The bulletin lists the colleges a cadet can attend in the Fall of 1971 if he qualifies for a scholarship.

After a cadet's initial application, more forms will be sent to him so that he can supply details to be used in the selection process. Although reasonable academic success in the 10th and 11th grades is required, the evaluation is strongly based on extra-curricular activities and leadership qualities. The point system used in evaluating applicants places considerable weight on CAP membership and

(continued on page 2)

CAP Pays Third Of Solo Costs For Cadets

MAXWELL AFB, Ala.—Civil Air Patrol cadets, 16 years or older, with a yen for flying are being offered an opportunity to receive 15 hours flying time leading to solo pilot qualification under the corporation's training program.

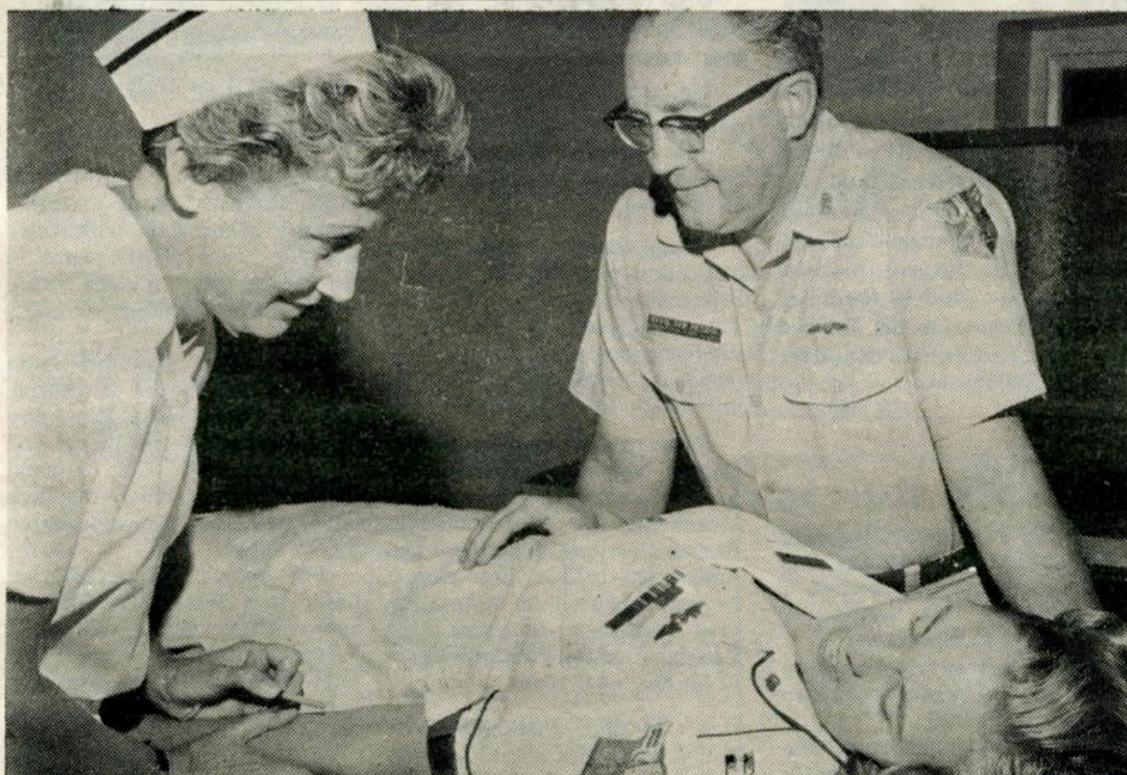
Cost to the cadet depends on local and wing funding as the corporation will pay a third of the cost to qualify the cadet.

Those planning to apply for the program must have completed four achievements in Phase II of the cadet program, have an FAA Class II medical certificate, student pilot certificate, FCC Radio-telephone operator's permit and an application on CAP Form 31 with their local commander.

The fiscal year 1971 corporate matching funds training program began in July and will end June 30, 1971. Corporate funds have already been distributed to their various wings.

Some AFROTC Schools Open to Female Cadets

MAXWELL AFB, Ala.—Although girl cadets cannot avail themselves of the flying program, the AFROTC has other scholarships for which they are eligible if they are already in the ROTC program. More than 90 colleges and universities stated that they will accept girls in their ROTC programs this fall.



TAKES CARE OF ITS OWN—Responding to Civil Air Patrol's nation-wide appeal Capt. Joleen J. Gonser of San Diego Group 3, California Wing, donates blood to replenish the blood stock for 1st. Lt. Elwyn Kennedy, a hemophiliac who underwent major surgery some months ago in San Diego. Nurse Mrs. David Stouffer of the San Diego Blood Bank

shows Lt. Col. Myron K. Rogers, Group 3 commander, how rapidly and easily blood may be donated. As of the latter part of August Civil Air Patrol volunteers had replenished 1,000 of the 1,800 units of blood used by the ailing CAP lieutenant. (Photo courtesy of the San Diego Union)

Don't Let Them Be Forgotten

MAXWELL AFB, Ala.—More than 100,000 POW-MIA bumper strips and a similar number of mini-strips went into the mail recently.

All Civil Air Patrol organizations will receive copies based on current census of each unit.

The message on each strip reads: "Civil Air Patrol Urges You—Don't Let Them Be Forgotten."

National Board Meeting SCHEDULE OF EVENTS

PLACE: Statler-Hilton Hotel, Washington, D.C.
 DATES: October 9-10, 1970
 REGISTRATION: (ALL PERSONS ARE EXPECTED TO REGISTER)
 8:00 AM-10:00 PM, Thursday, October 8
 8:00 AM-NOON, Friday, October 9
 Other hours—at Command Post
 NATIONAL BOARD MEETS: 9:00 AM-1:00 PM, Friday, October 9
 9:00 AM-1:00 PM, Saturday, October 10
 RECEPTION/BANQUET: 6:30-10:00 PM, Saturday, October 10
 GUEST SPEAKER: Dr. Robert C. Seamans Jr., Secretary of the Air Force.
 COSTS: Registration—\$25.00
 COMMITTEE MEETINGS:
 National Finance Committee: 7:00 PM, Thursday, October 8
 National Communications Committee: 9:00 AM, Friday & Saturday, October 9-10
 National Aerospace Education Advisory Committee: 9:00 AM, Friday & Saturday, October 9-10
 National Medical Advisory Board: 9:00 AM, Friday & Saturday, October 9-10
 Safety Council: 1:30 PM, Friday & Saturday, October 9-10
 Emergency Services Council: 9:00 AM, Friday & Saturday, October 9-10
 Spaatz Award Advisory Committee: 9:00 AM, Friday & Saturday, October 9-10
 DRESS: Meetings: Class A Blue Uniform. Reception and Banquet: Mess dress for military and CAP (CAP formal uniform acceptable).

Cadet Wins Rocketry

HOUSTON, Texas—A 17-year-old Civil Air Patrol cadet from Massachusetts captured first place honors in the 12th Annual National Association Model Rocketry Meet in August at the NASA Manned Spacecraft Center here.

National champion is C/WO Frederick Miller III, son of CAP Capt. and Mrs. Frederick Miller Jr. of Wilbraham, Mass. Using a special technique Cadet Miller was able to launch his low-powered model rocket and recover it nearest the established target to capture first place in the Leader Division for 17 to 21-year-old competitors.

The actual distance measured from the nose cone of his model to the target was 22 feet, 9 inches in the event termed "Open Spot Landing" by NAR officials.



MODEL ROCKETRY BRIEFING—Col. Chester H. Bohart (left), CAP-USAF vice commander, receives a briefing on model rocketry from C/TSgt. Steven Humphrey of the Westfield Cadet Squadron, Massachusetts Wing. Humphrey was among a group of cadets from the wing visiting Headquarters, CAP-USAF while enroute to 12th National Association of Rocketry Meet at Houston, Texas. (Air Force Photo)

Hansen, Commander Discuss Plans

(continued from page 1)

Noting activities of the CAP are supported at this time only by loyal volunteer members, Hansen said his proposal that corporations, businesses and individuals participate financially would "provide a needed source of revenue."

There is no direct dollar support of CAP by federal agencies or the Department of Defense except for certain semi-obsolete aircraft and equipment, he said.

According to the Hansen plan, persons flying aircraft or having anything to do with flying of aircraft will be given an opportunity to support CAP through these new classes of membership.

In the plan, Hansen said, businesses, scheduled carriers, suppliers, manufacturers and private operators "could support activities of the CAP at a cost directly related to their exposure."

The Hansen plan, for an industry such as Mack, calls for a

graduated annual fee base on mile exposure as the basis of annual dues. For companies which amass more than 1 million miles, a gradually reduced scale would be used.

The plan lists categories for corporate and/or company, operating and sustaining; Private, operating and sustaining; supplier, operating and sustaining, and carrier, operating.

Mack, which contributed to CAP last year on the Hansen-proposed basis, also is contributing on the same basis this year. Mack Trucks was the first business aircraft operator member.

The all-jet, four-craft fleet of Mack's aerial arm, Bulldog Airlines, was reviewed by General Ellis before he left Allentown. While looking over Mack's helicopter, the officer assisted Hansen in attaching a CAP decal to the vertical stabilizer.

Scholarship

(continued from page 1)

attainments such as the Mitchell, Earhart and Spaatz awards.

If the cadet survives the first screening, he will be directed to an Air Force Base for a physical examination and the Air Force Officer Qualifying Examination. This is a major first step achievement but with CAP experience and training the cadet will have an advantage, officials claim.

Speaker

(continued from page 1)

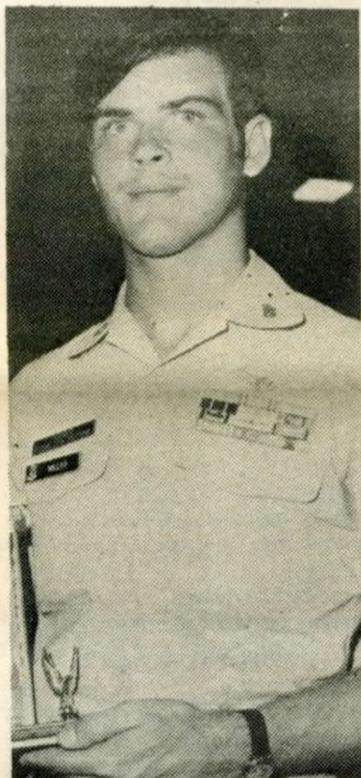
Tiedown fee per night is \$3. Two-way radio is required at Friendship, with tower frequency 119.4 and ground frequency 121.9. FAA requests contact be made with approach control on 119.7 prior to landing.

Transportation from Friendship will be scheduled airline limousine service or bus service which departs every 30 minutes. CAP transport will be provided from the general aviation parking area to the limousine service or bus area.

Arrivals by commercial air at Dulles on National Airports should use airline limousine service. In anticipation of some limitation on available airlift, those persons located within driving distance of Washington, D.C. are encouraged to drive or use surface transportation.

In view of limited hotel parking facilities and the cost of parking fees, personnel arriving by private vehicle are invited to park at Bolling AFB.

Not only will this save members money, but it will provide greater security for unattended vehicles. Transportation will be provided from Bolling AFB parking area to the hotel.



NATIONAL CHAMPION—CWO Frederick J. Miller III of Group I, Massachusetts Wing, holds the trophy for National Champion in Spot Landing he won recently at the 12th Annual National Association Model Rocketry Meet in August at the Manned Spacecraft Center, Houston, Texas. (CAP Photo)

Four Distinguished Awards Given

MAXWELL AFB, Ala.—Four former CAP members recently distinguished themselves in their home units for demonstrating leadership abilities and educational achievement. One earned a four-year scholarship in aerospace medicine, the second, a commission and the other two military academy appointments.

Cadet 2d Lt. Maurice Culver of the Franklin Institute Squadron 116, Pennsylvania Wing, received a four-year scholarship to Purdue University where he plans to study aerospace medicine.

Cadet William Rosacker, the former cadet commander of the Niantic Cadet Squadron, Connecticut Wing, was recently commissioned a second lieutenant in the U.S. Army at Ft. Benning, Ga.

Cadet TSgt. Francis Wong was transferred to inactive status with the Boston Composite Squadron, Maine Wing, so he could attend the Air Force Academy Preparatory School.

Cadet Robert Paul, a junior advisor to the CAP unit at Windward Oahu entered the U.S. Merchant Marine Academy, Kings Point, N.Y., July 21 and was duly sworn in after training Sept. 5. He received his appointment from Rep. Patsy Mink.

Failure to Close Flight Plan Cause of Massive CAP Search

HARTFORD, Conn.—The failure of a private pilot to close out a flight plan after he changed destinations resulted in a massive four-state search recently.

Although the mission lasted only about 12 hours, officials in Pennsylvania, Massachusetts, New York and Connecticut were all involved.

The search began when officials at Hartford's Bradley International Airport Control Tower sent out an alert that a single-engine plane with four persons aboard had not landed in Windsor Locks as expected.

The plane had departed Elmira, New York and had not been heard from since. Meanwhile, the pilot landed at Brainard Airport in Hartford and finding the offices there closed, he had departed on a vacation trip without notifying the Federal Aviation Administration of his change in plans.

A CAP pilot, Arthur Chase of Manchester, spotted the parked aircraft as he walked along the Brainard ramp to his own plane to join the search.

FAA officials warned pilots that at airports which do not have control towers, the responsibility of notifying the FAA of flight changes lies with the pilot involved.

Army, Air Force, CAP Engaged In REDCAP

COLORADO SPRINGS, Colo.—Civil Air Patrol personnel recently joined force with Army and Air Force rescue teams in the search for a missing Army plane with two military pilots aboard.

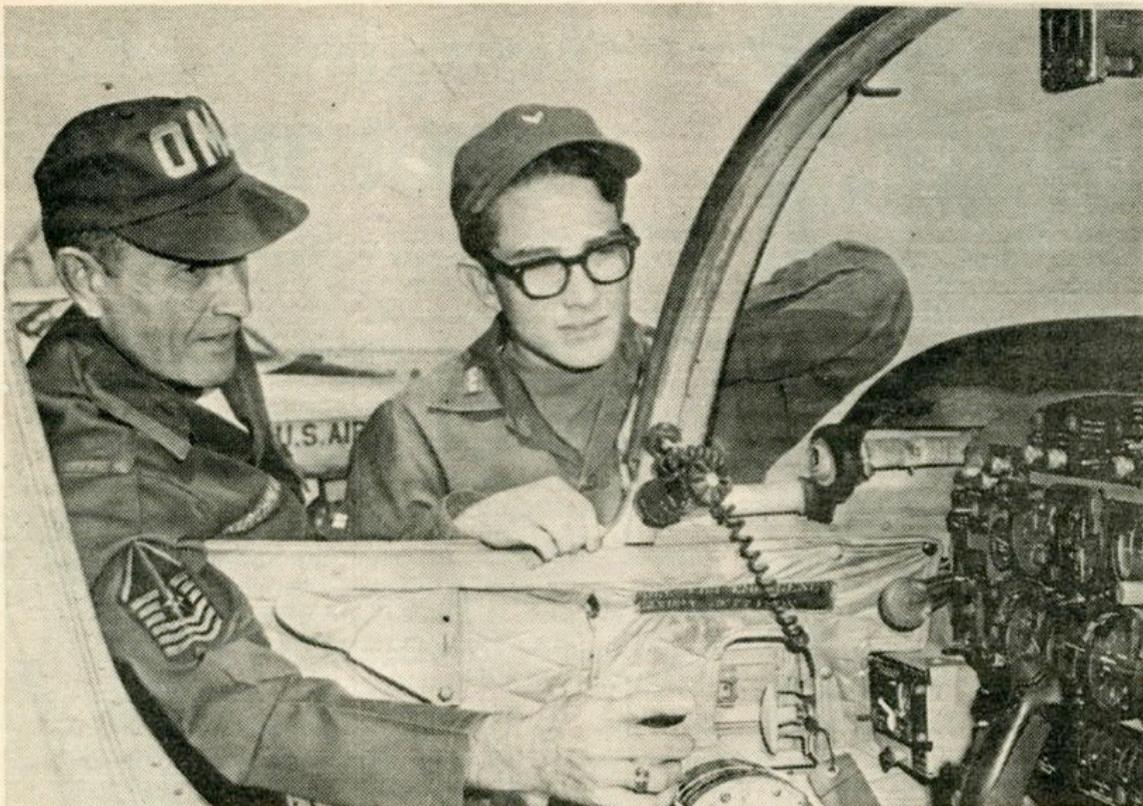
The plane took off from Peterson Field on a routine training flight with U.S. Army Lt. Col. Thomas W. Wheat and Air Force Lt. Col. Donald Grostic aboard. When the men failed to return, a massive search was initiated.

The plane wreckage was found in a heavily wooded area about three miles south of Victor by an Air Force pilot. The scene was on the side of a mountain at about the 8,500-foot level.

Both men were killed in the crash.

 AUTHORIZED
 C.A.P. INSIGNIA
 and uniform accessories
 Write for FREE brochure
 BROOKS ENTERPRISES
 172 Crosby St., N.Y., N.Y. 10012

CAP
 DISTRIBUTOR
 (Member Owned)
CAP NAME PLATES
 \$1.00 Each
 Over 11 \$.85 Over 23 \$.75
 Add 25c for Handling
 Postage Prepaid
E. C. STUENKEL CO.
 P. O. Box 214
 Brookfield, Illinois 60513



VISITS FATHER—Aerospace-minded Cadet Gerry Kutchman (16) visits his father, SMSgt. Joseph Kutchman, a maintenance supervisor of the Cessna T-37 aircraft at Williams AFB, Ariz. Cadet Kutchman, who was named honor cadet

of the Arizona Wing Encampment at Kirkland AFB, N. Mex., reported to his father that he is planning on an Air Force career after he graduates from Chandler High School where he is a junior. (U.S. Air Force Photo)

Army Tells Cadets Choppers Expensive

F T . R U C K E R , Ala.—Helicopters are expensive! Some 120 Civil Air Patrol cadets discovered the high price of whirlybirds on a recent visit to the Army's aviation center here.

They were amazed to learn that helicopters are priced from \$250,000 for a small navigation training type up to \$2.5 million for the newest cargo-carrying type.

The cadets spent one day here during the course of a two-week CAP Cadet Officers School at Maxwell Air Force Base, Ala. The school is designed to teach them qualities of good leadership and effective communication.

While at Ft. Rucker, the youngsters looked at, sat in, walked around, and crawled through several types of helicopters on static display at Henshey Army Air Field, located on this fort.

The tour included

demonstrations of helicopter landing pad preparation, dropping of airborne troops by helicopter, and setting up and operation of a 105mm howitzer. The units presenting the demonstrations are all attached to and coordinated by the 53rd Aviation Battalion.

The cadets also visited the U.S. Army Aviation Museum where various stages of helicopter development, experimental vertical takeoff and landing aircraft, and fixed wing observation aircraft are on display.

Ft. Rucker is the largest helicopter pilot training school the Army operates.



INTERVIEWED—Janet Swanson (right) of Minneapolis KMSP-TV interviews Cadet Pat Brown of the Viking Squadron after she became one of the 21 cadets who earned their solo rating at a recent Minnesota Wing flying encampment. (Photo by G. H. Tucker)



AWARD CEREMONY—Lt. Col. Bertha K. Callander receives a citation accompanying the award of the Meritorious Service Medal at her retirement ceremonies in August from Brig. Gen. Richard N. Ellis, CAP's national commander. (U.S. Air Force Photo)

Comptroller Earns Medal For Meritorious Service

MAXWELL AFB, Ala.—Lt. Col. Bertha K. Callander, who served here as Deputy Chief of Staff/Comptroller at National Headquarters of Civil Air Patrol, was awarded the Meritorious Service Medal in retirement ceremonies Aug. 31.

The citation accompanying the award states, in part, that "the outstanding professional skill, leadership and ceaseless efforts of Colonel Callander have resulted in major contributions to the effectiveness and success of the Civil Air Patrol financial program."

She had completed some 20 years service in the Air Force when she retired.

A native of Baltimore, Md., she earned her commission in 1951 upon graduation from Officer Candidate School at Lackland AFB. She attended

John Hopkins University and, after commissioning, earned the B.A. degree at George Washington University, Washington, D.C.

The colonel's husband, George T. Callander, is also a retired Air Force officer. They reside in Winter Haven, Fla.

CAP Honors 'Mr. Zero-G'

WRIGHT-PATTERSON AFB, Ohio—Mr. Zero-G was honored by Civil Air Patrol for service to the organization and its cadets in the Dayton area.

Donald Griggs, head of the Aeronautical Systems Division's zero-gravity program in which a C-135 airplane is used to simulate weightless conditions of space in order to test men and equipment, received a special certificate from Maj. Kenneth Rittner, DEC's Squadron 704 commander.

Griggs was the first person in this area to be honored with the special certificate which cited him for "outstanding service to the nation and aerospace posture..." officials said.

Civil Air Patrol cadets in the Dayton area received instruction in electronics, navigation, basic aeronautics, power propulsion, Air Force history, military courtesy and leadership. They were also taken on field trips that included a visit to Patrick AFB, Fla., for the Apollo 13 launch.

There the cadets saw Mr. Zero-G in action conducting last-minute training for the Apollo 13 astronauts.

Solo Wings Won by 21 CAP Cadets

WASECA, Minn.—Twenty-one cadets soloed recently after completing flight training at Minnesota Wing's annual encampment here, announced Capt. John Johnson, Aeromets commander and encampment commander.

Since the training site was new, the 237th Flight Facilities unit if the Minnesota Air National Guard operated facilities and the control tower during the flight training program.

Graduates of the solo course included Cadets Pat Brown, Kevin Krueger, Jim Daley, John Thompson, Charles J. Benjamin, Rodney Lindberg, Dan W. Malone, Craig Denbrook, Tom Schutz, Kevin Spivey;

C. Mark Burlingame, Kevin Huntington, Beth Nelson, Robert Garrison, Richard Albright, Richard Nystrom, Jason Schutz, John Reiter, Jeff Oney, Rick Krueger and Gary Gilber.

Colonel Green Kansas Wing's Commander

WICHITA, Kan.—Lt. Col. Ernest M. Green recently assumed command of the Kansas Wing succeeding Col. Toby Elster who has been named to the North Central Region staff.

A native of Wichita, Colonel Green joined CAP in 1965 as the cadets' military education officer. He also served as Wichita West Composite Squadron deputy commander for cadets and later became the squadron commander. After this he was transferred to wing headquarters to assume the deputy wing commander post.

A 1947 honor graduate of Wichita High School North, he was a member of the school's

swimming, gymnastic and football teams.

He attended Wichita University three and a half years as a pre-med student and later attended Los Angeles City College and the University of Southern California. During his Wichita College years, he served as assistant physical director of the YMCA and on the organization's physical education committee. He was also the Sixth Area District Director for Aquatics for the YMCA and the Boy Scouts of America.

In 1950 he joined the U.S. Marine Corps and became an instructor in hand-to-hand

combat training. Colonel Green is a member of the Black Belt Judo Society of the Kodokan, Tokyo. An active member of the National Association of Gymnastic Coaches of America, he is a certified judge of gymnastics and aquatics for local regional and national competition.

Employed by KG&E, the electric company, Wichita, as a commercial industrial sales consultant, he previously held posts as contract representative, manager of sales floor, and residential consultant.

Colonel Green, his wife, Juanita and sons, Scott, Greg and Cris, live at 2626 Classen in Wichita.

Reed Pigman Flight Scholarship Deadline is Oct. 24

From the commander . . .

Chairman's comments . . .

Airlift - A Chronic Problem

by Brig. Gen. Richard N. Ellis

Last November when I became National Commander, the chronic problem of airlift support for CAP activities was already known to me. This morning marks my 11th month in that office and sometimes I believe the complaints have increased daily.

I think it's time we put our heads together and put a stop to them.



ALL of us in Civil Air Patrol have got to face facts on this subject. We've got to make certain that everyone—from the oldest senior to the newest cadet—knows and appreciates these facts. It's equally important that parents of our cadets have a full understanding. If they don't, they can be embarrassed by writing letters to congressmen denouncing the Air Force and then learn that their complaints were unfounded.

I can assure you that very few of the letters of complaint received were based on fact. It has now reached the point where gross misunderstandings; garbled words; misconceptions and erroneous information have reached embarrassing proportions.

I find it especially disturbing when the Air Force—as frequently happens—is not only criticized, but sometimes outright maligned. In my opinion—and I'll tell you why in a moment—the Air Force has done a creditable job in providing airlift for a multitude of CAP activities.

Let me make it clear that I am not here to defend the Air Force position in this matter. . . no defense is needed! USAF support has been nothing short of remarkable—especially in these days of critically reduced flying hours, aircraft shortages, global commitments, a shooting war in Southeast Asia, and the present period of super-austerity.

But even these, and other roadblocks, did not stop the Air Force from continuing its massive airlift for CAP's Summer Programs.

In a three-month period just ended, USAF flew 4.5 million passenger miles. They were in the air 2,500 hours to support CAP and you can double these hours for ground time. This included transportation, billeting, scheduling, maintenance, and everything else needed to get them there and back safely.

And how about the IACE of 1970? It was CAP's biggest to-date. We hear much about this wonderful youth motivation program which sent American youngsters to 27 countries, while 204 foreign cadets came to this nation.

What we don't hear is that the Air Force made it possible. I don't say "assists," or "helps," or "supports,"—I say USAF makes it possible.

This year alone, USAF carved 150 thousand dollars out of its already lean and plucked budget to make CAP's hopes for its biggest IACE in history become a reality. While none of the complaints were related to IACE, it seems appropriate to remind ourselves of the total airlift support picture. . . and certainly the giant USAF role in that worthwhile program should be made a matter of public record.

Let me return to the hardnosed facts which I mentioned earlier. This is the straight scoop which all CAP members must know. The regulation governing airlift support to Civil Air Patrol is AF Reg 76-6. This is the law; this is the bible; but not only for CAP, but for all agencies who look to USAF for such assistance. In essence, CAP airlift may be PERMITTED. It cannot be obligated! It has never been obligatory for USAF to airlift Civil Air Patrol personnel.

This means that CAP travel must be on a space available basis. The truth is that USAF cannot—by law—schedule an aircraft to transport a group of cadets to a special activity, or a panel of senior members to a seminar—or whatever! The term "space available" should be self-explanatory, but seems to require frequent discussion. Let me give it to you in a nut shell! If an Air Force aircraft is going from point "A" to point "B" and there is room aboard, it is known as space available. If a CAP member is also at point "A", if he has official orders stating he is on CAP business which requires his presence at point "B"—or in the area—then he may fly on that aircraft.

That's the story. These are the facts. There are a few exceptions but generally speaking, all CAP airlift, except IACE operations mentioned earlier, must be in the space available category. It's not new. The regulation has been in effect for many years.

Some may wonder—in the light of these restrictions—how on earth was our substantial airlift over the years made possible.

IT WASN'T EASY!

Air Force Personnel—and many others in Air Reserve Components—made it possible by a maximum effort. Not just the commanders, or the pilots, co-pilots, navigators, crew chiefs, aircraft engineers who were directly concerned, it took an extra effort on the part of operations clerks, mechanics, loadmasters, drivers, communications, billeting non-coms, food service airmen. All these—and more—at bases across the country have had a part in giving full support to Civil Air Patrol.

They have earned a pat-on-the-back from all—but instead, they're getting criticized from a few.

Let's straighten those few out by giving them the facts.

SALUTE

by Brig. Gen. F. Ward Reilly

Salute: Exchange of greetings with expression of courtesy and respect between men of goodwill, shrouded in the mysteries of the Age of Chivalry, preserved through the years for freemen but denied to slaves and knaves, is a heritage of which we can be justly proud and entrusted with its preservation.

Therefore, as I reach the end of my tour of active duty in this great Organization I have been privileged to serve, I salute with pride the courageous men and women of Civil Air Patrol and the United States Air Force.



Too often we are apt to re-count our contributions over the years, in terms of time, effort, and resources, overlooking our greatest reward in the satisfaction of contributing to the welfare of our fellowman and our Great Country to which we all owe so much, confirming the saying: "We enjoy life by the help and society of others."

You are aware of the principles for which I stand, expressed in this column during the terms of office I have been privileged to serve as your chairman. I am grateful for your commendations and the silence of the dissenters. We are bound by the fundamental principles of Duty, Honor, Country, and nothing in our volunteer status relieves us of these sacred obligations. Our past is a matter of record, both commendable and regrettable. The future depends upon the character of our membership and leadership. Civil Air Patrol must subscribe to goals that will result in a prestigious Organization, otherwise we will face a grim future.

It is essential that we not tolerate conflict of personalities and that there be neither fear nor favor in our ranks. Mission accomplishment is our purpose and our goal. To this end we must all pledge our dedicated effort.

Our new organizational structure, criteria for membership and officer grade has been designed to accommodate those now in the Organization and to require higher standards for those seeking membership in the future. This is a long range upgrading plan to reach the first plateau some years down the road, and then to be elevated to acceptable standards of the times and Services.

The dedicated members of Civil Air Patrol will support the program, the dissenters may become a part of our attrition. So long as we base our Organization on standards of quality we will have no difficulty in attracting those of quality for membership. Fads and fancies, hairy or shaggy, will come and go and only the fundamental principles to which we have dedicated our services will endure.

With these thoughts, I wish you one and all Godspeed for a great future for Civil Air Patrol and may your rewards be great.

CIVIL AIR PATROL NEWS

☆☆☆☆★ USAF AUXILIARY ☆☆☆☆☆

National Commander Brig. Gen. Richard N. Ellis, USAF
National Board Chairman Brig. Gen. F. Ward Reilly, CAP
Director of Information Lt. Col. John W. Miller, USAF
Chief, Internal Information Capt. Mervyn E. Roberts, Jr., USAF
Editor TSgt. John J. Lyons, USAF

The Civil Air Patrol News is an official publication of Civil Air Patrol, a private benevolent corporation and auxiliary of the United States Air Force, published monthly at Headquarters CAP-USAF (CPNI), Building 714, Maxwell Air Force Base, Alabama 36112.

Opinions expressed herein do not necessarily represent those of the Air Force or any of its departments. Editorial copy should be addressed to Editor, CAP News, National Headquarters (CPNI), Maxwell AFB, Alabama 36112.

Questions about advertising rates in the Civil Air Patrol News should be directed to Kimbrough & Associates Advertising Agency, P.O. Box 2181, Montgomery, Ala. 36103.

The appearance of advertising in this publication with the exception of the CAP Educational Materials Center, does not constitute an endorsement by the Civil Air Patrol Corporation of the products or services advertised.

Published by mail subscription (Civil Air Patrol membership dues include subscription).

\$2.00 per year by mail subscription (Civil Air Patrol membership dues include subscription).

Second class postage paid at Montgomery, Ala. 36104.
Postmasters: Please send forms 3579 to Headquarters, CAP (CPPC), Maxwell AFB, Ala. 36112.



August Class 100 Per Cent Successful At CAP's National Flying Encampment

NORMAN, Okla.—It was "Four-In-A-Row" for the Civil Air Patrol's National Flying Encampment here at a graduating banquet for the August class in the Commons Restaurant on Oklahoma University's south campus.

The August class of 26 cadets was the fourth consecutive class in the last two years the Norman encampment successfully completed with 100% of its cadets earning private pilot licenses.

Three of the class were named Outstanding Cadets of the Encampment in the graduating ceremonies as each of the 26 cadets was awarded his CAP silver aviation wings.

Lt. Col. Charles F. Shield, Jr., USAFR, Senior CAP officer supervising the encampment, announced the top three cadets were:

First: Cadet Lt. Col. Eliot Lawrence, Forest Park, Ga.

Second: Cadet Colonel Charles Pfeiffer, Winter Park, Fla.

Third: Cadet First Lieutenant Larry D. Johnson, Houston, Tex.

They were named for outstanding performance at the encampment in all phases of the program—ground school, flying, conduct and leadership.

Training for the encampment was provided by The Airmen, Inc., Norman aircraft sales and instruction firm at Max Westheimer Field. The firm first was selected in 1969 and taught two classes of 25 cadets each that summer in the three week course with 100% success. This year a July class totaled 32 and the August class of 26 made 58 more brand new pilots produced by the encampment, without a failure.

Bill Winblood, chairman of The Airmen, Inc., was master of ceremonies for the graduation banquet and complimented the cadets on their completion of their FAA final flight examinations this week. Only three of the class didn't make it

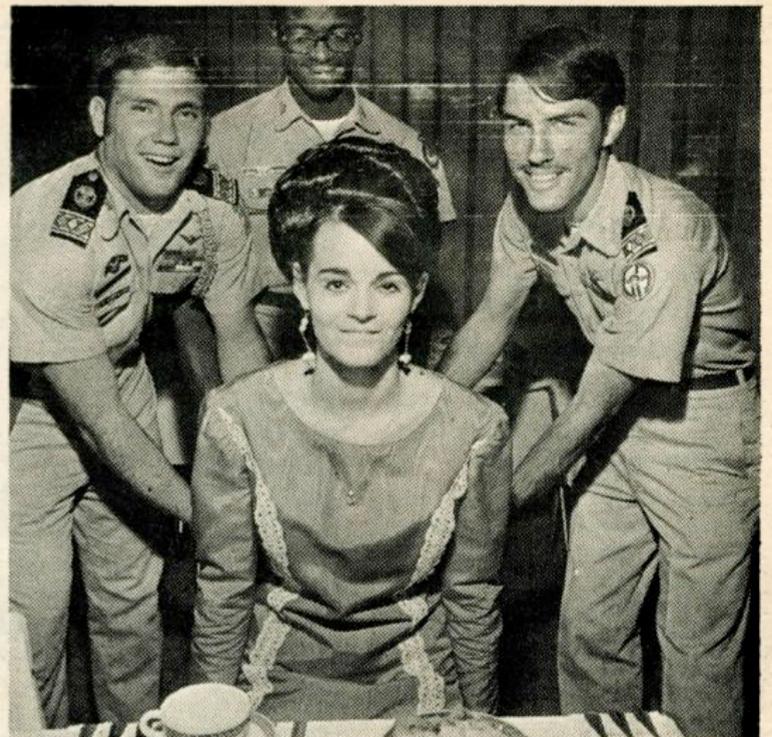
on their first trip and those three were quickly accepted on re-checks.

Federal Aviation Administration private pilot certificates were awarded to the successful cadets as they passed their examinations by FAA examiners.

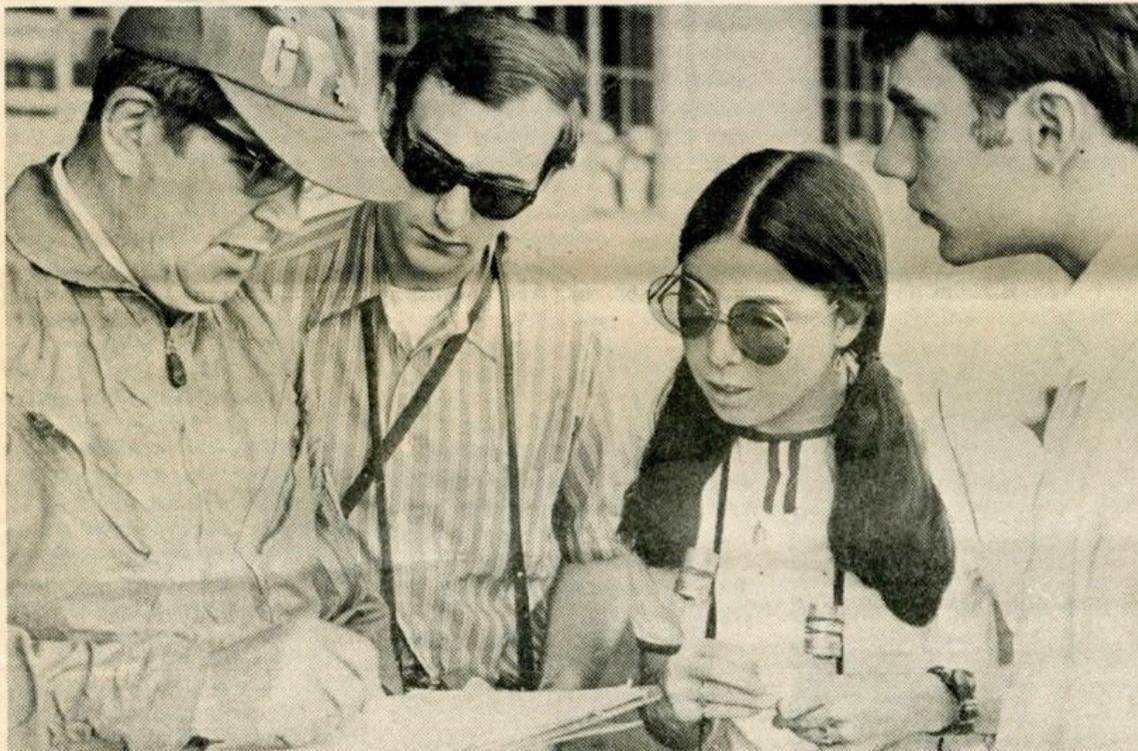
The cadets, who all had to be outstanding in achievement in their home units to be selected for the encampment, were awarded Okie certificates from Oklahoma's Governor, Dewey Bartlett.

The cadets represent 13 states, from Arizona and Kansas through Georgia and Florida. Two Oklahoma cadets are in the class, Cadet First Lieutenant Joe Ed Parsons, Sapulpa, and Cadet First Lieutenant Kenneth J. Holloway, 7216 Bernadine Lane, Oklahoma City.

Encampment Cadet Commander for the August class was Cadet Col. Charles Pfeiffer, Winter Park, Florida.



GENTLEMEN ALL!—The top three cadets at the National Flying Encampment at Norman act like gentlemen as they help seat Miss Lu Ann Ford of Midwest City, Okla., a guest at their graduation banquet. The cadets (from left) are Cadet Lt. Col. Eliot Lawrence of the Georgia Wing; C/1st Lt. Larry D. Johnson, Texas Wing and C/Col. Charles Pfeiffer, Florida Wing.



CAP BRIEFING GIVEN—LT. Col. Donald Cooper (left), a search and rescue mission pilot from Group 10, Pennsylvania Wing, explains the route he plans to take on an aerial demonstration flight for Don White, Miriam White, and Larry Melton. The three were

students of the Temple University's Aerospace Workshop who embarked on their first plane ride with Civil Air Patrol. (Photo by WO William H. Larkin, Jr., Group 10 Information Officer)

Navioneers Ask CAP Help in Parts Hunt

MAXWELL AFB, Ala.—Is your L-17 (Navion) AOC (Aircraft Out of Commission due to parts)?

Did you know that there exists in this country an organization known as the American Navion Society?

Well there is and its sole purpose is the preservation of this vanishing breed of aircraft. . . "The Navion."

Known as the Navioneers, a group of dedicated individuals own, fly and lavish great care on their Navions. The most significant single activity of the organization other than flying is locating, buying and stocking a supply of spare parts for these airplanes.

By hunting them in obscure places as well as following leads provided by its members, the organization has been able to accumulate an appreciable stock of parts ranging from canopy rollers to wings, fuselages, canopies, etc.

Unfortunately, this stock is dwindling on some of the items for which the original tooling was long ago sold as scrap. The cost of replacing this tooling would be prohibitive for producing a limited number of items.

The American Navion Society, with headquarters at Banning, Calif., would like to have the opportunity of acquiring available Navion spare parts from anyone wishing to dispose of them. It is also possible that a two-way exchange between CAP members and the American Navion Society could be negotiated which would be mutually beneficial.

Interested Navion flyers can contact the American Navion Society by writing to Mr. Von D. Miller, American Navion Society, P.O. Box 1175, Airport Station, Banning, Calif. 92220 or R. E. Brame, Chairman, Northeast Chapter, 575 General Armstrong Road, King of Prussia, Pa. 19406, or calling Mr. Brame at AC 215 265-4519.



LONE STAR STATE SOLOISTS—Eleven Texas Wing cadets and senior staff members pose in front of the three trainers the

cadets used during their flight training to earn their solo rating. (Photo courtesy of the Texas Wing)

Supply Officers

We carry the most complete stock of CAP supplies at guaranteed savings.

All new items in stock. We stock sew-on cadet officers rank insignias and sew-on wings of all types.

Send now for your free CAP catalog.

S. MITCHELL

8 WEST 26TH STREET
NEW YORK, N.Y. 10010

Arizona Wing Rescues Three Fliers

PHOENIX—A wisp of smoke showing its way into a thick ground haze led Arizona Wing Group III searchers to the crumpled wreckage of a light plane—and three men who survived the crash.

Twenty-five hours after the light plane, with three Air Force men aboard, took off from Deer Valley airport north of Phoenix searchers spotted the plane.

The pilot of the rented aircraft, 1st Lt. Ronald Sharek, of Kansas City, Kan., and a passenger, 2nd Lt. Dennis Dobkowski, of North Hollywood, Calif., were uninjured.

Another passenger, A1C David A. Leisering, of Fon Du Lac, Wisc., was injured in the crash and was evacuated by helicopter after the CAP searchers called in paramedics who made a rescue jump to the downed aircraft.

Sharek took off on a sightseeing tour about 8 a.m. Aug. 1, but searchers were not notified until the middle of the afternoon that the plane was overdue.

Search Coordinator, Lt. Col. J. B. Gotcher, diverted seven CAP aircraft ferrying visiting Canadian Air Cadets on a tour of the Grand Canyon so they could search the area where Sharek reported he would be flying.

The cadets climbed off the diverted aircraft when they arrived back in Phoenix and observers and pilots flew another series of sorties before night grounded the planes.

Gotcher sent his first plane and crew—a Stinson piloted by 2nd Lt. John Tyler and observer CWO Mark Monday—into a canyon-cut area near Oak Creek.

Tyler made an east to west pass over the grid and turned for a runback. "They must have heard us make that first pass," he said, "and were ready for us the second time around."

A campfire-like puff of smoke rose into the hazy air on the left and Tyler started a tight turn. The crumpled Cessna 177 and a man (Sharek) came into view at the same time.

"He started waving to us. It sure felt good to see someone moving on the ground there," said Tyler.

Tyler climbed to radio for rescue aircraft and a helicopter from Luke AFB. But the radio failed and after five minutes Tyler called "frustrating" he signalled the man on the ground that he had been sighted and headed for Prescott airport to use the phone.

"I hated to leave then. But all I could see was one man moving. It wasn't going to do us any good to orbit the crash site. We had to get the word out," he added.

Tyler called in the location of the downed aircraft, hidden among trees, and then returned to the crash site where he directed in an HU-16 Albatross from the 302nd Aerospace Rescue and Recovery Unit at Luke. Inexplicably the radio was working again.

"The pilot could have put out his paramedics on that first pass," said Tyler's observer. "Lt. Tyler had had them corrected right over the crash on the first pass."

The paramedics made their jump on the second pass, instead, and found Leisering injured and Sharek.

Dobkowski had begun a 20 mile walk to help over rough country earlier and arrived in Williams, Ariz. an hour after Tyler reported the find.

Sharek and Dobkowski were evacuated to Luke AFB by helicopter, Leisering was taken to Prescott hospital for treatment.

Hard on the track of the maximum effort for the three airmen, Group III pilots were flying sorties in southern Arizona four days later when

two teenage boys were reported to have taken a plane from the aero club at Davis Monthan Airbase.

The youths, 15 and 16, filed a flight plan for a local flying session but failed to return.

For five days Group III pilots and observers spun an aerial web over most of southern Arizona in a vain search for the youngsters. They were later reported safe after their plane crashed in Mexico, the Federal Bureau of Investigation said.

New York Units Find Test Real

MONTGOMERY, N. Y.—What was to have been a three day weekend exercise turned into an actual REDCAP recently for members of the White Plains Amelia Earhart Composite Sqs.

While holding the bivouac/SARCAP at Orange County Airport, the 30 cadets and senior members were alerted to a REDCAP for a missing Cessna lost on a flight from New York City to Syracuse.

The airport was designated search headquarters, and as other pilots from throughout the state arrived, all members of the local squadron established the base facilities.

Unfortunately, the ideally operational REDCAP with its many planes, personnel and radio equipment was not enough to prevent tragedy.

The missing aircraft was found the following day near Woodstock, N. Y. All aboard were dead.

In another part of the state, more than 75 members of the Tri-County Detachment at Glens Falls were also participating in a weekend practice mission when they too were called out on an actual mission.

Only three hours after starting their practice session, members were advised by the New York State Police of a missing boat with four persons aboard on Lake Champlain. The craft had departed from Plattsburgh the previous evening and had not been heard from.

With the assistance of affiliate squadrons in Plattsburgh and Amsterdam, aerial searching was started with four planes diverted

to the mission. Within minutes the disabled craft was spotted. All four persons were safe but the boat had a dead engine. Pilots guided assistance to the area and then returned to complete their original weekend practice mission.

CAP Wings Hunt Lost Children

Several wings have been involved in searches for lost children during the past months.

In Minnesota, ground crews were called on to assist local authorities in the hunt for a missing five-year-old boy from Bethel, Minn. Little David Hensel disappeared while berry picking.

Cadets and seniors from St. Cloud St. Paul and Cambridge Sqs. joined in the search with Isanti County officials.

The boy was found safe on the day after he was reported missing.

In Pennsylvania, a Civil Air Patrol pilot was credited with spotting a 14-year-old boy who had become lost in the woods near Carbondale. Senior Member John Cavage of Carbondale spotted the boy on a rocky ledge in a mountainous area and guided rescuers to the scene.

The boy was apparently uninjured.

In Oregon, CAP ground crews and one aircraft took part in a search for a lost eight-year-old boy. Working out of the Fossil, Oregon Ranger Headquarters, CAP volunteers spent nearly an entire day searching the woodlands before the youngster was located.

The boy, Ralph Sykis, was also unharmed.



CHARTING SAR PROGRESS—Lt. Col. William F. Smith (second from right), New York Wing's Sector IV commander, briefs Col. Jess Strauss, New York Wing commander and his staff officers on the areas being covered in a recent state-wide search and rescue exercise which turned into a REDCAP for members of the Warren County Airport-based group. (CAP Photo)

Hawaii Increases Its State CD Role

HONOLULU, Hawaii—The Hawaii Wing has stepped up its program to be ready to assist State and County Civil Defense units during any natural or

national disaster, or mass casualty accident.

Second Lt. George Texido, Civil Defense coordinator for CAP, said the wing now has over

400 seniors and 175 cadet members that can be mobilized during an emergency. He said the figure includes 124 pilots and 110 communicators.

Nearly 100 CAP members have graduated from CD courses so far and others are taking courses at the present time.

The Hawaii CAP is regularly called upon to assist state and county CD officials when natural disasters such as tidal waves, forest fires and rainstorms strike. The CAP flies missions to check on disaster conditions and traffic congestion, airlifts supplies, evacuates disaster victims and performs other mercy missions, in addition to search and rescue tasks.

No flight plan had been filed and it was two days before a search was started.

Exactly a week from the time it was lost, a Birmingham pilot spotted the wreckage on the side of a mountain about 15 miles south of Birmingham.

Access to the site was difficult and helicopters finally had to lower a rescue team to the site. Both persons aboard were killed in the crash.

CAP Active in Tri-State SAR

MONTGOMERY, Ala.—CAP pilots from Georgia, Mississippi and Alabama recently participated in the search for a missing aircraft with two persons aboard, lost on a flight from Atlanta, Ga., to Vicksburg, Miss.

Dr. William Compton of Lithonia, Georgia and a woman passenger were aboard the craft when it disappeared during bad weather somewhere along the search route.

CAP Suspends SAR in Ohio

RAVENNA, Ohio—Authorities have suspended search activities for a missing plane with five persons aboard. The plane is believed to have plunged into Lake Erie while sightseeing.

Pilots from the Ohio Wing, Coast Guard officials, and Canadian authorities searched in vain for three days for the craft which carried an El Paso, Texas, pilot and his family.

The pilot had departed Detroit, Michigan enroute to Richmond, Va. The pilot flight plan called for a sightseeing trip over Lake Erie during the trip.

Civil Defense units and the Ohio State Patrol also took part in the mission.

AUTHORIZED DISTRIBUTOR
REGULATION C.A.P. INSIGNIA
ACCESSORIES & UNIFORMS
NOW IN STOCK
FOR IMMEDIATE SHIPMENT
SEND FOR FREE CATALOG

SHERWOOD COMPANY
BOX 521, KENDALL STATION, MIAMI, FLORIDA 33156

Cadet News Briefs

Blue Ridge Squadron Sponsors Massive 'Toys for Tots' Drive

BUENA VISTA, Va.—Members of the Blue Ridge Cadet Squadron, Virginia Wing, are planning to sponsor a Christmas toy drive for underprivileged children in the Buena Vista-Rockbridge County area.

Capt. James W. Plogger, squadron commander, said arrangements have already been made with Mrs. Judith Dennis of the local Public Welfare Department to get the names of the children in the area eligible to receive toys.

Having publicly announced the program, the squadron plans to accept new or used toys. All damaged toys will be repaired by the squadron members before the planned delivery Christmas Eve.

Cadets Earn \$25 Washing Cars

LYNCHBURG, Va.—Six cadets from the Lynchburg Composite Squadron collected \$25 for their squadron by washing 25 automobiles with a car washing service June 6 at the Langhore Road Branch of the Fidelity National Bank. Money collected in the day-long venture will be used for cadet special activities.

Engaged in the operation were Cadets Jeff L. MacKinney, Robert MacKinney, Gary Bird, Benny Robertson, Preston Wilson Jr. and Grover Braxton.

Emergency Service Team Planned

OTIS AFB, Mass.—Cape Cod Composite Squadron cadets are planning the formation of an emergency ground rescue team to assist local officials involved emergency service operations. Graduates of Pennsylvania Wing's Ranger School, Cadets Michael Rose, Fred Howley, Charles Wintermeyer and Ronald Juhl agree that such a well-trained unit would be beneficial to the local community.

Team Leader Rose said that his hometown police and fire departments reported that each day several people get lost on the Cape—one way or another.

All four cadets are experienced in real and simulated rescue operations and can cope with most situations, officials noted.

Falmouth authorities and merchants have shown considerable interest in the formation of such a team and have pledged to donate the basic equipment the team needs.

Are Your Charts Up to Date?

No one in his right mind would think of using Pere Marquett's map of Michigan or Ponce de Leon's map of Florida for aerial navigation, but how many pilots are using charts that are not completely up to date?

This is not aimed at the fools who knowingly use obsolete charts but at those who have the latest edition and think that this is all that's required.

The natural response to this is, "How much can change between editions of a chart?"

Just as an example, take the Omaha Sectional Aeronautical

Chart. It was published on 28 May 1970, but if it doesn't have a 1,380-foot MSL obstruction located at 40 degrees 38'00" N, 95 degrees 40'00" W, it's not up to date.

Other changes include addition of yet another 1215 foot obstruction, a VOR frequency change, addition of UNICOM at one airport, and deletion of four airports—and this chart is only five months old!

So how does one keep his charts current? The answer is in

the Airman's Information Manual, Part 3, under Sectional Chart Bulletin. Here the Federal Aviation Administration publishes major changes in aeronautical information that present a hazardous condition or impose a restriction on the pilot. Also included are major changes to airports and radio navigational facilities.

The really professional pilot shows his chart smarts by using the AIM to keep his maps current.

Canadians Have Active Tour of Arizona State by CWO Mark Monday

PHOENIX—Fifteen Canadian Air Cadets here on an air cadet exchange:

- flew on a search mission
- swam in ocean waves on the desert
- watched practice bombing runs by the U. S. Air Force
- visited the Grand Canyon
- toured military and defense related installations
- and visited CAP members in their homes.

The cadets and their two chaperones were hosted for 12 days by the Arizona Wing and Group III.

The cadets became involved in the search for a missing light plane as they were returning from the Grand Canyon aboard seven Civil Air Patrol aircraft.

The light plane was reported missing shortly after the aircraft took off from Grand Canyon airport and the CAP search coordinator diverted the aircraft to fly a search as they returned to Phoenix.

"One of the cadets was almost asleep in his seat when we were ordered to divert," said

Group III Commander Lt. Col. Paul Dean. "When he heard the order he almost went through the roof of the plane."

Dean and other pilots had flown the cadets and their escorts low over the forested south rim of the Grand Canyon earlier, where the ground suddenly drops away thousands of feet in the space of a few turns of the propeller.

"You could hear the catch in their breath as the ground suddenly turned from pine trees near at hand to rocky desert far below," said another pilot, 2nd Lt. John Tyler.

The cadets, during their stay in the Phoenix area from July 26 to August 6, swam in the manmade surf at Clairol Inc. Big Surf at Tempe, Ariz.

A giant wave tank in the middle of Arizona desert sand backdropped the beach as the cadets swam, strummed guitars and rode rubber rafts as guests of Big Surf.

The young cadets toured the facilities at Williams Air Force Base southeast of Phoenix and Luke Air Force Base northeast of the city.

They tried on military flying gear, watched films on Air Force weaponry and were introduced to the cockpits of aircraft at the bases.

At the Gila Bend Gunnery Range, a heat-seared patch of sagebrush, cacti and dirt near Phoenix the cadets and their escorts watched as pilots roared across the bleak landscape in bombing runs and observed the accuracy of a computer-actuated bombing run.

The Arizona Republic and Phoenix Gazette opened their employee facilities for a day of recreation and swimming for the teenage cadets and Motorola and Sperry light systems gave the cadets tours of their defense-related industrial plants.

Arizona Governor Jack Williams met the young men in his office, signed their courtesy book and distributed medalions honoring the men who discovered and explored the state.

Group III members took the cadets to their homes for a Sunday afternoon and sponsored an evening barbecue and swim, before the young men left for the remainder of their tour, and a visit with the President.

Army Labels CAP Cadets Professional

LOUISVILLE, Ky.—"Professional" was the way U. S. Army officials described the performance of Kentucky cadets at the drill ceremony that recently marked the end of the Wing Summer Encampment training at Fort Knox Army Post here.

Cadet Lt. Col. David Stamps, cadet encampment commander and C/Maj. Barry Wilding, executive officer, led the 69 contingent of cadets through a vigorous program of aerospace education, moral leadership and military education while helping coordinate tours of the various Fort Knox facilities.

The cadets were briefed on Ft. Knox's Armored Division, obstacle courses, personnel carriers and tanks and toured the Patton Museum, Herd Park Training Area and Godman Air Field.

The encampment ended with a graduation ceremony and drill competition. U. S. Army and Kentucky Wing officers attended the ceremony. On the reviewing stand were Lt. Col. Richard R. Dooley, Kentucky Wing commander; and Maj. Charles E. Lynn Jr., deputy wing commander.

Cadet Capt. Daryl Weller was named honor cadet of the encampment.

Cadets Have Active Part

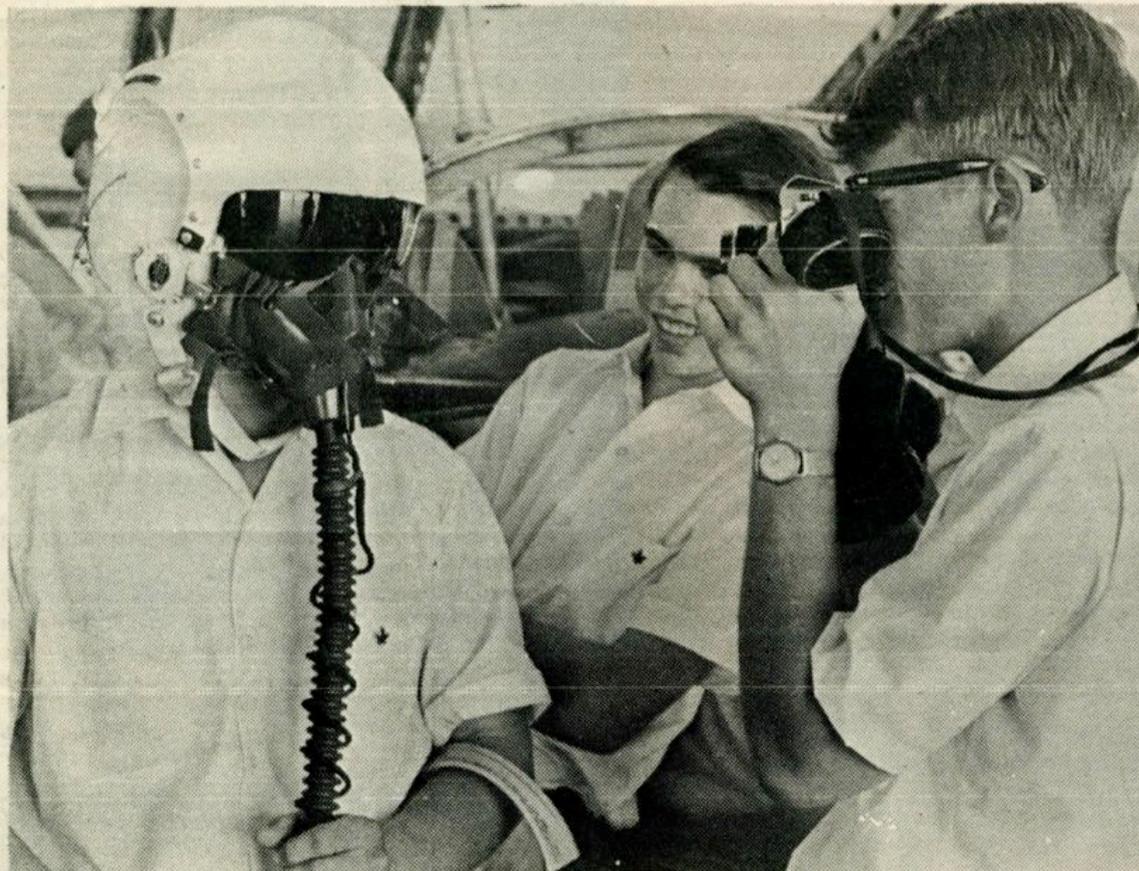
TWIN FALLS, Idaho—The Twin Falls Cadet Sq. recently completed a week-long training exercise designed to expand the capabilities of the squadron to assist Civil Defense authorities during an emergency.

The exercise was sponsored by the State CD Office under the guidance of State Civil Defense Director Charles Roundtree.

The drill was conducted in the basement of the county courthouse. Cadets filled the positions of couriers and messengers, carrying word of disaster and trouble from the crisis center to CD Headquarters.

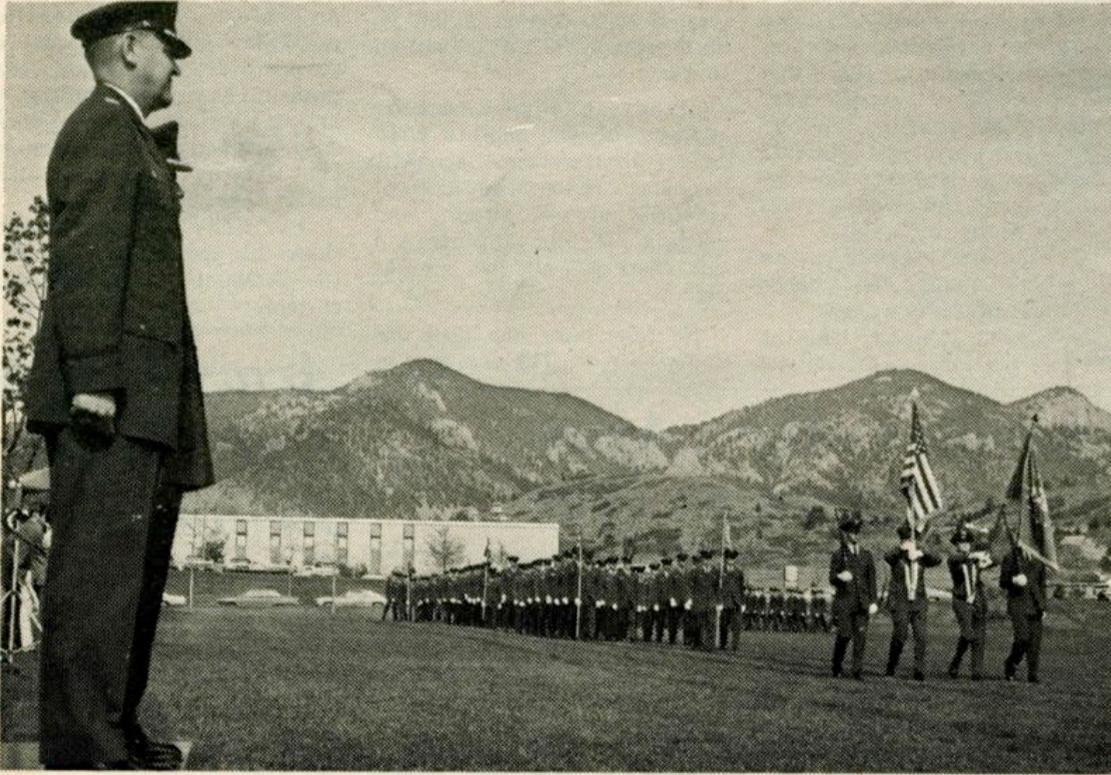
Other members manned vital communications centers.

All cadets received the praise of the State CD Director and county officials for efficiency and conduct during the exercise, which was termed very successful by the directors.

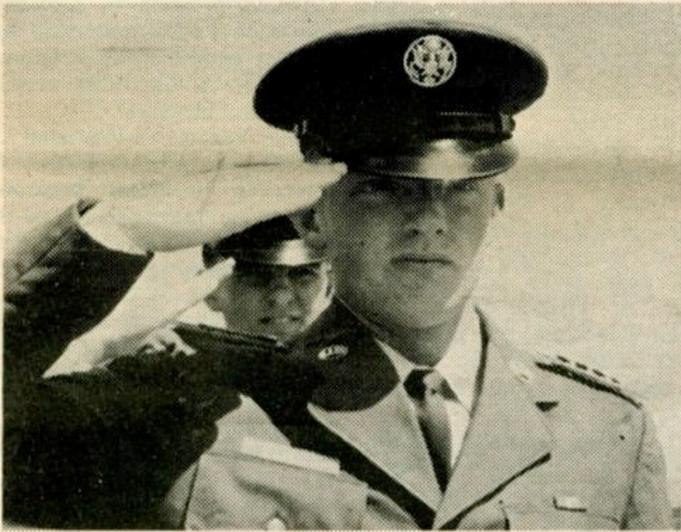


IN STYLE—In U. S. Air Force flying helmet Canadian Air Cadet Meryle Venaas of Saskatchewan has his picture taken by Doug Eaglesham of Alberta while Ted Purdy of Ontario watches. The cadets toured Williams AFB and other military and defense related industries while visiting Arizona under Group III sponsorship. (Photo courtesy of The Arizona Republic)

ACADEMY PREP SCHOOL



PREP SCHOOL PARADE—The squadrons pass in smart review for the commander and reviewing officers. Cadet candidates themselves hold the officer and non-com positions within the organization.



SMART SALUTE—Military training is a daily part of life at the Air Force Academy Prep School. Parades and reviews supplement the lessons learned in drill.



GRADUATION RECEPTION—Proud parents and friends join Prep School graduates for the social events and parade at end of school. The prepsters thoroughly enjoyed the pleasant change of scenery which graced their campus.

MAXWELL AFB, Ala.—The Air Force Academy Preparatory School, Colorado Springs, Colo., has again allocated up to three slots for Civil Air Patrol cadets interested in a military career as an Air Force officer.

The next classes at the school will begin in August 1971.

Applications for an appointment to the Prep School must be received at CAP National Headquarters between Dec. 1, 1970, and Jan. 10, 1971.

The school is designed primarily to prepare and motivate its students for the Air Force Academy but graduation from the Prep School does not automatically guarantee an appointment to the Academy.

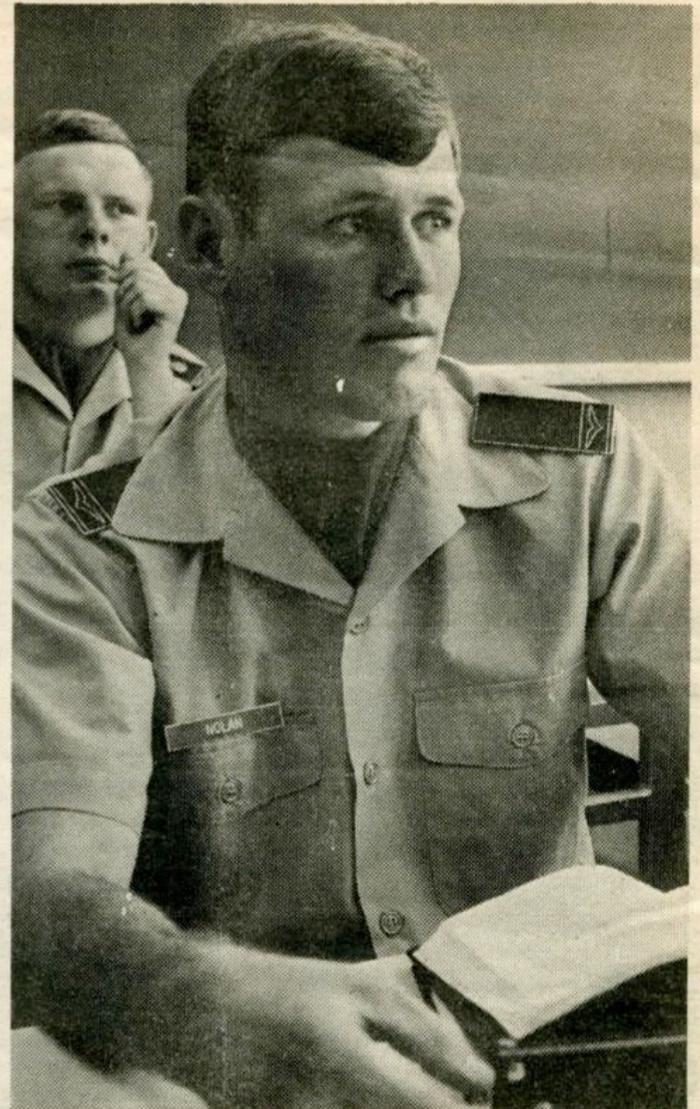
The curriculum is designed to prepare those attending to compete on Academy entrance examinations and to succeed as an Academy cadet. Instruction is divided into four areas—English, mathematics, military and physical training with intensive instruction in English and math to prepare for College Entrance Examination Board tests and for the academic program at the Academy.

The academic program begins on the high school level and proceeds rapidly to college level material. All instructors are Air Force officers.

CAP cadets interested in appointment to the Prep School must fulfill the following general requirements:

Must be male, at least 17 but not over 21; must be single and never have been married; must be a United States citizen; and must have earned the Amelia Earhart Award.

U. S. AIR FORCE



CLASSROOM CONCENTRATION—Michael D. Nolan of Houston, Tex., concentrates on English composition lecture. Classes at Prep School are small, resulting in close student-instructor relationship.

OPEN TO CAP CADETS

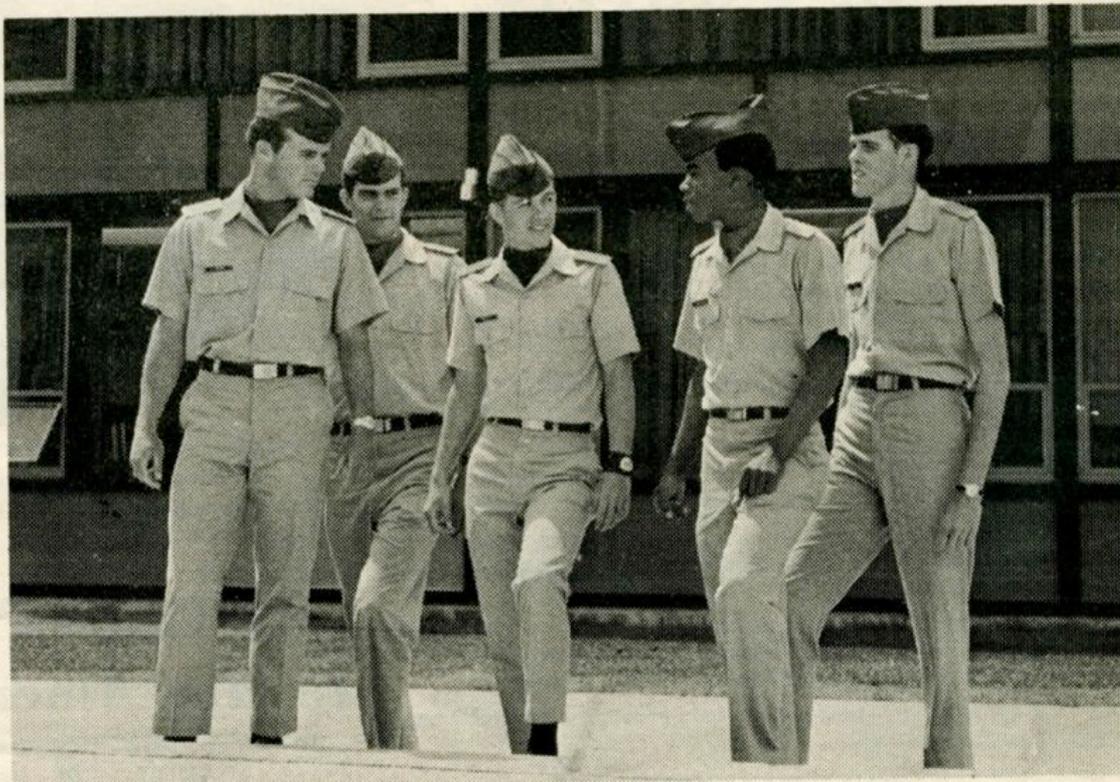
In addition he must file a number of documents including the following: CAP Form 85 with a photograph in uniform; CAP Form 59 outlining positions of leadership held; high school or college transcript; outline of all CAP activities together with participation in civic and school activities; letters of recommendation from high school or college teacher or administrative personnel, from a clergyman, and from a community leader; CEEB scores; statement of marital status and citizenship; birth certificate; and current copy of Air Force Class I Flight Physical.

Students in the Prep School participate in physical training, athletics, and military training. Leave is granted at Thanksgiving, Christmas, and in March, in addition to weekend leaves for proficient students. Students wear uniforms with distinctive insignia but may wear civilian clothes when off duty. There are many opportunities for recreational and extracurricular activities.

The Prep School is located in the center of the Air Force Academy site in a self-contained complex including classroom, dormitory and dining hall buildings, athletic fields, and a parade ground.

A board will convene at National Headquarters of Civil Air Patrol in January to select three primary candidates and three alternates to attend the Prep School. The Air Force Academy reserves the right to make the final selections and may reject all of them.

For further information contact CAP National Headquarters (ED), Maxwell AFB, Ala. 36112.



WEEKEND LEAVE—A group of Prep School students discuss upcoming weekend leave as they wait outside school headquarters. Students wear distinguishing insignia, blue neck scarves, and shoulder boards on their uniforms.

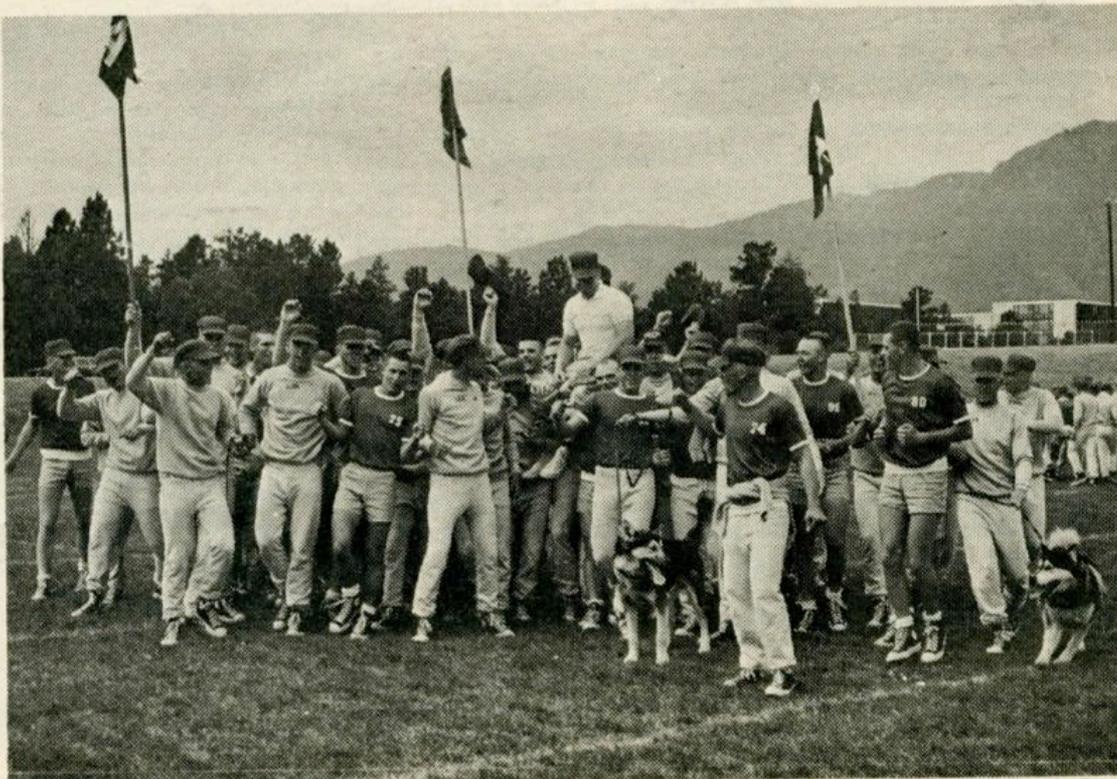
PHOTOS



FOOTBALL STAR—Bill Gaines of Oak Park, Ill., is outstanding player on the "Huskies" football team. Prep school students enjoy a well-rounded program of athletics, recreation, and academic studies.



CONFERENCE—The student leader of the "cadet candidates," right, confers with Air Force officer on upcoming parade formation. Instructors at the Prep School are all Air Force officers.



OFFICIAL MASCOTS—A pair of huskies, official Prep School mascots, join members of a victorious squadron in cheering their intramural coach on Field Day. Athletics and intramural sports are a vital part of the Prep School program.

Modified Cadet Program

Pot Pourri

by 1st Lt. John D. McMahon

MAXWELL AFB, Ala.—The National Executive Committee has approved a five-year moratorium on major structural and conceptual changes to the modified cadet program. We are thankful and it looks like we are going to need every minute of it to get people properly briefed and indoctrinated.

We have proof that CAP people have more imagination and ingenuity than any other group in the country. All one has to do is monitor the achievement contracts and achievement packet orders coming to National Headquarters.

We are inclined to believe that people do not read the published guidance—rather we know it. How can they go so far wrong in so many ways?

You cannot bulk order for cadets—one achievement packet per order, with the mailing label made out to the cadet's address.

You cannot mimeograph contract forms and send them in for achievement credit. To enter the modified program, an achievement packet must be ordered.

You cannot finagle so that cadets can get credit for achievements under the old program without taking the aerospace education test. Quit trying to find shortcuts and help us maintain standards!

We are going to be hardnosed and send orders and contracts back to you if they are not right.

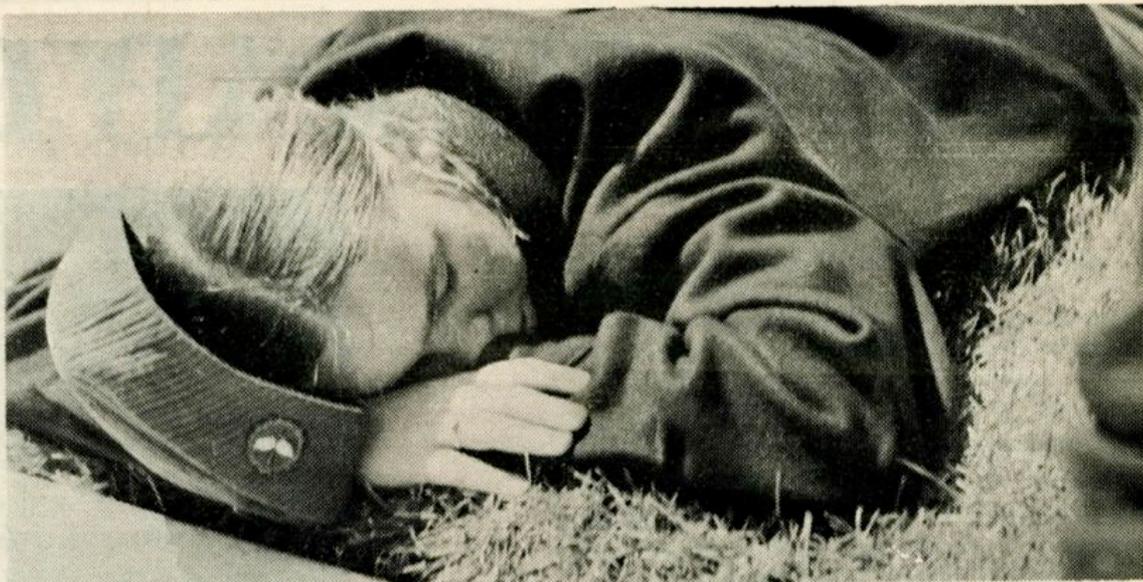
Eventually we will get most people straightened out.

- * Regardless of your problem the Bookstore will accept only ONE achievement packet order on an order form from a cadet. If you want to be sneaky, use more than one order form—especially if you want the extra material in the Phase I packet—like Leadership Lab Manual, Introduction to CAP, New Aerobics, and Cadet Handbook.
- * You helpful squadron commanders who send in an order for 20 achievement packets and include a list of cadet names and addresses, CEASE and DESIST! The Bookstore doesn't have the manpower to type up the necessary individual order form for each. If you are ordering 20 packets, have an order form for each with the proper cadet's name and address on each mailing label. You may not like or understand this, but it is what the system requires.
- * Be sure to check Chaplain Merfeld's column on the moral leadership part of the Modified Cadet Program. It includes some important points, especially for those squadron commanders who have alienated their chaplain and are trying to run a cadet squadron without them, or at least a series of visiting clergymen. It can't be done!
- * The Testing Section reviews completed contracts and if they are not signed in the appropriate two places by a clergyman or chaplain, you will just get a form letter and no credit for the achievement, until the deficiency is corrected.
- * It's time some squadron commanders read up on the ML portion of the cadet program. You can't just sign it off anymore, as we have tried to point out in a number of publications. Get the word! Get a clergyman or figure out why they hate you so much. If you can do the job, follow one of the first principles of good management—delegate the task to your staff or some outstanding cadets.
- * Cadets! don't let those squadron commanders sign off your contract unless you really feel you have honestly satisfied requirements.
- * Remember everybody—all cadets should be under contract by January. In spite of all our efforts, somebody is going to tell the National Commander in 1974 that he never heard of achievement contracts.
- * Everyone is sincerely urged to stay happy during the Transition Period which lasts until January. We all have our problems as expected. If we could only communicate with each individual. Our problems would be much fewer however if we could get everyone to read the published guidance. Our greatest problem is the squadron that will still be transitioning a year from January.
- * We appreciated the fellow the other day who pointed out that the New Aerobics book has no colored center section like it says on page 4-1 of the Leader's Handbook (yellow covered version). We added him to the small list of people who have read it.
- * Incidentally, the copy of the Leader's Handbook now for sale in the Bookstore has a cream and red cover, with the only change to date being the above Aerobics item.

CAP Officer Aboard Russian TU-144

PORTLAND, Ore.—Maj. Roy Loughery, Oregon Wing's executive officer, recently was allowed to ride the cockpit of the Russian Tupolev TU-114. He was among a group of Americans who flew on the Alaska Airlines inaugural tour of Russia.

Former Clackamas Composite Squadron Commander Loughery will soon present a series of film slides he took during the flight. Proceeds from these showings will be used to help finance payment of the Cessna 150 purchased by his former squadron last Spring.



AND SO TO SLEEP—After a morning of drill and ceremony at Vandenberg AFB, Calif., this cadet surrenders to sleep beneath the warm summer sun. She was one of more than 200

cadets from the California and Nevada Wings participating in a nine-day CAP Encampment at the Missile Capital of the World. (Air Force Photo)

CAP Cadet Places Third In Miss America Contest

CORINTH, Miss.—Christine Joyce McClamrock of the Corinth Eagle Squadron, who is the new Miss Mississippi, placed third in the Miss America Beauty Pageant last month in Atlantic City, N.J. Miss Texas, Phyllis George, won the Miss America title.

The 21-year-old, blue-eyed beauty, Miss McClamrock is the daughter of Squadron Photographer, Capt. Melvin McClamrock.

She outclassed 44 other contestants earlier in the month at Vicksburg, Miss., to win the Miss Mississippi Beauty Pageant title.

A sophomore voice major at Mississippi State College for Women at Columbus, she displayed her singing talent in the Miss America Pageant talent competition. A large group of squadron members flew to Atlantic City to lend their moral support to Christine during the competition.



Cadet Saves Girl's Life

MCCORD AFB, Wash.—Cadet Mike Mills, son of Col. Stephen E. Mills, Washington Wing commander, was commended recently for his prompt action in rendering first aid to a girl cadet who fell into a canyon near her home.

Cadet Mills was among the group of cadets near the canyon when the accident occurred and took over command of the situation. He immediately sent one of the cadets for help and then went down the embankment to the bottom of the canyon where he stayed with the unconscious girl until help arrived.

On reaching the canyon bottom, Mills found the girl unconscious and her head twisted to one side. He immediately put her head in line with her body and covered her.

The patrolman who answered the call attributed the girl's life being saved by Mills who showed level headedness, maturity and courage. Cadet Mills is a member of the Bellevue Composite Squadron.

Tennessee Wing Cited For SAR, CDEX Skill

DYERSBURG, Tenn.—Tennessee Wing officials are convinced that their members can do an outstanding emergency services job. This conviction stems from the wing's two perfect scores given by Air Force teams evaluating the recent SAR Effectiveness Test at Knoxville and the CDEX '68 exercise at Dyersburg.

The search and rescue exercise was conducted at the Knoxville Downtown Airport under the direction of Group IX Commander, Maj. William Tallent.

One hundred senior members and 15 cadets took part in the exercise with 28 mission pilots and 22 airplanes taking part in the flying part of the exercise which was held three weeks after the general briefing.

Bad weather made it impossible to continue the mission as scheduled but CAP members returned after three weeks and went on to bring the event to a successful conclusion.

Especially commended was the Greenville Composite Squadron for its well equipped mobile communication van. Air Force evaluators noted the advantage of the new crash locator beacon which was demonstrated by placing the unit at a simulated crash site and activating it.

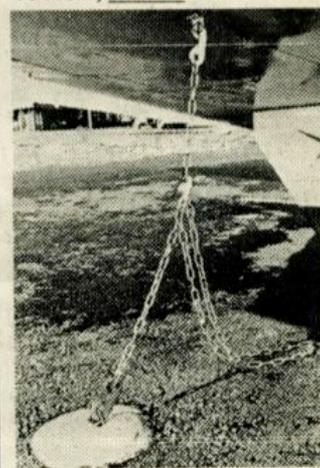
According to the evaluation team, the Tennessee Wing did "an outstanding job demonstrating its ability to

perform the assigned mission in a professional manner."



5 1/2% AT MATURITY ON SERIES 'E' AND 'H' U.S. SAVINGS BONDS

A New, Better Tie-Down!



We offer a complete small plane tie-down, specially designed for the job, with a 3000 lb. minimum test! STA-LOK connectors for attachment to the wing or cable or deadman anchors. QUIK-LINK connectors for different wing heights. SPECIAL 3/16 inch high-test galvanized chain for long lasting, rust free service. AND for airports in snow country, attachments for easy chain removal for snow clearance. Send your business check today for one complete sample 8 ft. tie-down (specify cable or deadman) \$6.00 prepaid with complete information included.

QUIK-LINK COMPANY P. O. BOX 5005 EUGENE, OREGON 97405 503/345-9839

Commanders' Program Responsibilities

by Chaplin (Col.) V. C. Merfeld
assistant national chaplain

(EDITOR'S NOTE—This is the first of a three part series on the commander's responsibilities in connection with the modified cadet program).

By virtue of his position in the CAP unit, the commander has many responsibilities, among which is the Chaplain program. This is specifically spelled out in CAP Regulation 265-1: "The commander...will insure that chaplains provide an appropriate chaplain program as outlined..." (in the same regulation).

In the Leader's Handbook for the Modified Cadet Program (CAP Manual 50-16), recently inaugurated throughout CAP, there is a guide for the squadron commander on the role of the chaplain:

M O R A L LEADERSHIP OFFICER.

This is another name for the unit chaplain. When we speak of a chaplain, we are referring to either a Protestant minister, a Jewish rabbi, or a Catholic priest. The religion does not matter. What does matter is to select a moral leadership officer who, after reading the Moral Leadership Manual, feels that he can conduct the discussion sessions without promoting his particular sectarian beliefs. The objective is to discuss topics openly and frankly, and for the moral leadership officer to guide discussion activities by elaboration, example, and reason so that conclusions can be reached that are morally sound. This is a difficult task for the best trained and most experienced to accomplish, particularly when working with the young, inquisitive, quick, and occasionally rebellious mind. It is, then, the responsibility of the commander to take the greatest of care in his selection of a moral leadership officer."

If a CAP chaplain cannot be obtained, then an ordained clergyman can be used, but he must be well briefed on his role and the program he is to conduct. His is a leadership role—not a lecturer's role.

In the past, some commanders have certified on test answer sheets that cadets have satisfied moral leadership requirements for the achievement. This has been done even though the squadron has no moral leadership officer and has done nothing in this area. Under the Modified Cadet Program, this will not be condoned. The moral leadership officer (chaplain) or an approved visiting clergyman must sign the Contract Completion Record. The Modified Cadet Program must be implemented. We cannot accept the statement that a chaplain or visiting clergyman cannot be recruited to conduct the program.

Hence, it behooves the commander to get acquainted with QUALIFIED clergymen.

Now what are these qualifications of which I speak? The appointment criteria for a CAP chaplain is the same as that for the Air Force—namely, four years of college (completion of 120 semester hours or a bachelor degree) and three years of seminary training, ordination, full-time service as a clergyman, and endorsement by his church headquarters. In rare cases, isolated communities, a waiver can be granted to those who do not meet fully the three-year seminary requirement, but who do have four years of college and are otherwise ecclesiastically qualified. Each case for waiver consideration will be judged on its own merits. Chaplain recruitment should be directed toward those busy but qualified clergymen. We often receive applications endorsed by commanders urging special consideration of unqualified chaplain candidates on the grounds that such applicants are "good with youth and are willing to serve." To me, this is no recommendation at all, only an indication that the commander is anxious to "get by" and keep his own record clear. Our cadets deserve the best leadership available. To lower the standards would be a disservice not only to the cadets, but to every CAP chaplain in the program as well as to CAP itself.



SIGNAL PRACTICE—Cadet Pat Kline practices use of signal mirror under the supervision of C/Sgt. Tony Durazo (right), a recent graduate of a cadet survival school in Canada. (Photo by Capt. Robert L. Lawson)

Cadets Survive Course

by Capt. Robert L. Lawson
SAN DIEGO, Calif.—Fifteen hot, dirty and thoroughly exhausted members of Cadet Squadron 83, California Wing, returned to their headquarters at Brown Field, Chula Vista, recently after a rugged stint in the wilds of the Laguna Mountains, 30 miles east of here.

The bivouac was planned and organized by the cadets themselves with C/MSgts. Ed Jefferson, Ron Gross and C/Sgt. Tony Durazo providing the leadership. Details of bivouac location, transportation and food and water were worked out and arranged for in advance, insuring a successful adventure.

Squadron Wins Commendation For Prompt Aid

RICHMOND, Va.—Members of Virginia Wing's Apollo Senior Squadron won praise from the Virginia State Police for their immediate and professional assistance recently at the scene of a two-car accident on one of the main highways into Charlottesville which left one person dead and six seriously injured.

The CAP group arrived on the scene shortly after two cars slammed into each other, rendered the victims first aid and treated them for shock.

Credited with rendering first aid were SM Craig Baughan and 2d. Lt. William F. Hooper both of the Lakeside Volunteer Rescue Squad.

Other members engaged in the emergency services operation, directed traffic and kept onlookers away from the scene until the state police and medical help arrived. These were Capts. Annette M. Hooper, Leo Wright, WO E. Wesley Porter and SM John Hill.

New Castle Commander Earns Teacher Award

WILMINGTON, Del.—Maj. William J. Donawick, New Castle Cadet Squadron commander, has received the Norden Distinguished Teacher Award for 1970. The award from Norden Inc., a pharmaceutical concern, is presented for distinguished teaching in the field of veterinary medicine. The recipient is chosen by a vote of the faculty and students of the School of Veterinary Medicine at the University of Pennsylvania.

A graduate of Cornell University with a doctorate in veterinary medicine, Donawick did post graduate work at the University of Pennsylvania where he is now assistant professor of surgery. He is currently working on transplantation biology at New Bolton Center, Kennett Square, Pa., the large animal research facility and clinic of the University's School of Veterinary Medicine.

His major area of interest is the transplantation of organs and tissues. He has published 12 papers on his work in human and veterinary medical journals.

Major Donawick taught at the University of Pennsylvania from 1964 to 1966, where he lectured in medicine. In 1966, he was the recipient of the United States Public Service Post-Doctoral Research Fellowship and in 1967 received the University of Pennsylvania's Terry Fellowship for Research.

Kudos

MAXWELL AFB, Ala.—Cadet Emmett J. Pizzoferrato, New Britain Cadet Squadron, became the first cadet in Civil Air Patrol to sign and complete the Gen. J. F. Curry Achievement Contract under the modified CAP Cadet program.

Group 11 Holds Successful SARTest

BEAUMONT, Texas—Texas Wing's Group 11 and the Coast Guard Auxiliary sharpened their search and rescue skills with a joint participation in a realistic SARCAP mission Aug. 22-23. The mission was under the direction of the Beaumont Downtown Optimist Composite Squadron.

Commanded by Col. C. M. Townsend of Nederland, Group 11 set up mission headquarters at the Beaumont Municipal Airport and a cadet encampment at the Beaumont Squadron headquarters building at Delaware Street.

In addition, the Group established emergency radio

communications to maintain contact with both air and ground units engaged in the operations.

Group 11 consists of 130 seniors and 150 cadets from Squadrons in Beaumont, Orange, Hardin County, Mid-Jefferson County, Port Arthur and Groves.

The unit's aircraft were involved in a simulated aerial search for a downed airplane. Group 11 covered its assigned search territory which began at the mouth of the Sabine River and north along the Texas-Louisiana border to just above San Augustine, west to Nacogdoches then south to the Trinity River and back to the Gulf of Mexico.

Sell a \$2.00 Auto First Aid Kit and Keep 80c

Everyone that travels by car should have an Auto First Aid Kit in their car. This kit is unique, as it contains Highway Safety Signals as well as being a fine quality First Aid Kit.

We offer our Auto First Aid Kit on a guaranteed No Risk basis. You pay nothing until after the merchandise is sold and you may return any unopened cases within 30 days. We prepay the merchandise to you.



Akron Novelty Mfg. Co.
2181 Killian Rd., Akron, Ohio 44312

Please send, without obligation, information on how to make money selling AUTO FIRST AID KITS. (If sample is desired enclose \$1 to cover cost of handling and mailing.)

Name _____ Title _____
Organization _____ No. members _____
Address _____ State _____ Zip _____
City _____



Flying Different In Mountains

Your first experience of flying over mountainous terrain, particularly if most of your flight time has been over the flatlands of the Midwest, could be a never-to-be forgotten nightmare if proper planning is not done and if you are not aware of the potential hazards awaiting. Those familiar section lines are not present in the mountains; those flat, level fields for forced landings are practically non-existent; abrupt changes in wind direction and velocity occur; severe updrafts and downdrafts are common, particularly near or above abrupt changes of terrain such as cliffs or rugged areas; even the clouds look different and can build up with startling rapidity. Mountain flying need not be hazardous if you follow the recommendations below.

1. File a flight plan. Plan your route to avoid topography which would prevent a safe forced landing. The route should be over populated areas and well-known mountain passes. Sufficient altitude should be maintained to permit gliding to a safe landing in the event of engine failure.
2. Don't fly a light aircraft when the winds aloft, at your proposed altitude, exceed 35 miles per hour. Expect the winds to be of much greater velocity over mountain passes than reported a few miles from them. Approach mountain passes with as much altitude as possible. Downdrafts of from 1500 to 2000 feet per minute are not uncommon on the leeward side.
3. Don't fly near or above abrupt changes in terrain. Severe turbulence can be expected, especially in high wind conditions.
4. Some canyons run into a dead-end. Don't fly so far up a canyon that you get trapped. ALWAYS BE ABLE TO MAKE A 180-DEGREE TURN!
5. Plan your trip for the early morning hours. As a rule, the air starts to get bad at about 10 a.m., and grows steadily worse until around 4 p.m., then gradually improves until dark. Mountain flying at night in a single engine light aircraft is asking for trouble.
6. When landing at a high altitude field, the same indicated airspeed should be used as at low elevation fields. REMEMBER: that due to the less dense air at altitude, this same indicated airspeed actually results in a higher true airspeed, a faster landing speed, and more important, a longer landing distance. During gusty wind conditions which often prevail at high altitude fields, a power approach and power landing is recommended. Additionally, due to the faster groundspeed, your takeoff distance will increase considerably over that required at low altitudes.

Role Cited In Cirvis Reporting

As the auxiliary of the U.S. Air Force, Civil Air Patrol is tasked with making CIRVIS (pronounced SUR VEES) reports. CIRVIS is the short title for Communications Instructions Reporting Vital Intelligence Sightings. These are reports of intelligence sightings of vital importance to the security of the United States and Canada.

CIRVIS reports are limited to information of vital importance to the security of the United States or Canada which in the opinion of the observer require very urgent defensive or investigative action by U.S. or Canadian Armed Forces.

Typical sightings that should be reported are hostile or unidentified aircraft, missiles, unidentified flying objects, unidentified submarines or groups of surface vessels, and any craft of unconventional design engaged in suspicious activity.

Airborne CIRVIS reports are made to the nearest radio facility and followed up by a report after landing. Detailed reporting instructions have been sent to each CAP wing for inclusion in unit information files and all CAP pilots should become familiar with the procedure.

TAC Areas Aim To Cut Collisions

Terminal Air Control Areas have been established to reduce the risk of mid-air collisions between aircraft operating in accordance with an ATC clearance and other aircraft operating within the same airspace without the knowledge of the air traffic controller.

The Federal Aviation Administration has recently amended FAR Part 91 setting forth requirements for operation within TCAs.

Regardless of weather conditions, an ATC authorization is required prior to operating within the TAC. Pilots should not request such clearance unless the requirements of FAR 91 are met. Included among these requirements are:

- a. Two-way radio capable of communicating with ATC on appropriate frequencies.
- b. A VOR or TACAN receiver. This is not required for helicopters.
- c. An appropriate transponder beacon. This is not required for helicopters or for IFR flights at airports other than the primary.
- d. Private pilot certificate or better in order to operate at the primary airport.
- e. Unless otherwise authorized by ATC, large turbine powered aircraft must operate at or above the floor of the TCA while operating to or from the primary airport.

Additionally, there is a 200-knot speed limit for aircraft operating beneath the depicted floors of the TCA and within the VFR corridor.

Any program designed to bring a higher order of regulation and control within the random flying VFR environment will result in some impact, not only on the airspace users but on the air traffic control system. Every effort has been, and will continue to be made to minimize this impact and to provide for as equitable use of the airspace as possible. (DOT)

FLYING NOTES

The material on this page and left of page 13, of interest to pilots, is supplied by the Directorate of Operations at CAP National Headquarters and is taken, in part, from FAA circulars and directives.



Puzzle—Find The Plane

This photograph, made in a rugged, mountainous area of Utah, demonstrates clearly the difficulty of spotting crashed planes from the air. If you look close you can see the wreckage at the top of the cliff, at the upper center portion of the photo. The plane crashed in a storm last spring but was not found until later when the snow had melted from the area. (Sun-Advocate Photo)

VASI Designed For VFR Pilots

A pilot going into Los Angeles International, McCarran International at Las Vegas, or certain other airports for the first time may be confused about those bright red lights on either side of the runway. They don't mean to pour the coal to it and go around. It's the Visual Approach Slope Indicator or VASI system.

VASI is the system of lights that give a pilot a visual glide slope that corresponds to what he would get on an instrument approach, either by radar or ILS. If used correctly, VASI is a sure solution to landing short.

CAP, ANG Cooperate In Training

MAXWELL AFB, Ala.—In a move of mutual cooperation to benefit both organizations, Civil Air Patrol and the Air National Guard will work together in training ANG air traffic controllers.

The new program fills two continuing needs—the requirement for air traffic controllers to maintain proficiency, and the need for CAP pilots to sharpen their skill in precision flying.

Ten Air National Guard mobile communication squadrons and flight facilities flights in nine different locations will participate in the training program in cooperation with CAP units in their areas. CAP pilots participating in the missions will receive reimbursement for fuel and oil and will also be covered by F E C A insurance. Reimbursement procedures will be similar to those used during search and rescue missions except that claims are submitted directly to the ANG unit receiving the support, bypassing the CAP liaison officer.

Mission training numbers have been issued by Headquarters, CAP-USAF for use in the program. Any current CAP-rated pilot with an aircraft having two-way radio and equipped for VFR flight may participate. All flights will have a safety pilot aboard in accordance with Federal Air Regulations and will be conducted in VFR conditions.

Wing Commanders have been directed to coordinate directly with the ANG unit in their area to arrange lines of communications, operating procedures and mission scheduling.

Questions or problems involving the program should be directed to Headquarters, CAP-USAF (DOT), Maxwell AFB, Ala., 36112.

The standard installation consists of two sets of light bars on each side of the runway. One set is near the threshold and the other further down the runway with the glide slope reference point midway between them. Each light unit projects a beam of light that is red in the lower part and white in the upper part. Thus if a pilot is undershooting the light unit, it looks red, if overshooting, it looks white.

In other words, when on the glide slope the pilot is overshooting the nearest lights making them white and undershooting the farther ones making them red. When above the glide slope all lights appear white. Below glide slope indication is all red meaning take some corrective action. The light bars will appear pink when the aircraft is on the borderline of the desired glide slope.

Pilots should take advantage of VASI whenever it is available. By using the runway or runway lights for course guidance and the VASI system for glide path, he knows he is coming right down the chute for a safe landing.

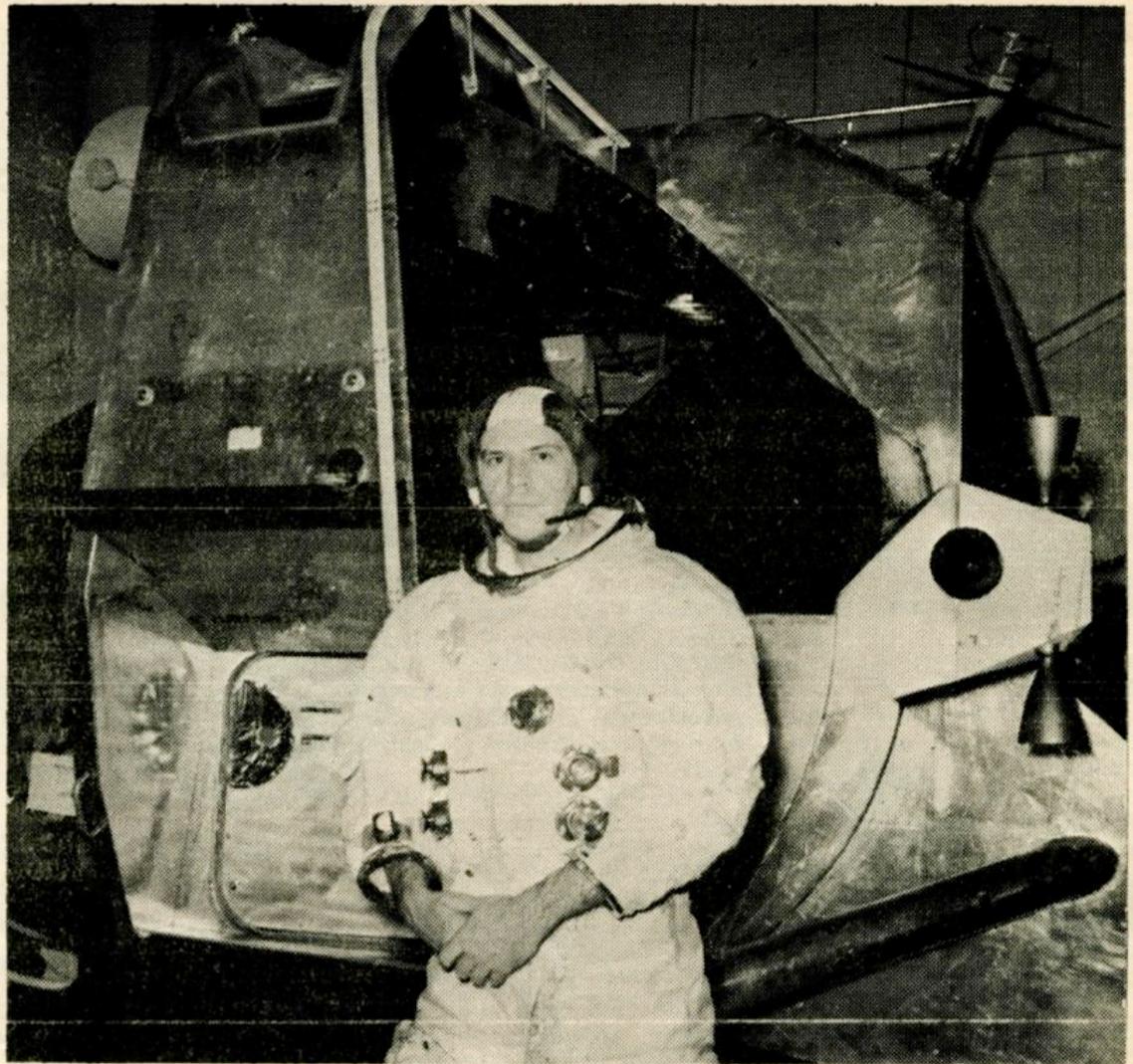
Sun Glare Dangerous For Fliers

Flying against the sun, when it is low on the horizon, can block out a high percentage of normal cockpit visibility, especially in the presence of atmospheric debris (dust, haze, smoke, etc.). This can be particularly hazardous when flying in or out of airports and in areas of heavy traffic.

Under unfavorable circumstances, some runway surfaces may reflect sun glare in a manner that will seriously interfere with forward vision, perhaps blotting out wires or other obstructions. On takeoff, pilots flying directly into the sun may find it necessary, in order to maintain proper control of the aircraft, to rely on flight instruments, if trained to do so, or to watch the angle formed by the wing tip the ground, or horizon.

Remedy: Plan to fly with the sun, if at all possible. When westbound, start your flying early and set down by midafternoon. Start later in the morning when eastbound and fly until sundown.

Pilots operating with the sun behind them during the midafternoon and evening, should be particularly alert for converging traffic from any forward position and, notwithstanding the rules of the air, be prepared to give way on the assumption that the pilot of the other aircraft cannot see you. (DT)



SCIENTIST AT WORK—Lt. Col. J. A. Vozzo of the Mississippi Wing tests a pressure suit during training for lunar module egress while working in the Preventative Medicine Division of NASA's Manned Space Center at Houston, Tex. (Photo courtesy of NASA)

Dr. Vozzo Lauds CAP Organization

MAXWELL AFB, Ala.—“The Air War College Associate Program (AWCAP) is a unique opportunity for serious officers to aid their advancement within Civil Air Patrol while obtaining a richer understanding of our national objectives and policies,” said Dr. J. A. Vozzo, a research physiologist for the U. S. Department of Agriculture at Mississippi State University.

He continued by stating that in addition to development in CAP, the AWCAP had been very helpful with his professional assignment as a plant pathologist in the Preventative Medicine Division at NASA's Manned Space Center at Houston, Texas.

Joining Civil Air Patrol in 1965, he is now a lieutenant colonel assigned to the Mississippi Wing. He has graduated from the Squadron Officer School, the Air Command and Staff College, the Air War College and is the recipient of the highest senior member award, the National Commander's Citation.

Colonel Vozzo was originally assigned to NASA to determine the possible pathogenic effects of terrestrial plants inoculated with returned lunar samples. He also concentrated on remote sensing application from satellites and high flying aircraft. Concurrent with his scientific

tasks, he worked with the Crew Systems Division in testing new items of aerospace equipment.

Clear Unit Airlifts Seriously Ill Person

CLEAR, Alaska—A Civil Air Patrol pilot from the Clear Senior Squadron recently flew an emergency mission to assist the Clear Air Force Station Medical Department.

CAP provided medical air evacuation for a seriously ill patient from Clear to Fairbanks where better medical facilities were available.

FULL COLLEGE CREDIT FOR PROFESSIONAL AVIATION TRAINING!

Earn B.S. from fully accredited coed school located where there's 300 flying days per year.

Major or minor programs offering Commercial and Private Pilot Certificates, Instrument Rating, Flight and Instrument Instructor Certificates, Flight Engineer Certificates and Airframe & Powerplant Technology along with regular liberal arts college courses.

Write Director of Admissions, Dept. B

SOUTHEASTERN STATE COLLEGE / DURANT, OKLA. 74701 90 mi. no. of Dallas

CIVIL AIR PATROL

HEADQUARTERS FOR C.A.P.

1505 SUMMER UNIFORMS
DACRON/COTTON

SHIRTS
Short Sl. Irr. Sizes 14 to 17 **\$2.95**

TROUSERS
Sizes 30 to 36, Irr. **\$3.95**
(38 and up. \$4.49)

WAF UNIFORMS
DACRON/COTTON CORD

Jacket & Shirt. Deluxe tailoring, finest quality "easy care" washable. Sizes 6 thru 20; S.R.L. Including CAP Buttons. **\$18.95** plus 50c pp

Year Round AF Tropicals

Blouse & Trousers (used). Excellent Condition. Complete with CAP Buttons. **\$15.95**

AF SERGE UNIFORMS
ALL WOOL (Reissue)

BLOUSES, all sizes to 42..... **\$5.95**

TROUSERS, all sizes to 32..... **\$5.95**
(Size 33 & up—\$6.95)

AF BROADCLOTH SHIRTS (Rejects) **\$1.99**
add 25c up

C.A.P. BLOUSE BUTTONS New Reg. **\$2.00**

NEW CAP CUTOUTS—Sr./Cadet **95c**

NEW BREST BADGES Sr./Cadets **\$1.00**

R-6B FLIGHT JACKET

100% Nylon Flight Satin fabric. Pencil tip combo sleeve pocket. Zipper reverses jacket to emergency orange quilted lining. Elastic knit wrists & collar. 10-Oz. reprocessed wool quilting. Colors: sage green, navy. Sizes S, M & L. (X large. \$14.95) **\$13.95**

FLIGHT SUITS Sage Green. Excellent condition. Small and Medium Only **\$4.50**

C.A.P. FELT PENNANT only **\$1.00**

WRITE FOR FREE C.A.P. I.D. HOLDER & CATALOG

WEISS & MAHONEY, Inc.
142 FIFTH AVE., NEW YORK, N.Y.

Rocky Mountain Region Discusses Retention Goals

BURLEY, Idaho—More than 175 members discussed CAP recruiting and retention objectives, Sept. 11-12, at the Rocky Mountain Region annual conference here at the Ponderosa Inn. Retirement of the host wing commander and designation of Lt. Col. George W. Falkner of Rupert as new commander were among the significant actions of the conference.

Stepping down after four years, Col. George P. A. Forschler was honored at the banquet with a special plaque commemorating his service to CAP.

Region Commander, Col. Richard D. Law of Golden, Colo., made the presentation, commending the outgoing commander as an "exemplary and dedicated CAP member and leader" and expressing the hope that Colonel Forschler would continue to give CAP and the Idaho Wing council, guidance and support.

Colonel Law also welcomed the new wing commander designee and said the Region is confident Colonel Falkner will give Idaho Wing, the same

energetic, forceful and positive leadership as his predecessor.

Keeping to the conference recruiting and retention theme, Colonel Law told the delegates: "It is my hope that throughout the coming year, each of you will continually strive to achieve the twin goals of bringing new members into our units while holding on to the experienced members we now have."

A highlight of the conference banquet—which capped the two-day conclave—was a surprise appearance by the Burley High School Choral Group. Under the direction of Elden L. Wood, the 85 young men and women presented a program ranging from patriotic standards to light tunes.

Brig. Gen. Richard N. Ellis, CAP's national commander, in a letter of appreciation to Mr. Wood wrote:

"...Their appearance was a highlight of a wonderful Idaho visit. I was impressed not only with your group's musical abilities but also with its decorum, appearance and the enthusiastic manner in which it performed as a disciplined group..."

General Ellis injected some humor in his address by reading a letter he received from Col. Richard T. Davis, Maine Wing commander, who wrote General Ellis cautioning him on the perils of the trip into Idaho.

"Dear General Ellis—CAP members throughout the State of Maine join me in saying how distressed we are to learn of your imminent departure on a perilous journey.

"I refer, sir, to the hazardous expedition planned by you and your hardy staff to Fort Forschler, somewhere in the wilderness of Idaho Region, Oregon Territory.

"Surely you know of the inherent dangers in such an adventure. The land and climate are inhospitable, the natives unfriendly, the terrain uncharted and its forests teem with strange and vicious animals."

Colonel Davis suggested that the potato be included on the General's survival gear and described it as a "nourishing product rich in vitamins, nutritious and full of life-sustaining goodies but alien to Idaho's soil."



CHECK PRESENTED CAP UNIT—A check for \$250.00 is presented to Maj. George McDonnell, Squadron 102 commander, Pennsylvania Wing, by Dr. Edward Kumain (right), past president and secretary of the Optimist Club of Mayfair. The cash was presented to the CAP unit recently at meeting in Philadelphia for use in the unit's cadet training programs. (Photo by WO Juan M. Garcia, Squadron 102 information officer)

Motorcycle Club Donates Cash to Building Fund

ASHLAND, Ore.—Ashland's Civil Air Patrol Squadron recently received a \$300 donation to its building fund from the Ashland Lancers, a non-profit motorcycle club dedicated to improving the sport and community service projects.

Making the presentation Lancer President Jack Williamson praised the local Civil Air Patrol Squadron for its leadership training of youth, devotion to the ideals of democracy and assistance at motorcycle races recently conducted by the Lancers as a fund-raising event.

Maj. John J. Cady, squadron commander, who accepted the check during the regular CAP monthly meeting, briefly described the building project awaiting city council approval of a selected site at Ashland airport.

"The building," he said, "will contain an office, classroom facilities, and an adjoining hangar space large enough for two airplanes."

NPA Cites Two For Air Safety

FARMINGDALE, N.Y.—Two officers in the Long Island Group recently received Safe Pilot Certificates from Don Flower, National Pilots Association president.

Recognized for their safe flying skill were Lt. Col. Herman Botie, Group Executive officer and Capt. Martin Biener, Long Island Executive Squadron commander. To qualify for this award each pilot had to have a minimum of 500 hours as pilot-in-command without major accident involving damage to property or personal injury.

In his 20 years of flying Colonel Botie has recorded 2,500 accident-free flying hours and Captain Biener, who has been flying since 1937, has logged 4,900 accident-free hours in the air.

Two Phase Insurance Coverage Offered to Senior CAP Members

A new and broadened Senior Member Accident Insurance Program has been announced by the Chairman of the Board of Civil Air Patrol, Brig. Gen. F. Ward Reilly.

The new Program is in two Phases;

PHASE I:—Effective 15 July 1970 all Senior Members are Automatically insured—concurrently with their membership in Civil Air Patrol—at no cost to the member—in the amount of \$1,000 covering accidental death while participating in Civil Air Patrol activities, plus world-wide accident coverage, whether or not on Civil Air Patrol duty, as a pilot or passenger in standard certificated aircraft or as a passenger in any common carrier. The cost of this Phase is borne by the National Treasury of Civil Air Patrol.

PHASE II:—The current Senior Member Accident Insurance is available to Senior Members on a Voluntary basis, and provides world-wide coverage for all accidents—in the air and on the ground—whether or not on Civil Air Patrol duty—24 hours per day—and is available in units of \$5,000 Death and Dismemberment Benefit plus \$500 Medical Reimbursement up to a maximum of \$25,000 Death and Dismemberment and \$2,500 Medical Reimbursement. The cost of this Phase is borne by the individual member.

In discussing the new Senior Member Accident Program, General Reilly stated that for a limited time evidence of insurability would not be required under Phase II, the

Voluntary Program, which means that Senior Members may choose from one to five units of coverage without medical examination during this enrollment period.

General Reilly stated that the combination of the Voluntary Senior Member Accident Insurance coverage and the Automatic, cost free, \$1,000 Death Benefit, offers Civil Air Patrol Senior Members the best and most economical Accident Insurance Coverage available anywhere.

Urging Senior Members to take advantage of this exceptional Accident Insurance Coverage, the National Chairman said that individual members will soon receive a special brochure detailing Accident Insurance now being made available through membership in Civil Air Patrol.

Application, reproduced below, may be completed and mailed with check to cover the premium by those members wishing to subscribe.

CHOOSE NUMBER OF UNITS DESIRED

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

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

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

Name Date of Birth

Address

CAP Ser. No. Pilot Non-Pilot

Beneficiary Relation

No. Units Applied For Premium \$

I Certify I Am A Member Of The Wing, CAP

Signed Date

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

REDCAP

McCALL, Idaho—CAP officials in this area recently took part in the search for a lost scout.

Following an all day search by both ground parties and aircraft, the boy was found safe by a ground team.

The Sheriff's Department, National Guard and Forest Service personnel also took part in the search near the Loon Lake area northeast of McCall.

Want to sell your
T-34?
Contact us.
We also buy and sell parts.
HARDWICK AIRCRAFT CO.
1612 Chico, S. El Monte, Calif. 91733

I.M.S.C.
FOR THE MOST COMPLETE SELECTION
OF CAP ITEMS & USAF FLIGHT CLOTHING
SEND FOR THE LATEST FREE CATALOG
INTERNATIONAL MILITARY SUPPLY CO.
"SERVING THE ARMED FORCES"
(215) JE 5-0500 - 6583 Roosevelt Blvd. - Phila., Pa. 19149 - Dept. C

Oregon Wing Busy With Rescue Work

PORTLAND, Ore.—It has been an active summer for the Oregon Wing as its members have assisted five people in distress.

Cadet Wilson Peachey of the Pendleton Composite Squadron recorded the first save, May 19, when he rescued three-year-old, Kellie Ann Sims, daughter of Mr. and Mrs. Raymond Sims of Riverside after she fell from a rock into the Umatilla River. The cadet had to brave strong undertows and icy waters to achieve the rescue.

The same day, Cadet Leroy Sutton of the Dallas Composite Squadron dove into Mill Creek to save the life of three-year-old Jeff Ward, son of Mr. and Mrs. Larry Ward of Dallas. The child had gone under several times when Sutton came to the rescue, pulled the tot from the creek and kept applying artificial respiration until medical assistance arrived and took the baby to the local hospital.

Members of the Pendleton Composite Squadron in June were cited for saving the lives of Mr. and Mrs. Jerry McKiley of Clearwater, Canada, who were asleep when their camper caught

fire. CWO Marguerite Westover and 11 cadets arrived at the scene of the blazing camper, rescued its occupants and put the fire out.

Four Beaverton Composite Squadron members were cited for assisting a severely injured automobile accident victim early in August. Capt. Robert Bennest, squadron commander, applied first aid while the others directed traffic and kept onlookers away from the accident until medical help and the local sheriff arrived to take accident victim Ray Hulse to the hospital.



SAFE AND HAPPY—Three-year-old Kellie Ann Sims of Riverside, Ore., is all smiles as she receives an orchid from Cadet Wilson Peachey of the Pendleton Composite Squadron, Oregon Wing, who, in May, rescued her from drowning in the Umatilla River. (Photo courtesy of Stan Thompson, East Oregonian)

CAP Training Credited With Saving Youth's Life

BRISTOL, Conn.—First aid training in the American Red Cross and Civil Air Patrol in June was credited with possibly saving the life of a 15-year-old boy whose clothes caught fire.

Seriously burned was Michael Roberge, son of Mr. and Mrs. L. Norman Roberge of Old Wolcott Road. He was burned when a sudden shift in the wind caused his clothes to ignite while he and others were burning tree stumps in a shrub clearing project.

Roberge's younger brother, Victor, and Edward Luczkow of Marconi Avenue helped the victim to rip off his flaming shirt, doused the flames by crushing him against their bodies and rolling him on the ground.

Victor Roberge activated the garden hose to help douse the flames.

Both boys hold American Red Cross first aid certificates and have completed first aid courses while members of Civil Air Patrol.



FOR the benefit of all members of the Civil Air Patrol, CAP News publishes the latest statistics of search and rescue activities throughout the organization.

These are unofficial figures compiled by the DCS/Operations at CAP's National Headquarters.

CAP SAR Activities (As of 21 Sept. 70)

Number of missions	277
Number of aircraft	4,537
Number of sorties	7,646
Flying Hours	14,555.4
Participating members	19,562
Mobile Radios	2,631
Fixed Stations	2,546
Lives Saved	18
Persons Evacuated	11
Persons Assisted	104
SAR Objectives Located	76

Oregon Spaatz Winner Dies

PORTLAND, Ore.—David Starkey (24), Oregon Wing's first Falcon Award winner, died after a brief illness Sept. 10, at the U. S. Marine Corps Recruiting Depot at San Diego, Calif.

Before entering the Marine Corps, Aug. 24, Starkey, since 1961, had been active in the Vancouver-Washington Composite Squadron of the Oregon Wing. He received the Falcon Award in a ceremony, March 30, 1968, from Oregon Gov. Tom McCall.

Also winner of the Mitchell, Earhart and Spaatz awards, he graduated from four cadet summer encampments and visited Norway under the 1965 International Air Cadet Exchange.

He is survived by his mother, Mrs. Ann L. Starkey of Vancouver and a brother, Hugh of Kirkland, Wash.

Funeral services were held at St. James Catholic Church, Vancouver, Sept. 15 and internment with military honors at St. James Cemetery.

Reservist Decorated

MINEOLA, N. Y.—Col. Fred E. Bamberger, Jr. was recently presented the Air Force Commendation Medal in special ceremonies held at headquarters, New York Wing. He was decorated for meritorious service as USAF Reserve Coordinator for New York. A pioneer in the Reserve Assistance Program, he is the only coordinator in the USFA-CAP program to be selected for such award.

A veteran of 34 years active and reserve service, he has traveled over 20,000 miles throughout New York State during the past four years in support of the Reserve Assistance Program. Also holding mobilization assignment to the 1133 USAF Special Activities Squadron, Headquarters Command, he is a graduate of Air Command and Staff, Air War College, Industrial College of the Armed Forces, Naval Command and Staff, and recently attended the Defense Strategy Seminar DSS-70 held at the National War College in Washington, D. C.

Continuing his duties as the USFA Reserve Coordinator,

New York Wing, he is also a member of Civil Air Patrol and constantly participates in CAP activities such as the recent encampment at Grenier Air Force Station in New Hampshire, and the New York phase of the International Air Cadet Exchange. Residing with his wife, Florence, in New Rochelle, New York, in civilian capacity he is a sales executive in New York City.

CAP PILOT SPECIALS

Skywatch "Pro" VHF FM LF radio. List 29.95.....\$25
 Skywatch Sporter VHF AM FM radio. List 29.95.....\$25
 Skywatch AC adapter. List 3.95.....\$3
 Colt Flare Kit (7 flares). List 11.95.....\$10
 APR Private Pilot. List 9.98.....\$8
 Jepp. Private Pilot. List 19.95.....\$16
 APR Commercial. List 12.98.....\$11
 Jepp. Commercial. List 24.50.....\$21
 APR Instrument. List 14.98.....\$13
 Jepp. Instrument. List 28.00.....\$23
 APR Flight Maneuvers. List 8.98.....\$8
 Kershner Private Pilot. List \$5.95.....\$5
 Kershner Instrument Pilot. List 5.95.....\$5
 Jepp. Morse Code Record. List 8.98.....\$8

Ask for a quote on any aviation item. You will be amazed at our low prices to CAP members.

All items shipped postpaid. Send check, money order or Master Charge Number (for orders over \$15) to:

AIRsupply Company

Box 177 South Station
 Yonkers, New York 10705

EMPLOYMENT

Worldwide aviation employment opportunities. Latest reports on best jobs now open. Salaries, qualifications, locations. Where, how to apply. Write for details. **Aviation Employment Reports**, Dept. CAP, Bohemia, New York 11716.

JAY'S

Headquarters for C.A.P. UNIFORMS

B15 FLIGHT JACKETS

with extra large Dynel collar. Completely water repellent and wind-proof. Wonderful for flight or general utility. Air Force blue or green. Sizes S/M/L/XL

\$10.95 (plus \$1.00 parcel post)

R6B REVERSIBLE FLIGHT JACKETS

Medium weight for year round use. Zipper Sleeve Pocket and Knit Collar AF Blue or Sage Green—reversible to SAFETY ORANGE. Sizes S/M/L/XL

\$10.95 (plus \$1.00 parcel post)

Write for FREE catalog

JAY'S

134 MAIN ST.
 HEMPSTEAD, N.Y. 11550

Chaplains Conference, Oct. 13-14

MAXWELL AFB, Ala.—“The Role of the Chaplain Today” will be the theme when 70 chaplains from various parts of the nation meet here, Oct. 13-14, for the National Chaplains' Conference.

Highlight of the conference will be addresses by three nationally prominent speakers which include Chaplain, Maj. Gen., Roy M. Terry, Chief of Chaplains, United States Air Force; The Most Rev. Philip M. Hannan, Archbishop of New Orleans, La. and Dr. Martin H. Scharlemann of Concordia Seminary, St. Louis, Mo.

Chaplain (Col.) James E. O'Connell of Little Rock, Ark., will be the conference chairman when the national chaplain's committee meets in conjunction with the conference. Ecclesiastical Indorsing representatives of the military approving offices of major church groups throughout the nation have also been invited to the meeting hosted by Chaplain (Col.) Ralph R. Pace, national staff chaplain for Civil Air Patrol.

The group of visitors will attend an opening banquet at Maxwell AFB Officers Open Mess at which Brig. Gen. Richard N. Ellis, CAP's national commander, will present several awards to the chaplains in CAP.

Chaplain O'Connell will act as the master of ceremonies and introduce the guest speaker Archbishop Hannan whose keynote address will feature “The Church In Today's World.”

The conference will open at 8:30 a.m., Oct. 14, at the Headquarters, CAP-USAF Conference Room with invocation by Chaplain (Col.)

Robert H. Shaw. This will be followed by General Ellis' welcome address and an address by Dr. Scharlemann on the “Credibility Gap in Theology”. After this the group will take a coffee break.

The conference will continue at 10:30 with an address by Chaplain Terry. His address “The Role of the Chaplain Today” will be followed by a discussion period, a talk by Chaplain O'Connell, the National Chaplain's briefing and comments by Chaplain (Col.) Freddie W. Carlock, command chaplain, Headquarters Command, USAF, Bolling AFB, D.C.



Chaplain Terry



STAFF VISIT—Academic Instructor School Graduates (from left), Capt. Catherine Brooks, New Jersey Wing; Lt. Col. James Coleman, Oregon Wing; 1st Lt. Margaret D. Cooper, Michigan Wing and 1st Lt. Stephen R. Ringlee, California Wing, were among a group of six visiting Headquarters, CAP-USAF recently.

Here Brig. Gen. Richard N. Ellis, (center) CAP's national commander, offers the group his congratulations and presents CAP certificates of appreciation to the graduates of five weeks of schooling in academic instruction. (USAF Photo by MSgt. William Bond)

Voluntary Contributions Grow

MAXWELL AFB, Ala.—The Civil Air Patrol Voluntary Contributions Fund continues to grow as more and more members volunteer their contributions at time of renewal of membership. The suggested voluntary contribution is \$1 for cadet members and \$2 for senior members, although any amount greater than this will be cheerfully accepted. Many members, both cadets and seniors, have given more than the suggested amount.

The program, initiated more than a year ago by Brig. Gen. F. Ward Reilly, national board

chairman, is designed to offset the rising costs of CAP's cadet and senior activities.

General Reilly praised the members who have contributed to date, noting that “they have provided us with an invaluable boost that has enabled the corporation to expand its cadet and senior programs. All members who have made donations to this fund have my special thanks for their support of this organization.”

In addition to the payment of annual dues, all members are given this opportunity to contribute to the support of

additional programs such as special flying programs and clinics for upgrading senior member pilots and safety programs. Further senior contributions will be needed and utilized to sponsor senior flight clinics for the purpose of upgrading the quality of CAP pilots. All contributions received will be devoted to improve and expand CAP capabilities in these vital areas.

Contributions from the cadets made it possible to provide an additional allocation to wings this spring for an expanded cadet solo program.

CAP-USAF Group Views Brass Strike Exercise

POPE AFB, N.C.—Col. Chester H. Bohart, USAF, vice-commander of Headquarters, CAP-USAF, Col. Theodore H. Limmer Jr., Southeast Region commander and Col. Stanhope Lineberry, former commander of the Middle East Region, headed up a 10-member CAP and CAP-USAF delegation at the joint Army-Air Force exercise “Brass Strike” here late last month.

Brass Strike VII is a series of static displays and joint demonstrations conducted for students of senior service colleges and distinguished guests to portray the rapid reaction capabilities of U.S. Strike Command in joint operations. The Army's John F. Kennedy Center for Special Warfare (Special Forces) and Tactical Air Command's Special Air Warfare Center also participated with a demonstration of special warfare capabilities.

Following a briefing on Strike Command, the group observed static displays of aircraft, aircraft ordnance and reconnaissance equipment, followed by a demonstration of the ground loading of personnel and materiel on C-130 aircraft in preparation for an airborne assault.

Later, at Fort Bragg's massive Drop Zone Sicily, the group

observed Special Forces supported by TAC aircraft and the joint airborne landing of infantry and heavy equipment. This was followed by a demonstration of reinforcement/resupply techniques.

Brass Strike VII was capped by a joint firepower/airmobile assault demonstration which highlighted the wide range of fire support available to the battlefield commander, ranging from the lone infantry rifleman through the most heavily armed aircraft in TAC's inventory.

Strike Command is organized to deploy joint task force to any spot in the world. These forces can be tailored to any size required to support our national policy. Under the joint task force concept, they serve to deter conflict, or, if deployed, to limit conflict and reduce the risk of escalation.

FRONT VIEW

Sell a \$2.00

FIRE EXTINGUISHER

and Keep

80c

BACK VIEW

We offer our SAFETY FIRE EXTINGUISHER on a guaranteed no risk basis. You pay nothing until after the merchandise is sold and you may return any unopened cases within 30 days. We prepay the merchandise to you.

Our Safety Fire Extinguisher should be of practical use for home, auto, boat, and camping trailer. A large 9" tall, 16 ounce, squeeze container contains a dry chemical powder.

Akron Novelty Mfg. Co.
2181 Killian Rd., Akron, Ohio 44312

Please send, without obligation, information on how to make money selling safety fire extinguishers. ● (If sample is desired enclose \$1.20 to cover cost of handling and mailing.)

Name _____ Title _____

Organization _____ No. members _____

Address _____ City _____ State _____ Zip _____