Eyes of CAP on Washington Board Meeting

MAXWELL AFB, Ala.--The eyes of Civil Air Patrol will be focused on the Statler Hilton's luxurious hotel in downtown Washington, D.C., Oct. 9 and 10, when members of the CAP National Board hold their annual meeting to discuss plans affecting the corporative membership.

One of the key agenda items this year is the election of a national board chairman for the Civil Air Patrol Corporation. CAP's present chairman, Brig. Gen. Richard N. Ellis, CAP's national commander. The National Executive Committee recently announced General McConnell's acceptance of the position of executive consultant to the Civil Air Patrol Corporation.

Former Air Force Chief of Staff, Gen. John Paul McConnell (left) is welcomed on his arrival at Maxwell AFB, Ala., by Lt. Col. Ronald Ward Reilly, national executive consultant to the Civil Air Patrol. His acceptance was made public Aug. 22, at the quarterly meeting of the organization's national executive committee.

In this role, General McConnell will provide executive advice and help the CAP board develop overall strategy to enhance presence and influence of CAP programs.

No newcomer to Civil Air Patrol, the retired four-star general has been a member along with the late Sen. Burnett R. Maybank, D-S.C., who wrote the original law that was passed by Congress in 1948 making Civil Air Patrol the official auxiliary of the Air Force.

A native of Booneville, Ark., General McConnell graduated from the University of Arkansas in 1932 and received his flight training in 1933 and received his flight wings a year later.

Following years of broad experience in a variety of operational and administrative assignments including Air Force positions in both Asia and Europe, General McConnell was appointed vice-chief of staff in 1964. Six months later he became chief of staff succeeding Gen. Curtis E. LeMay, who retired from his post as chief of staff, Army, served in a dual capacity. He was a member of the Air Force Board of Directors and was given the seniority of the man he replaced, as a body, acts as the principal military advisor to the President.

In his other capacity, he was assistant to the Air Force Board and was responsible to the secretary of the Air Force.

General McConnell's many military decorations include four Distinguished Service Medals, the Legion of Merit with three stars, and a number of foreign awards.

In June 1965, General McConnell was presented with an honorary doctor of laws degree from the University of Akron, Ohio. He also received an honorary degree of law from the University of Arkansas in June 1966.

CAP PILOTS—LOOK! The NEC has indorsed CAP as a "Safe Skies-California" program. Every CAP pilot will be given an opportunity to participate in a combination ground school and flight evaluation. The CAP may be used to fulfill the requirement for a combination ground school and flight evaluation. The CAP may be used to fulfill the requirement for a combination ground school and flight evaluation.
January, 1970

GOVERNORS ISLAND, N.Y.—Twenty Civil Air Patrol senior members, working as part of the staff at a retired Air Force officer, have developed an outline for a proposed Standardized Search and Rescue (SAR) course for CAP members which would be presented at regional levels. The proposed course would be based upon that presented by the Coast Guard here and would enable greater numbers of CAP personnel to learn SAR techniques which the Coast Guard has developed.

CAP region and wing officials and officials at National Headquarters have long recognized the need for such a course. The National Search and Rescue School here has room for only a few CAP members.

The group developed the proposal at a seminar in conjunction with the attendance of the CAP school this past summer.

Benefits of the proposed course would include the use of standardized SAR techniques throughout the entire CAP organization and the development of professional and efficient use of resources on hand; and better relations with other organizations involved in search and rescue efforts.

The proposed course would be prepared, and preferably at Air Force facilities.

The instructors would be from the National Air and Space Foundation, Civil Air Patrol personnel, and CAP members who had attended the National Academy at Pozzuoli.

The course would last for six days.

Prerequisites for attending the course would be completion of a comprehensive course on search and rescue to insure that all candidates possessed the same basic knowledge of SAR procedures and nomenclature.

Those attending would also be required to serve as CAP flight command units, and would have to hold a current CAP Form 101 (Emergency Services Card) endorsed with appropriate qualifications.

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Air University Institute for Air University Command.
CAP to Support POW-MIA

by Brig. Gen. Richard N. Ellis

Response to last month’s article on the plight of United States prisoners of war in Southeast Asia has been outstanding from both sides of the CAP-USAF structure.

In my judgment, it offers a classic example of the swift, thorough, and professional results we can obtain by working together in a positive manner.

General Reilly forcefully stated the Civil Air Patrol Corporation position in describing the POW problem as “a legitimate and very personal cause…” At the North America Ex-Commander’s Committee here August 21, CAP’s Board Chairman introduced a stinging resolution which was unanimously adopted by the committee.

(General Reilly’s resolution is displayed in its entirety with the special POW-MIA feature on page 16 of this issue. I commend it to you as an important document—a milestone in Civil Air Patrol history.)

Looking ahead, after adoption of the resolution, General Turner and his Finance Committee rushed through a special fund to purchase 100,000 bumper strips. These will be forwarded to all units in mid-September. All CAP aircrews are urged to use these messages whenever and wherever possible as a permanent, visible declaration of our concern for the American prisoner of war tragically.

Once again, I would remind you that our mission in this grave matter is to get more and more Americans involved and to encourage them to express their concern. To some, a bumper message may seem prosaic but let me assure you that it is effective. It is not a “slam-bam” operation! It’s a long-range project and it takes time but our prisoners have lots of time, just sitting in their cells.

I personally believe the leaders of North Vietnam do care about American and world opinion. And if they think they can gain something by bowing to it, they will. I CAN’T TELL you how many letters it will take to convince Vietnam that we are concerned about their captured or missing servicemen. I CAN’T TELL you that yours is urgently needed.

I have been asked if USAF personnel on active duty can join in the letter-writing campaign and you can include name, rank, and title, if desired. That’s the opinion issued by USAF’s Judge Advocate General’s Office. It did caution, however, that the actual contents of the letters must be restricted to the subject of humane treatment of POW’s by North Vietnam and must not invade the political arena.

As I said earlier, we’ve seen some encouraging signs already. Before October, 1969, only about 600 letters and cards had been received from just 110 men. Since then more than 1200 more letters have been received and more than 200 additional men have been allowed to write.

That may seem trivial, but just imagine how much it has meant to the families of those two hundred men whose capture could wipe out months, even years, of agonized uncertainty as to whether their husbands, fathers, and sons are dead or alive.

Again, my congratulations to all who launched our program in high gear. Now it’s a national project and we’ve got to keep the machinery rolling in the manner which has made Civil Air Patrol a great humanitarian organization for nearly three decades.

Welcome Aboard, Sir

Another milestone in CAP history was made at our recent NEC meeting when General Reilly announced that General John P. McConnell had accepted the position as Executive Consultant to the Civil Air Patrol, (SEE STORY ON FRONT PAGE.)

Speaking personally and professionally, it will be good to work again with General McConnell. This organization—and every man and woman who will benefit from experience and knowledge as a world leader in aerospace matters.

These benefits will be in many areas but I’m certain our cadets will be of special interest to him. General McConnell’s concern and personal efforts on behalf of yesterday’s and today’s Stars are well known. It became clear to me when I had the privilege of serving with him in the Strategic Air Command. Later, in his more than four years as Air Force Chief of Staff, he would stretch around the globe when he became known as “the airman’s general.”

Statements made by General McConnell while on active duty sum up his feelings. Today, they’re the mission. I think all of us involved with the cadet program would benefit by remembering his advice:

“People are still our most valuable asset, and we must continue to seek the best possible career opportunities for them. Ultimately, the quality of our leaders and airmen will determine how well the Air Force succeeds in its mission. Today’s Air Force has an unprecedented need for perspective, imagination and intellectual resiliency. I am convinced that continuing improvement of career incentives is a ‘must’ in getting and keeping people with these attributes...You hear and read a lot about the faults of our youth, of their lack of patriotism and purpose, of their radicalism and immaturity, of their preoccupation with sex and dope...it’s frightening, these youngsters are only a minority that, fortunately, does not represent the nation’s youth. To me, the young airmen who had earned my respect, and untold others whom I met during my frequent trips to Southeast Asia represent the real youth of the country.

The Chief was talking about young people on active duty but none who know General McConnell and his long, valued relationship with Civil Air Patrol will doubt for a moment that these same thoughts apply to all CAP cadets.

...A Leaner Mixture

As you know, the military budget is substantially less than it was and defensive spending is being reduced at every turn.

It would be unrealistic to think that CAP’s portion of Air Force activities could be immune from this global austerity program. I ask that each of you understand—and appreciate—our position in these matters.

To help you grasp the far-reaching influence of the Air Force tight money problems, I refer you to a message one general recently sent to his people. Calling for a command-wide economy effort, he said, “...there have to operate on a leaner mixture than ever before.”

The general was Bruce K. Holloway.
He is Commander-in-Chief of the Strategic Air Command.

Chairman’s comments ...

Good News and Bad

by Brig. Gen. F. Ward Reilly

On an early overseas flight the passengers were awakened by the announcement “This is your Captain speaking to you from the flight deck. I have good news and bad news, the good news is that we have been making exceptionally good speed, the bad news is that we don’t know where we are.”

Your flight crew of the past two years has aligned the guidance system with 97% of the possible accuracies presented to you in this column. Very soon your corporate officers will select a new crew. The guidance system will be realigned with some inaccuracy and many new policies and objectives. The good news will be that the company is making good speed and know where we are and where we are going.

You will be interested in the items of good news in our journey of the past months as well as the bad news for which we all hope there can be a solution. Some of the more prominent check points contained in the log of good news are:

1. Executive Consultant: General John P. McConnell, USAF Retired former Chief of Staff USAF, eminently qualified by a long and outstanding career in the Air Force has accepted the office of Executive Consultant. His guidance and assistance will be of immeasurable value to the organization in the advancement of both the cadet and senior programs. The authority to create a position in this area was approved by the NEC and confirmed by the National Board three years ago. It is fortunate that we have waited until we had the maturity to make the opportunity available to the area of activity originally contemplated.

2. Insurance: Effective 15 July 1970, all current Senior Members are insured for $1,000,000 in liability and $10,000,000 in property damage in authorized Civil Air Patrol Activities and world wide aircraft accidents as a pilot or passenger on Standard Air Worthiness Certificate or Scheduled Commercial aircraft.

Supplemental, world wide, 24-hour-a-day accident coverage in units of $5,000 to $25,000, with optional coverage for aircraft pilots, is available to Senior Members with the broadest coverage at the lowest rates.

3. New Membership Categories: Two new membership categories have been created by action of the National Board. The General Aviation Officer of the past will have the opportunity to become affiliated with CAP by payment of dues in excess of $50. This membership will enable businesses, organizations to become sustaining members and particularly those with aircraft fleets to contribute to the support of the CAP Search and Rescue Mission.

4. Senior Member Pilot Upgrading: Pilot proficiency evaluation and upgrading will be scheduled for each Region in connection with authorized Air Mobility Exercises. AOPA and CAP will co-sponsor the checkpoints. Such a program will contribute to the furtherance of aviation but not interested in regular participation in the Senior Member Program to become affiliated with CAP by payment of dues in excess of $50. This membership will enable businesses, organizations to become sustaining members and particularly those with aircraft fleets to contribute to the support of the CAP Search and Rescue Mission.

Another milestone in CAP history was made late last month when CAP accepted the position as Executive Consultant to the Civil Air Patrol. (SEE STORY ON FRONT PAGE.)

The response by voluntary contributions of Senior Members to the Pilot Upgrading Program has made it possible to offer $30,000 in scholarships which will be made available to Senior Members who hold master’s degrees and certified flight instructors. The scholarships will provide one-half of the Sky-Safe tuition fee for ground and flight instruction. The recipients will be required to furnish a suitable aircraft for the one and one-half hour flight instruction.

(Continued on Page 5)
Graduates Receive Pins

MIDWEST CITY, Okla.—"Olive" pins and group certificates were awarded recently to 54 CAP cadets who participated in the annual Administration Cadet Orientation Program here. On May 18, a banquet at the Desert Oasis Country Club as a culmination of a week of study designed to acquaint the cadets with the history, organization, functions and responsibilities of the FAA and the FAA Academy.

Selected to attend the program from all 50 states, the District of Columbia and Puerto Rico, the cadets received their certificates from Grover Phillips, C. B. Fulk, acting director of the FAA Center, spoke at the graduation ceremonies and stressed the need for aviation education at earlier age levels. He suggested that even grade school should emphasize the wide range of opportunities in aviation open to young people.

Educatots Plan Meeting

MAXWELL AFB, Ala.—The 1971 National Congress on Aerospace Education will be held Apr. 28 and 30, at the Embry-Riddle Aeronautical Institute at Daytona Beach, Fla. Civil Air Patrol and its Aerospace Education Association will participate in the national forum that seeks to meet aerospace needs of schools at all levels and in many curricular areas.

The 1971 congress will feature a special one-day NASA program at the John F. Kennedy Space Center. Participants may use Embry-Riddle's facilities for about $4.00 per day (double) or $8.00 (single). They may also be available to stay through the following weekend on "on-your-own" basis.

The Congress is sponsored by the National Aerospace Education Council, of which John V. Sorenson is an "At-Large Director."

For further details: write to Walter Zaharevitz, executive director, Aerospace Education Council, Room 806-15th Street, N.W., Washington, D.C. 20005.

Drill Meet Winners

Award winners Raymond Sullivan, Sampson Mugredichian and Mark Jonas of the St. Louis Park Squadron, Minnesota Wing, admire a trophy their squadron won after placing first in the Minnesota Wing Drill Competition at Grand Rapids.

Cadet Gwin Becomes First Solo Graduate

STAUNTON, Va.—Cadet Albert M. R. Gwin of the Augusta Squadron, Virginia Wing, became the first cadet in his unit to graduate from the new solo flight training program for eligible 16-year-olds or older.

The 15 hours a cadet received in the program included 12 hours of dual instruction and three hours of solo flight.

Those who complete the training and continue their flight progress become eligible for further training at encampments where training is completed through the private pilot certificate.

A graduate of Riverheads High School, Gwin will enter Madison College in the fall, where he plans to make science his major subject of study. After completing college, the son of Mr. and Mrs. Joseph H. Gwin of Greenville, Va., plans to enter the Air Force.

Maryland Cadets See Communications Facilities

ATIVE AFB, Md.—Members of the Maryland Wing, Civil Air Patrol, visited the Saltlick Communications Group facilities for a briefing on its operation as an Army National Guard telephone service organization. The visit was in line with the group's tour of various facilities of the nation's busiest Air Force installation while on a two-week encampment.

The CAP contingent also visited the Air Ground Station, that maintains communications for the President and other top government officials; the Automatic Digital Network and the Satellite Communications Facility.

The CAP contingent also visited the Air Ground Station, that maintains communications for the President and other top government officials; the Automatic Digital Network and the Satellite Communications Facility.

Remarkable on the visit was the C/MSgt. Debbie Michaels stated: "Yes and besides enjoying it, I learned a lot about the Air Force I'd never dreamed existed."

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SOUTHEASTERN STATE COLLEGE/ SUMMIT, S.CAROLINA 143. M. D. 30 L. S. 29.8 NS. of Dallas
CAP Rushes Aid to Corpus Christi

CORPUS CHRISTI, Tex.—Hot air, stale and stagnant, filled the overcrowded rooms and hallways of the basement level of the public affairs building here. Weary bodies, perspiring heavily, many of which had been sleepless over the past 40 hours, scurried about. Many wore uniforms representing a host of emergency relief agencies: American Red Cross, Salvation Army, Civil Defense, Civil Air Patrol (CAP); some wore press credentials stapled to shirt collars.

In the middle of one large-sized room, several CAP teenagers appeared unmoved by the hustle and bustle. They calmly answered what seemed like an endless chain of telephone calls, mostly concerned with when power would be restored to this Texas Gulf Coast city of 200,000 residents.

The basement had been converted to an emergency operations center August 3 after Hurricane Celia's 160 mile per hour winds had churned through this palm lined coastal mecca. In her wake she left 13 persons dead, hundreds injured, thousands homeless and at least $300 million in damage.

Long before she hit, CAP aircrews flew sorties over the beaches warning of Celia's imminent threat. CAP airmen used muslin handkerchief warnings—a warning note stapled to one end, a rock to the other—to get the word to swimmers and surfers that Celia was coming and that they should immediately evacuate the beach.

Said one member of the Corpus Christi Composite Squadron which provided the privately owned airplanes and volunteer crewmen: "As swimmers read our note, most you should have seen them scatter for their cars."

The day after Celia struck, the palms were still swaying from a slight gulf breeze. But so were the residents, dazed and shocked that their once beautiful city had been nearly mutilated beyond recognition from her knifing winds.

Power and telephone lines had been left in heaps of mangled splinters and wire leaving the city without electricity or telephone service. If any service was available it was hodge podge at best.

On the morning of Celia's approach, the Texas Wing of the Civil Air Patrol had been put on alert to send its 5,000 men and sundry emergency equipment into action if needed. By nightfall, it was evident that CAP was needed.

Not only did the local CAP squadron respond to the disaster, but units from as far away as Houston, Harlingen, Brownsville and Colorado City rushed personnel and radio-equipped jeeps, trucks and a communications bus to the stricken area.

In Corpus Christi CAP had more than 50 personnel on the scene, providing assistance in a host of ways.

While the Corpus Christi cadets were helping civil defense officials with the wave of frantic telephone calls, a handful of CAP teenagers was helping the American Red Cross move patients from the Corpus Christi Memorial Hospital to nearby W. B. Way High School. The school had been set up as an emergency ward after the first five floors of Memorial had been severely damaged from the hurricane.

Communications between the U.S. Coast Guard Air Station and Corpus had been virtually wiped out when CAP offered the services of a radio-equipped bus belonging to its Colorado City, Tex., unit.

Of CAP's help, Commander William Bickford, executive officer at the air station, said: "Without CAP's aid, it would have been impossible for us to monitor our activities in the city and at the air station. To put it more precisely, without radio capability to coordinate relief actions we would have been out of the ball game."

Equipmentwise, CAP utilized ten radio-equipped jeeps, two trucks and the communications bus.

Back in the public affairs building, Lou Harrell, civil defense director, was quick to praise the work of the cadets helping with phone calls. "Those kids were great. Really amazed me the way they handled those calls, particularly under the pressures of the situation. They

(continued on page 7)
CAP Responds
To Hurricane
Victims Needs

(continued from page 6)

did real yeoman work all the way," Harrell bubbled.

Harrell said that the youngsters had worked around the clock with the rest of the relief volunteers, getting very little sleep.

One of the girl cadets helping out, Sara Fowler, lost her home in the hurricane. In her bedroom when the roof was ripped away, and the wall began to buckle, she recalled her first thoughts, "God, I am dead." She suffered a minor cut on the left hand.

CAP senior members assisted in numerous ways, from handling radio traffic from patrolling CAP jeeps to bringing precious fresh water to residents of an apartment complex badly battered from the 160 miles per hour winds. Others served as escorts after a 7:30 p.m. to 6 a.m. curfew had been put into effect; some relayed damage reports to the CAP communications center. CAP cadets rushed the reports to civil defense and city emergency planners in the public affairs building.

Communications personnel rushed to the scene of Hurricane Celia by Civil Air Patrol came from points as far away as Houston, Brownsville and Harlingen, Texas.

This is all that was left of the bedroom of one of the Civil Air Patrol volunteers helping the hurricane victims after Celia ripped through her home in Corpus Christi. The CAP Cadet, Sara Fowler, escaped with only minor injuries.
Air Force Academy Visitor

Korean Civil Air Patrol Cadet Kim Sang Uh (center) was escorted through the Air Gardens recently by Air Force Academy Cadets Choi Myung Ju (left) and Clinton E. Cline. Young Kim is the 16-year-old son of Gen. Kim Doo Man, Korean Air Force chief of staff, and toured the Academy under the auspices of IACE program. (Air Force Academy Photo)

Success Marks Interna

(continued from page 1)

A new dimension was added to the Exchange this year as cadets from nine Pacific countries assembled in Sacramento, Calif., for a four-day tour of the capital city and its history-laden Gold Rush area.

Like their IACE counterparts from Europe, the Middle East and Latin American countries who traditionally gather in New York City for a tour of the great metropolises, the Oriental country representatives arrived in Sacramento, July 23 and remained there until July 26 before beginning the grass-roots phase of their American visit with Civil Air Patrol families in the host states.

Singapore, Hong Kong, Korea, Japan, Malaysia, Australia, New Zealand, the Republic of China and the Philippines were the countries represented.

The scenic beauty of northern California and Lake Tahoe and the incredible ingenuity of the famed "Forty-Niners" in wresting gold from the earth claimed the avid attention of the young visitors in a tour of the Mother Lode country. While in the Lake Tahoe area the cadets visited the Ponderosa Ranch, filming site for Bonanza, an American western as familiar to the Pacific country TV viewers as it is to Americans.

For most of the cadets, making their first visit to America, the impression was generally summed up as "big, bright and bustling." Big cars, big airplanes, wide and well-kept roads and beautiful girls best describes the varied reactions. American friendliness, hospitality and frankness also impressed them deeply.

For one member of the visiting group, it was homecoming.

Senior Escort Warren Geddes of the Hong Kong contingent, was a former CAP cadet with the Long Island Group in the early 1960's and was an IACE participant himself—to Sweden—in the 1963 IACE.

Geddes, who currently makes his home in Hong Kong where he is employed as a representative of a New Jersey-based firm, is active in the Hong Kong Boy Scout movement, was invited to escort the cadet group because of his fluency in both the English and Chinese languages.

Finale to the first California Phase was a colorful dinner-dance and reception at the Inn. Some 200 CAP cadet and senior members joined the Pacific visitors for the final evening along with ranking Air Force and CAP officers.

Col. Howard Brookfield, wing commander, warmly greeted the visitors and gave them the promise of continued new and interesting events as they undertook their two-week visit with CAP families.

Six members of the Korean Civil Air Patrol and four Air Scouts from the British Crown Colony of Hong Kong were guests for a day at the U.S. Air Force Academy.

In the group was Korean Cadet Kim Sang Uh, 16-year-old son of Gen. Kim Doo Man, Republic of Korea Air Force chief of staff. He was escorted

Maintenance Briefing

New Zealand and Malaysian cadets receive a briefing on equipment used at the SAAMA facility whose personnel maintain the F-106 jet fighter aircraft.

Captures Attention

The Statue of Liberty is framed between two of the IACE cadets during a circle line boat ride around Manhattan Island. (Photo courtesy of Maj. Sid Birns, New York Wing)

Tour Capitol

A group of foreign cadets talk over their American tour and the Washington, D.C. historic landmarks while taking a break near the Capitol Building.

A technician in the F-106 department at

Q
National Cadet Exchange

through the cadet area by Air Force Cadets Edwin L. Johnson of Sebeka, Minn., Clinton E. Cline of Carlisle, Pa., and a friend from his homeland, Cadet Chon Myung Ju of Seoul, Korea.

Lackland Air Force Base’s Military Training Center and the City of San Antonio played host in August to 11 flying enthusiasts and their escort officers who were guests of the Texas Wing and toured that state under the IACE.

Six of the group were British female cadets of the Woman’s Air Corps and the remainder were male cadets from Switzerland. The group with their escorts toured San Antonio and later received briefings at Ft. Sam Houston and the San Jose Security Police Sentry Dog School where they saw an obedience demonstration, went through the English Language Branch of the Defense Language Institute and received a briefing at the Basic Military School where they also ate lunch.

The cadets and their escorts commented many times on the warmth and friendliness of everyone they met in San Antonio and were delighted to tour such places of historic interest as the Alamo. They also said they wished they could have spent more time in San Antonio.

“The people of San Antonio and the surrounding military area are to be commended for their fine work and interest in the IACE,” said 1st. Lt. Lee M. Sexton, San Antonio and IACE project officer for that area.

The aviation-minded group of youth from 26 foreign lands rounded out their 21-day visit to the United States with six days of sightseeing and entertainment in the nation’s capital.

Their stay in Washington, D.C., came on the heels of four days in New York City and visits to various parts of the nation.

A diplomatic dinner at the National Press Club and a gala dinner dance at the Boiling AFB Officers’ Open Mess highlighted the foreign cadets’ Washington stay.

Feature speaker at the Diplomatic Dinner was Warren Rogers, former editor of Look magazine, now serving with the Washington Bureau of the Los Angeles Times.

Sightseeing tours included the White House, Arlington Cemetery, Mount Vernon, Smithsonian Institute, the Capitol and the traditional evening parade at the U.S. Marine Corps barracks.

An informal dance, sponsored by the Civitan Club of Alexandria concluded the action-packed Washington phase.

Avid Interest
Youths from foreign countries check through a guide book of New York City during a tour under the International Air Cadet Exchange program. Among the places they visited was the United Nations building in the background. (U.S. Air Force Photo)

Interested in History
Highlight of the Californian phase of the IACE was a visit to Coloma site where gold was first discovered in 1848. Looking a wagon wheel over (from left) are Michael Dodds of New Zealand, Nancy Hart of the California Wing, Teluk Anson of Malaysia and kneeling, Tan Kim Koon of Singapore. (Air Force Photo by MSgt. Bill Bond)

Quality Control Explained
the Sacramento Air Materiel Area (SAAMA) discusses quality control aspect cadets touring McClellan AFB in the IACE.

Pacific Area Cadets Visit
Joehai Yusof, Malaysia; Ross Clarkson, New Zealand and Carol Sun, Hong Kong talk with Maj. Gen. William W. Veal, Sacramento Air Materiel Area commander, on their arrival at McClellan AFB, Calif., during the International Air Cadet Exchange. (U.S. Air Force Photo)
CIVIL AIR PATROL NEWS
SEPTEMBER, 1970

OCD To Use CAP Air Fleet During National Emergency

Providing air support for essential priority requirements in civil defense, survival, and transportation.

Civil defense agencies and CAP have already working agreements in force in every state. In addition, CAP recently signed an agreement with the Federal Aviation Administration outlining each CAP wing's responsibilities and mission under the various SARDA plans now in force.

In the planning stage also is a massive civil defense exercise scheduled in 1971 which would involve various CD agencies, FAA, Civil Air Patrol, and other organizations.

NEC Delegates Act On Vital CAP Issues

(continued from page 1)

Palmer M. Kickland, South Dakota; Ben D. Slisko, Wisconsin; and Gerald M. Tartaglione, Ohio. All three members disapproved but took no action on the adoption of their compensation plans. The program was considered for use in CAP airplanes involved in search and rescue missions, or in any other related emergency services missions.

Flying safety was a major factor of discussion at the meeting as Mrs. Patricia Hughes, Aircraft Owners and Pilots Association's director of flying safety, presented a talk on the "Sky Safety" program of her organization.

Her talk dealt with flight evaluation procedures and selected ground training subjects of interest to all pilots and aircraft owners.

A veteran of 10,000 flying hours in single and multi-engined aircraft, and gliders, Mrs. Hughes served in the Women's Air Service Pilots (WASP's) organization during World War II. These women flew ferrying missions to Europe and the Pacific Theater.

Mrs. Hughes ferried B-24's, B-25 and B-26 aircraft across the Atlantic to Great Britain and logged several thousand hours flying P-38s, P-40s and P-51s.

The delegates to the meeting discussed and carried a motion which called upon the National Commander to implement a five-year moratorium on major structural changes to the program. Also adopted was the implementation of a new two-phase insurance policy for senior members throughout the corporation. General McConnell, the POW-MIA Resolution and new insurance policy are covered in separate stories.

Patrick Become Site For Cadet Training

PATRICK AFB, Fla.—Thousands of CAP cadets across the nation spent part of their summer vacations visiting Air Force installations in the U.S. while others went abroad under the International Cadet Exchange. Hundreds of others from throughout Florida and Georgia came here to receive a taste of military life.

Among the 300 who attended summer encampment training here were 25 foreign aviation enthusiasts visiting the United States under the IACE. Six of the visiting group were from Israel while the others were from Great Britain.

The contingent was met at the John F. Kennedy Airport in Melbourne by Maj. Henry Watson, encampment project officer and Maj. Robert Lawton, Patrick AFB's community relations officer.

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ZERO DEFECTS
HONOR ROLL

Civil Air Patrol's National Headquarters honored the following individuals and units for excellence in the Zero Defects program:

Elaine Y. Oquist, Oregon Wing liaison office secretary
Nellie O'Leary, Rhode Island Wing liaison office secretary

Maryland Wing communications Section; Hq., CAP/USAFA Cadet Special Activities Branch
Pacific Region Liaison Office
Southwest Region Liaison Office
Arkansas Wing Liaison Office
Oklahoma Wing Liaison Office

Region and wing commanders are asked to nominate outstanding individuals and units for the Zero Defects Award. Nominations should be mailed to National Headquarters (DM), Maxwell AFB, Ala. 36112.

Pluimer Addresses CAP's SER Conference

MAXWELL AFB, Ala.—Harold Pluimer, a nationally prominent speaker and former company commander in two war, addressed the more than 300 members of Civil Air Patrol attending the Southeast Region Conference in August at the Canoees Beach Hotel, Palm Beach, Fla.

He traced man's hesitating steps from agriculture to automation...an era he termed that promised to be one of the most exciting and sweeping of all revolutions.

A frequent contributor to periodicals and author of the "Frontiers of Our Time," Pluimer has been employed by the U.S. Atomic Energy Commission; the National Aeronautics and Space Administration; NBC Television; Minnesota Department of Education and the Air Force.

One of the high points of the conference was a briefing by Brig. Gen. Richard N. Ellis, CAP's national commander, and Brig. Gen. F. W. Reilly, National board chairman.

General Ellis alerted the group to the problems of our POWs and MIAs and outlined CAP's responsibility to these valiant Americans.

"POWs and MIAs" were handled by Mrs. Ruth Hughes, Florida Wing, who accepted assignments from State and Regional Defense Airlift (SARDA) plans. Such cards would provide easier access to disaster areas for those volunteering with a need to be there.

The appendix also urges CD and SARDA officials to seek and provide for Civil Air Patrol support of state and local SARDA organizations as well as for CAP liaison with CD units at the state Emergency Operations Centers (EOC) and at the appropriate EOC in each control airport area.

OREGON WING FLOAT WINS BLUE RIBBON—Choosing an unique opportunity to put CAP before the public eye, the Oregon Wing won a blue ribbon in the governmental category with its "Dreams Come True in CAP" float entry in Portland's Grand Floral Parade. Dreamer Cadet Debbie Farbow of Benvorten Composite Squadron was assisted by Cadets Karlenne Walker of the Gateway Composite Squadron, Rich Busig, Vancouver-Washington Composite Squadron and Janet Hegreens, Gateway Composite Squadron, in depicting the Civil Air Patrol mission. (Photo courtesy of The Oregonian, Portland)

CAP Mourns Colonel Haas

BUNKIE, La.—Col. William D. Haas of Bunkie, La., formerly National Commander of Civil Air Patrol, died Aug. 7 at Sugarlant, La. Death was attributed to a heart ailment.

Colonel Haas had wide business interests in Louisiana, being associated with oil field development, banking, and cattle ranching.

He commanded the Civil Air Patrol in 1949 and 1950 as commander of the Louisiana Wing where he accepted that position to become National Finance Officer.

A veteran of World War I, he held the rank of major general in the Military Department of the State of Louisiana.

He was affiliated with the Masonic Order and Rotary International and was a member of the Methodist Church.
Taming A Tiger

Covered with shaving cream, Capt. Thomas A. Ludka is tossed into a fountain at the University of Oklahoma in a ritual marking the successful completion of his check ride to earn his private pilot's license. Because of scheduling Ludka was the last member of the class at the CAP Flying Encampment at Norman, Okla., to take his examination and when he passed it meant that 100 per cent of the class of 32 had won their wings. (CAP Photo)

Canadian Cadets Visit Ranger Training

BOYERTOWN, Pa.--Seven Canadian Air Cadet League members joined 180 Pennsylvania Wing cadets going through extensive survival training recently at the Wing's Ranger Team School at Hawk Mountain near Hamburg. The Canadians were on an exchange visit to the state while CAP cadets went to Canada for a four-week advanced cadet course on leadership at the National Army Cadet Camp at Branniff National Park. After their visit to Hawk Mountain, the Canadians toured Pennsylvania as guests of CAP.

The group was here under the 1970 International Air Cadet Exchange.

Other groups visiting the Rangers Training School came from Massachusetts, Ohio, Arkansas, Connecticut, Florida, New York and Wisconsin.

In the course of the week long training camp survival techniques were stressed, including food gathering, first aid, water and fire, messenger service and radio communications.

Lt. Col. John McNab of Philadelphia and Maj. Thomas Jensen of Bethlehem are in charge of the leadership training program.

School Graduates First Class

NORMAN, Okla.--Graduation ceremonies were held Aug. 1 for the 32 cadets from 13 states and Puerto Rico in the first class of the summer at the Civil Air Patrol Flying Encampment. All 32 of the cadets passed their FAA flight examinations and earned private pilot licenses.

The intensive four-week course included two weeks of ground school and about 25 hours of flying time each for the Civil Air Patrol cadets.

All instruction was provided by The Airmen Inc., Cosina aircraft dealers and flight instructors, the contracting firm for the encampment. Flying was taught in Cosina 150 single engine aircraft.

At the encampment the cadets are given the additional instruction needed to complete requirements for an FAA pilot certificate.

The 100 per cent completion of the first class this summer marks a record three-in-a-row for the Norman Flying Contractors.

A second 1970 class of 28 cadets began a four week term early in August here. Flying is done at Max Westheimer Field, a World War II naval training base, while the cadets use classroom, dormitory and dining facilities of the University of Oklahoma.

The only flying encampments for license purposes under Civil Air Patrol sponsorship the last two years have been in Oklahoma, at Norman, and at Stillwater, where facilities of Oklahoma State University are used.

At a graduation banquet winding up the first class encampment at Norman, the cadets were awarded the silver wings of CAP pilots. They also were given Honorary Okie certificates, awarded by the Governor of Oklahoma, Dewey Bartlett.

Cadet 1st Lt. Daniel J. Gurecki of Meriden, Conn., got his wings after completing flying instruction from Lt. Col. James A. Hollaway, Ann Arbor, Mich., and Debbie Heuser, an aviation enthusiast from Oklahoma City. Gurecki was one of the first cadets to receive his private license recently at the CAP Flying Encampment at Norman, Okla. (CAP Photo)
Autumn Thunderstorms Are Still A Hazard

The United States is still in the midst of the thunderstorm season. The worst of the season may be past in the way of total numbers of storms, but this is no time to relax and get complacent. Thunderstorms are like golf, it only takes once into the rough to get into trouble.

Even though the thunderstorm season is waning in early fall, the combination of unstable air, high moisture content, and lifting action is still around and capable of kicking off some violent storms. The trigger that sets a thunderstorm off is the lifting of warm moist air past the condensation level where cumulus clouds form. Then air entering at the sides increases the height of the cloud and the storm begins the maturing stage.

In a mature thunderstorm there are both updrafts and downdrafts. The interior becomes a churning mass of moisture returns to rain drops and a heat exchange takes place. The interface of up and down drafts creates shear effects that can strain the strongest airplane. Updraft speed increases with altitude and can reach 3,000 feet per minute. Downdrafts begin in the middle level and diminish as they approach the earth but still can reach 2,500 feet per minute. There have been cases where light aircraft flying under thunderstorm conditions were unflatteringly sucked up into the cloud, tossed around inside, and spewed out again. Whether the plane was in flying condition or not depended on the luck of the pilot.

Other hazards that may affect the unsuspecting pilot who is airborne are super cooled vapor that can produce dangerous icing in a matter of minutes. Hailstones are known to shatter windshields and batter even the largest aircraft into strange shapes.

SAFE Meet Is Planned

The eighth annual symposium of the Survival and Flight Equipment Association (SAFE) will be Sept. 28 through Oct. 1 at the Sahara Hotel, Las Vegas, Nev. For additional information, contact SAFE office, 7754 Denosemite Ave., Van Nuys, Calif. 91406 or phone (213) 792-2875.

Then, too, while lightning strikes occur on average once per hour and the damage they cause is usually minor, they can cause temporary blindness. It's like popping a bubble of water in a darkness, it's hard to see. The electrical discharge can also cause radio interference.

The typical thunderstorm is about six miles across and may be six miles high. It's obvious then in a small craft you cannot rely on the hope that you'll pop out quickly is playing the odds from the wrong side of the table. Flight between thunderstorms should not be attempted unless there is at least 20 miles between them. Air being drawn into the storm creates turbulence and mature storms can throw large hailstones miles outside the cloud itself.

When thunderstorms are reported near the intended route of flight, it's well to remember our more widespread relative to the prevailing winds. In other words, if storms are forecast nearby they may be moving into your path. Even if it's clear underneath the storm, there are no guarantees of air turbulence as you near the cloud base.

The best way to encounter a thunderstorm is to avoid it; don't fly it on solid ground and then it's too late. From a distance. Any thunderstorm merits the respect of all pilots and this definitely includes those storms yet unborn in this early fall season.
HERE'S WHAT TO DO IF YOU FIND YOURSELF LOST

By RONALD G. WHEELER, CFI
Albany, N.Y.

We always like to think that getting lost is what happens to the other pilot. Some may even wonder why pilots manage it with all the navigational aids available these days. Still many people do and you may find that you are the "other pilot!"

If you do get lost one day, would you know what to do? Would you be specific enough to follow? Do you know all the means of declaring an emergency? Your answer is "No" to any of the above, read on.

Assume that you have lost your radio. This could be due to a total electrical failure, or maybe you didn't have one to begin with. In any event, you are alone and lost. The following should be your first general considerations:

1. Don't fight the problem--stay loose and attempt to solve it. You won't get any thinking done if you panic.

2. Analyze and evaluate. How much fuel is available and what is your consumption rate? How long do you have before fuel starvation turns that roaring windmill out front into a deadly silence? Be conservative on this estimate.

3. Weathers can be...like good, bad, indifferent, improving or deteriorating? What equipment is functioning? Do you have cockpit lights, navigation lights, etc.? How about survival equipment?

4. Terrain--is it open, flat, marshes, mountains, semi-desert, sparse or thickly populated?

5. Daylight--how many hours remaining if any? How is your night flying or instrument abilities? Be honest with yourself.

Now that the situation has been assessed, be a little more specific. Assume that you are low on fuel, weather is deteriorating, inadequate experience at night and darkness is fast approaching, and your engine and/or equipment is malfunctioning.

The solution is to get your aircraft on the ground! You have been dealt a hand from a stacked deck and too many things are going against you. You don't need a 6,000-foot strip to put your plane down. If you are one of the average light plane pilots, you have flown out of some pretty rough fresh. Pick a good, firm piece of real estate and, if it meets your approval, land. If you can't find what you are looking for right away keep checking. You'll find one.

A few things to remember in this type of situation:

- Never continue to fly until your fuel runs out.
- Never continue to fly until the sun goes down.

(Note: Mr. Wheeler, the author of this article is a certified flight instructor of Albany, N.Y., where he is a member of Civil Air Patrol's Albany Composite Squadron.)

- Never continue to fly until the weather gets you.
- A controlled landing is preferred to an uncontrolled, wildly-accelerating descent (at which time some parts of the aircraft may take their leave) which ends in a sudden deceleration, nose down some few feet below ground. This tends to be somewhat fatal.

Now consider another situation, one in which you are dealt a better hand--plenty of fuel, plenty of daylight and plenty of good weather.

Solution:

1. Fly straight--don't wander around. Pick a course but not by hunch or by "feel." How about the original heading?

2. Use your knowledge of last ground position, elapsed time, approximate wind speed, ground speed (air speed will do if you have nothing better) to establish how far you may have travelled from your last known checkpoint.

3. Use this distance to establish a radius. Draw a semicircle (error semicircle) at a radius of the established distance. Draw this semicircle ahead of your last known position on the chart. Check the downwind half of the semicircle if you know the wind. However, do not neglect the other half of the chart.

4. Move your head, look around! Don't keep it up and locked. Don't overlook a thing. Attempt to pick out large, prominent ground references but do not overlook small things. Check for railroad tracks, rivers, streams, lakes, bridges, tunnels, etc. By the way, do you know what every symbol means on a sectional chart?

Here are some guides you might consider before landing. Some depend on whether you have a radio or not, or some other special equipment such as a transponder or chaff aboard.

In any event, if you feel apprehensive about your situation, you can declare an emergency in a number of ways:

1. If you have a radio, transmit a message. If you think you are not receiving the message, some particular tower or FSS, use the frequency published on the sectional. Otherwise, go to 121.5 Mhz.

2. Fly an appropriate triangular pattern. If the receiver portion of your radio is working, fly a right pattern (Transponder 120 degrees), if your transmitter and/or receiver are both working.

3. Use a radio to communicate with the FAA facility.

4. Move your head, look around, but yet don't be afraid to ask for help for you should you ever get lost. You can always be remembered and used when you get down in the dumps.

Here are the four "C's" which should be remembered and used when you are in trouble and have no radio. They are CONFESS, Communicate, Cooperate and Comply.

1. CONFESS--Admit that you have problems. Don't wait until the last minute.

2. COMMUNICATE--Communicate means more than sending a radio signal. You probably will have to give the FAA facility some information such as your identification, type aircraft, estimated fuel aboard, speed and heading.

3. CLIMB--if you can. Altitude increases VHF, radar, and D/F capability.

4. COMPLY--Follow the instructions of your ground control. Help him to help you.

Instructions from the ground control are meant to help you. If you receive instructions, write them down and follow them. You are not being dealt a bad hand--plenty of information, type aircraft, estimated fuel aboard, speed and heading.

There are four electronic aids that are available to you. You are now in a position to decide for yourself whether you would like to have them or not. If you have no radio and your situation is detected by radar, assistance will be sent to you.

Most of the material on these two pages (pages 12 and 13), of interest to pilots, is supplied by the Directorate of Operations at CAP National Headquarters and is taken, in part, from FAA publications and directives.

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President Lauds Official For Working With Youth

WASHINGTON, D.C.—Lt. Col. Charles X. Suraci, Jr., National Capital Wing's deputy commander, delivered a commendation from the President of the United States for his work in Civil Air Patrol recently and at the same time was notified that he also won the Community Leaders of America Award.

Colonel Suraci's name will appear in the 1971 edition of the Community Leaders of America. It is the second time he has been so honored thus becoming the only officer in the wing's history to achieve such distinction.

In a letter from the White House to Colonel Suraci, James Keogh, the President's special assistant, wrote:

"The President was pleased to learn of your outstanding contributions to the development of the Civil Air Patrol and he wants you to know that he feels your many years of excellent work deserves the appreciation of all your fellow citizens. He sends you the enclosed certificate as a token of his respect for your service to our country and our youth in particular. It comes with his best wishes for the years ahead."

Within a week, they observed the training of A-1 attack fighter pilots by the 4407th, the preparation of a missile launch by the 4731st, advanced helicopter pilot training by the 371st and forward air control pilot training by the 487th.

While here, the cadets received instruction on military courtesy, Air Force customs and methods of operation, first aid and rescue and recovery operations. They also received training in communications, disaster relief and civil defense management. Flight training was also provided.

A veteran of 15 years in Civil Air Patrol, Colonel Suraci served in the Air Force during the Korean Conflict. He is a graduate of Washington, D.C. High School, the Pennsylvania Military College, Columbia Union College, National Academy of Broadcasting, the Extension Course Institute's Officer course and founder of the Wheaton-Silver Springs Cadet Squadron.

He is the assistant transportation officer for the Harry Diamond Laboratory, Washington, D.C.

Cadets Get Williams Jet Rides

WILLIAMS AFB, Ariz.—Fourteen cadets from throughout the western United States including Hawaii and Alaska visited Arizona recently for a familiarization tour of Air Force bases in the state.

In addition to comprehensive tours of facilities at Williams and Luke AFBs near Phoenix, the teenage aerospace enthusiasts also made a trip to the Gila Bend gunnery range in southern Arizona where they saw ordnance delivery demonstrations by five types of jet fighter aircraft the F-5 Freedom Fighter, F-4 Phantom F-100 Super Sabre, F-101 Voodoo and A-7 Corsair.


A senior at Kailua High School, he flew with Capt. Edward J. Rasimus, an instructor pilot at Williams and a veteran of 100 missions as an F-105 Thunderchief pilot over North Vietnam.

"Highly interesting tour," he said, "in that I got an overall picture of the Air Force and I saw a variety of aircraft. I especially enjoyed the F-5."
Sixty Cadets Graduate From Keesler Training

KEESLER AFB, Miss.—The group looked like a typical class of Air Force students here at the 338th Technical School except its members seemed younger than the average airman and their uniform insignia was different.

All were members of Civil Air Patrol here for a two-week communications-electronics course under the CAP-USAF summer encampment training program.

In its second year of operation at Keesler, the program was designed to familiarize the cadet communications officers with the intricacies of Air Force communications while providing them additional training to prepare them for missions with their home units.

Sixty CAP cadets from wings throughout the United States were selected for the course this year. All were at least 16 years old, communications officers, radio operators with their respective CAP units and actively engaged in CAP operational missions.

The selectees were airtifted here for two weeks of regimen (July 22-25 or July 25-Aug. 8), that included technical, advanced and general military training similar to that received by the average Air Force technical student.

Senior advisors for the first group were Lt. Col. Peter C. Crasher, Indiana Wing's deputy for communications, his wife, Capt. Pamela R. Crasher, wing net control, Air Force Reserve Lt. Col. Emmit Herrin Jr., Capt. Florence H. Hensinger, Long Beach Group deputy for material, and 2d Lt. Jeffrey A. Sterling, executive officer.

The cadets marched to and from classes in formation, underwent formal barracks inspection and participated in the physical conditioning program. They also received basic tours and used the base recreational facilities including the theaters, swimming pools, bowling alleys and service clubs.

They toured the Electronics Principles and Computer Systems Departments, Air Traffic Control and Aircraft Warning and Control Branches where they received several classroom lectures and practical frequency allocation and power.

At the end of the course, each was tested and critiqued on performance and received a certificate of completion from Gen. Richard N. Ellis, CAP's national commander, at a graduation banquet.

Air Guard Trains CAP At Summer Encampment

DALLAS, Texas—The hangars, shops and office of the 136th Air Refueling Wing/Group, Air National Guard, at Hensley Field bustled with youthful exuberance for two weeks in July as 40 Civil Air Patrol cadets and senior escorts held their summer encampment training here.

The program was initiated after it was learned that Air Force funding would limit the number of CAP cadets who would be able to attend summer encampment training this year.

Brig. Gen. Nowell O. Didear, 136th wing commander, and 1st Lt. Lonnie Walden, Crusader Squadron commander, worked out a plan to enable the cadets to have their summer encampment on schedule.

The cadets arrived July 20 and were welcomed to the 136th Wing by Gen. Didear.

Maj. Clyde Moore, 181st Air Refueling Squadron operations officer, presented an orientation briefing and led the cadets on a tour of the base. The cadets were then escorted around the various areas of operation and assigned to their billets. Male cadets were billeted in the hangar area while the girls lived in the wing headquarters area.

Cadets then reported to their respective training areas and briefed on their duties. The first day’s activities ended with a swim in the pool at the Dallas Naval Air Station on the other side of Hensley Field.

The following day the program began in earnest and something happened that no one had expected as the cadets took work like veterans and in no time were absorbed into the program under the direction of the Guard's technician.

The cadets, whose average age was 14, worked every day, helping tear down engines on KC-97Ls flown by the 136th, performing routine maintenance on vehicles in the motor pool, worked in supply, instruments and radio repair, flight simulators, operations and maintenance sections.

The Guardsmen were surprised, and impressed with the diligence, determination, skill and adaptability demonstrated by the cadets in their assigned tasks.

Highlight of the two-week encampment came when the youngsters were taken on an orientation flight on a KC-97L aircraft. The training helped the cadets to broaden their knowledge of the military in general and particularly the Air National Guard.

The two-weeks encampment training came to an end with the cadets being feted at a dinner in the mess hall of the 136th after which graduation certificates were presented to them. Parents and friends attended the graduation exercise.

Maintenance

SSgt. Vester Turner, 136th Air Refueling Wing, ANG, lets Cadet Larry W. Lawrence tighten the bolts on a KC-97L engine at a summer encampment at Hensley Field, Texas. (Air National Guard Photo)

Hospital Workers

Cadets Pat Wathen (left) and Nancy Heath check blood slide samples while working with Air National Guard personnel in the 136th Tactical Hospital near Dallas, Texas. (Air National Guard Photo)
Are You Concerned?

Here Is What You Can Do!

1. Write your Congressmen—ask them to become more deeply involved in behalf of these missing men;
2. Encourage all Congressional candidates to publicly include the POW/MIA issue in their platforms this year;
3. Contact the news media and ask that they keep attention focused on this humanitarian issue;
4. Ask your neighbors, friends and members of civic clubs to write letters to world leaders and influential foreign newspapers requesting humanitarian treatment for these men.

PUBLIC HUMILIATION—Although wounded, Air Force Capt. M. N. Jones is paraded through the streets as his captors display the captured American to the public. Notice the jeering crowd, probably urged on by the man with the bullhorn in cab of truck.

POW-MIA EXHIBIT—Visitors to Civil Air Patrol's National Headquarters during the recent National Executive Committee meeting and working weekend were greeted by CAP Cadets at the POW-MIA exhibit. Here Cadet Lt. Joan Morse, Mobile, Ala., and Cadet Dean H. Chapman, Utica, N.Y., distribute literature on the "Prisoner-of-War" problem. (Air Force Photo by Tsgt. Alvin Gurlaskie)

Where You Can Write

POLAND
His Excellency
Jerzy Michalowski
Embassy of Polish People's Republic
2610 Sixteenth St., N.W.
Washington, D.C. 20009
(20¢ per ¼ ounce airmail)
Zygie Warszawy
Warsaw, Poland

FRANCE
His Excellency
Charles Lucet
Embassy of France
2635 Belmont Road, N.W.
Washington, D.C. 20008
(20¢ per ¼ ounce airmail)
Le Figaro
Paris 8, France

ROMANIA
His Excellency
Corneliu Bogdan
Embassy of Socialist Republic of Romania
1607 Twenty-third St., N.W.
Washington, D.C. 20009
(20¢ per ¼ ounce airmail)
Romania Libera
Bucharest, Romania

SWEDEN
His Excellency
Hubert de Bocche
Embassy of Sweden
2249 R. St., N.W.
Washington, D.C. 20009
(20¢ per ¼ ounce airmail)
Svenska Dagbladet
Stockholm, Sweden

INDIA
His Excellency
Navab Ali Yavar Jung
Embassy of India
2107 Massachusetts Ave., N.W.
Washington, D.C. 20008
(25¢ per ½ ounce airmail)

USSR
His Excellency
Anatoliy F. Dobrynin
Embassy of the USSR
1125 Sixteenth St., N.W.
Washington, D.C. 20036
(25¢ per ½ ounce airmail)

Resolution

MAXWELL AFB, Ala.—Delegates to Civil Air Patrol’s National Executive Committee meeting here enthusiastically and unanimously adopted a resolution marshalling the organization’s total personnel and resources behind America’s efforts to make Hanoi aware that this nation cares about its Prisoners-of-War.

The decision came after top CAP-USAF officials and the organization's chief corporate officer presented a series of rapid fire and action-packed briefings on the POW-MIA tragedy.

The briefings were given by Air Force Brig. Gen. Richard N. Ellis, CAP’s national commander, Brig. Gen. F. Ward Beatty, CAP’s national board chairman and Col. Chester H. Bobart, CAP-USAF’s vice commander and the organization’s POW-MIA project officer.

Following is the resolution:

"That the Civil Air Patrol Corporation—collectively and individually—pursue all means to bring this shocking story to the American public.

"That the Civil Air Patrol Corporation formally denounce Hanoi’s inhumane treatment of captured United States prisoners-of-war and their families by adoption of the following:

WHEREAS, North Vietnam and its allies have refused to release the names of the United States servicemen held as prisoners-of-war, causing untold anguish to families who do not know if their fathers, husbands and sons are dead or alive, and

WHEREAS, North Vietnam and its allies are subjecting uniformed servicemen captured in battle to years of suffering, degradation, isolation, inadequate medical treatment and insufficient food, and

WHEREAS, hundreds of valiant United States servicemen have sacrificed their freedom, their health, and the peace of mind of themselves and their families in behalf of freedom for others, and

WHEREAS, Civil Air Patrol, as the official auxiliary of the U.S. Air Force, is vitally concerned with the plight of these prisoners and those listed as missing in action, and

WHEREAS, Civil Air Patrol has the means, the people, the desire and a congressionally sanctioned mission to help keep the American public informed of aerospace problems as well as progress,

NOW, THEREFORE, be it resolved that the entire resources of Civil Air Patrol, in each of the fifty states, Puerto Rico and the District of Columbia, be publicly applied to bring pressure of world opinion upon North Vietnam to turn away from its inhuman practices which violate even the elementary rules of conduct among civilized people."