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## Inventory Boosted

# T-41s Enter Fleet

MAXWELL AFB, Ala.—The \$200,000 T-41 conversion project was completed concurrently with the National Executive Committee meeting here December 1 when the 38th aircraft was delivered to the North Dakota Wing.

The aircraft, which were made available to CAP from Department of Defense, were delivered to the gaining wings at a conversion cost of \$5,147 per aircraft with zero time engine.

The CAP National Treasury underwrote the amount of conversion cost of these aircraft. The gaining wing, in turn, reimbursed the National Treasury.

They were equipped with a direction finder, electronic locator transmitter and transponder and were IFR certified prior to delivery.

Commenting on the conversion, Lt. Col. Wheeler D. Samples, USAF, deputy chief of staff for Logistics said, "A lot of praise has to go to CAP Lt. Col. Earle Parks and his CAP squadron members who donated so much time and effort to this project.

He continued, "Fred Chesser and other CAP Corporate employees of the CAP Supply Depot, located and obtained most of the required parts and components for the project at an excellent price and on a timely basis.

"Without the 'can do' attitude of both the CAP volunteers and the corporate employees, the project could not have been completed," he concluded.

Other wings receiving the T-41 aircraft were Illinois, Wyoming, Puerto Rico, Alabama, Virginia, Washington, Florida, Nevada, New Mexico, Missouri, Tennessee, Minnesota, Delaware, Maryland, Alaska, Ohio.

Massachusetts, Idaho, Oregon, South Carolina, Maine, Indiana, Georgia, New Hampshire, Connecticut, North Carolina, South Dakota, Vermont, Louisiana, Iowa, Arizona, Texas, Kentucky, Utah, Arkansas and Montana. The Northeast Region Headquarters also received one of the aircraft.

— The last of 38 T-41 aircraft was recently placed flying fleet when CAP Col. Richard Salsman (right), acting commander of North Central Region turned over the keys to CAP pilots Lt. Col. Andrew Anderson (left) and Capt. Mel Phiefer, who flew the aircraft to North Dakota.

★

# CIVIL AIR PATROL

★

JANUARY, 1974

# NEWS

MAXWELL AFB, ALA. 36112

VOLUME 6, No. 1

## Westberg Relates To Energy Crisis

CHICAGO—"Civil Air Patrol is faced with two possible crises—both involving energy," stated Air Force Brig. Gen. Leslie J. Westberg, CAP national commander, during a press conference here recently.

"The first," he said, "is the problem of finding exceptional people who will devote their energy to tough and demanding tasks with no thought of monetary reward. This is our internal problem and we intend to solve it.

"The second, and I am sure more prominent in your minds today, is the possible impact of the energy crises on Civil Air Patrol's operations," he continued.

Referring to the National Executive Committee (NEC) meeting, he stated, "Our governing body just met and directed that all the energy

saving restrictions placed by the federal government on its official agencies will apply equally to all CAP corporate equipment and property, even though CAP is not an official government agency."

In addition to the federal restrictions, CAP people have been directed not to use CAP equipment in other than authorized training missions or actual humanitarian services flights.

The NEC directed that CAP personnel eliminate the following areas: Personal pleasure flying, CAP/Air National Guard flight facilities training and all air mobility exercises in conjunction with flight clinics.

General Westberg also urged all CAP members to meet these same energy saving standards with their personal property and in their daily lives voluntarily.

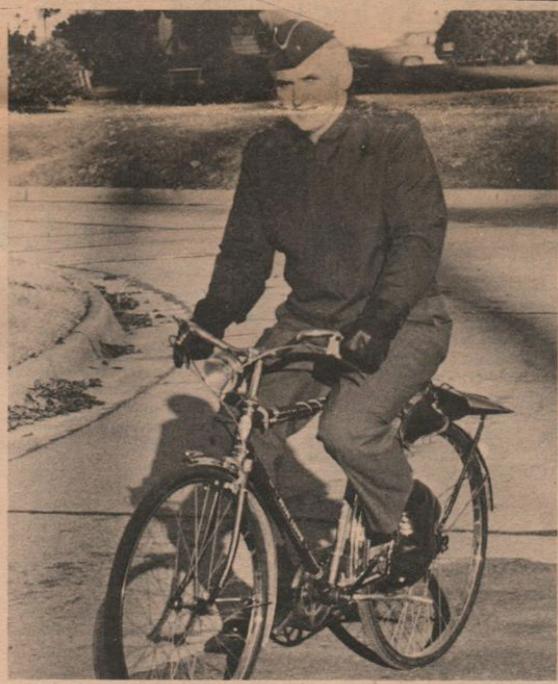
Referring to one of CAP's (See Crisis Page 2)

## WAF Items Are Critical

MAXWELL AFB, Ala. — Due to a critical shortage of WAF uniform items, the sale of such items by Air Force Clothing Sales Stores to Civil Air Patrol members is suspended until further notice. The shortage is so critical that only active duty Air Force personnel can be supported.

Procurement difficulties, textile production, unprogrammed requirements, excess demands on popular items and nonavailability of funds are major factors creating the current shortage which is expected to last for at least six months.

You will be advised when the suspension is removed.



DOING HIS PART — Air Force Brig. Gen. Leslie J. Westberg, CAP national commander, is a firm believer in setting the example. He rides his bicycle to work in an effort to conserve our limited energy resources.

## Volunteers Save 47 During '73

MAXWELL AFB, Ala. — As 1973 came to an end, the all volunteer forces of Civil Air Patrol had flown more than 26,000 hours in their search and rescue (SAR) missions across the United States and Puerto Rico with a total of 47 lives saved. They were also credited with locating another 221 persons.

During the past year they logged 80 per cent of all hours flown in support of Aerospace Rescue and Recovery Service search missions in the U. S.

The most recent saves were credited to the Alaskan Wing in (See Page 16)

late November and early December when their members saved the lives of five persons while flying three SAR missions. These saves pushed the Wings total for the year to 29.

Nationwide over 13,000 sorties were flown by CAP personnel using more than 7,000 corporate and privately owned aircraft. The air and ground efforts have had some 31,000 members taking part.

The saves during 1973 were the second highest in nine years for CAP. During these nine years (See Saves Page 2)

## NEC Ends Year On Busy Note

MAXWELL AFB, Ala. — Election of a new national finance officer and national controller; reelection of the national legal officer; and appointment of five wing commanders, five interim wing commanders and 42 permanent wing commanders highlighted activities at the December meeting of the National Executive Committee meeting here.

Elected as new National Finance Officer was Brig. Gen. S. Hallock duPont, outgoing chairman of the National Board. He succeeds Brig. Gen. Paul W. Turner who was elected National Controller. Brig. Gen. Lyle W. Castle was reelected as National Legal Officer. Both Generals Turner and Castle are former chairmen of the National Board.

Promoted to colonel and named permanent wing

commander were Colonels Johnnie Boyd, Oklahoma; David P. Mohr, Nebraska; Orloff Pote Morrow, Montana; Thomas G. Patton, Colorado and Eugene U. Pluth, South Dakota.

Named interim wing commanders effective December 1 were Lt. Cols. Harry J. Howes, Alabama; Thomas S. Evans, Hawaii and Herbert F.

(See NEC Page 2)

**+1 Guidelines Established**

MAXWELL AFB, Ala. —

National Headquarters has established a list of recruiting guidelines which should be beneficial to all CAP members in meeting their "plus 1" goal.

The guidelines appear on page 3 of this issue of the Civil Air Patrol NEWS.

## Scholarships & Grants Available To Members

year Civil Air Patrol offers numerous college scholarships and grants to eligible CAP members. For academic year 1974-75, these scholarships and grants will total \$41,500, and will be awarded in accordance with the provisions of CAP Pamphlet 20—Scholarships and Grants. Winners will be selected by a committee appointed by the National Commander.

A scholarship is awarded for four years, and is renewed each year by letter request to National Headquarters.

A grant is a one-year award, and must be re-applied for each year.

The December 1973 issue of CAPP 20, containing revisions for the 1974-75 school year, will be mailed in the January distribution to all units. Squadron commanders should bring this pamphlet to the attention of all members—cadet and senior. Prior to receipt of the 1973 edition, commanders may refer to the 1972 edition for basic application criteria.

To be eligible, applicants must

have completed all requirements for either the Billy Mitchell Award for cadets, or the Senior Rating in Level II for senior members. These requirements must have been completed NO LATER THAN DECEMBER 31, 1973 to be eligible for a scholarship or grant during the 1974-75 academic year.

Application for these awards is by submission of CAP Form 95. (Please use the latest four-page CAP Form 95, dated December 1969.) All required information and supporting documentation must be submitted to insure consideration of the application. Application forms may be obtained from National Headquarters following regular forms requisitioning procedures.

Each applicant must complete the application and submit it to the squadron commander. The squadron commander then forwards the application to wing headquarters to arrive no later than March 15. Deadline for receipt of applications at National Headquarters is April 1. Applications received after April 1 will not be considered.

## 72 Complete Safety Seminar

WINSTON-SALEM, N.C. — Seventy-two area aviators recently attended a Safety Seminar sponsored by the Winston-Salem Composite Squadron.

The meeting was kicked off with the introduction of Paul Justus, accident prevention specialist with the Federal Aviation Administration office in Charlotte, N. C., who discussed fatal aircraft accidents, their causes and prevention.

The prevention, he said, is the pilot's good judgement.

Also included in the seminar were a presentation on CAP's search pilot and observer training program and a briefing on radar services by personnel from the Greensboro Air Traffic Control facility.

## CAP Saves

(Continued From Page 1)

CAP SAR missions saved 260 lives. In 1968, as a direct result of member efforts, 78 lives were saved.

Not all of CAP's life saving missions comes as a result of aircraft accidents.

During the past year medical evacuations were flown by CAP pilots for those who were ill and required medical attention not available to the patient at his location. When the patient's injuries or illness were too serious for them to be airlifted, medical personnel were airlifted to the patient.

Several lost hunters were located. Due to the remoteness of the areas and adverse weather conditions at the time, they would not have survived had CAP members not volunteered their time and efforts to participate in the search.

Other saves for CAP came when they located small children who had wandered away from their homes, accident victims and boats that were in distress.

## Glidden Earns Spaatz Award

SOUTH PORTLAND, Maine — Midshipman Robert M. Glidden, USN, recently received the Gen. Carl A. Spaatz Award — the highest cadet award — after two years in CAP.

Cadet Colonel Glidden is now a student at Cornell University, Ithaca, N. Y., on his way to a degree in Mechanical Engineering and a commission in the U. S. Navy.

Glidden also finds time for the Cornell Crew team and works as an announcer/engineer for a local radio station in Ithaca.

He was also cadet commander of the Greater Portland Composite Squadron and was appointed cadet commander of the Maine-New Hampshire-Vermont encampment at Loring AFB, Maine, this year.

## Crisis

(Continued From Page 1)

primary missions—search and rescue—General Westberg pointed out that so far this year CAP aircraft have been airborne on humanitarian missions more than 25,000 hours. These missions have saved the lives of 47 Americans and provided direct emergency assistance to 248 others.

"Furthermore," he stated, "this has been done at savings to the American taxpayer of almost \$10 million and 20 million gallons of fuel, as compared to the cost of the same operations done by Air Force aircraft."

CAP flies 80 percent of all search and rescue hours each year in the United States.

A strict believer in leading by example, General Westberg now rides a bicycle to work and travelled to a recent observance of CAP's 32d anniversary in Chicago by commercial aircraft rather than use an Air Force aircraft.

## ADDRESS CHANGE?

MAIL THIS FORM TO: NATIONAL HEADQUARTERS, CAP ATTN. DPYD MAXWELL AFB, ALA. 36112

NAME \_\_\_\_\_

STREET \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_

ZIP \_\_\_\_\_

CAPSN \_\_\_\_\_

CIRCLE ONE: SENIOR/CADET

CHARTER NO. \_\_\_\_\_

EFFECTIVE DATE \_\_\_\_\_

*We suggest you use any extra copies in promoting/advertising Civil Air Patrol by leaving the CAP NEWS where non-members will get an opportunity to read it. (Public Libraries, doctors offices, etc.)*

## Commander's Guide Finalized

MAXWELL AFB, Ala. — The new Squadron Commander's Guide which was proposed during the National Board meeting has been finalized and every CAP Squadron commander should be receiving his/her copy during January.

The publication, CAP Pamphlet 51, is a ready reference guide to provide a standardized managerial tool for daily reference and use by CAP commanders.

The contents of this guide are being printed at National Headquarters while the plastic covers were obtained by the Corporation through commercial contract. It is intended that the contents will be revised on an annual basis with the covers being a semi-permanent item.

In addition to a copy being

provided to each squadron commander, the Corporation is providing a copy to Region, Wing, Sector and Group

commanders. In addition, the CAP Bookstore will stock the guide for individual purchase by any CAP member.

## Students Hear CAP Story

BOYERTOWN, Pa. — An all out effort by members of the Gen. Carl A. Spaatz Squadron was made recently when some 1,200 students from the Boyertown Area Junior High School assembled to hear about CAP.

The program was designed to acquaint the young men and women of the many opportunities gained by volunteer service with CAP. The student body viewed films of CAP in action during a search and rescue mission.

Talks were given on topics covering the aerospace education program, field trips, officer candidate school, orientation flights and community service, among others.

Special activities such as IACE, nurse orientation course and cadet flying encampments were passed along to the students.

Invitations were given to those who wished to attend the unit's next weekly meeting.

## NEC Has Busy Session

(Continued From Page 1)

Gray, New Hampshire. Also named interim wing commanders but effective January 1, were Lt. Col. Charles X. Suraci Jr., National Capital and Randolph C. Ritter, Virginia.

Reelected permanent wing commanders were Colonels James V. Brown Jr., Alaska; Bob F. James, Arkansas; Eugene G. Isaak, Arizona; Jack Ferman, California; Joseph B. Witkin, Connecticut; Louisa S. Morse, Delaware; Robert C. Owen, Florida; Richard A. Naldrett, Georgia; George W. Falkner, Idaho; William B. Cass, Iowa; James N. Mahle, Indiana; Arlyn F. Rowland, Kansas; John F. Price, Kentucky; William H. Cahill, Louisiana; Richard T. Davis, Maine; Stanley F. Moyer Jr., Maryland;

Carl J. Platter, Massachusetts; Edward L. Palka, Michigan; John T. Johnson, Minnesota; John A. Vozzo, Mississippi; Donald N. Fulton, Missouri; George A. Cox, National Capital; Joseph Ferrara, Nevada; Frederick S. Bell, New Jersey; Richard A. M. Damerow, New Mexico; Paul C. Halstead, New York;

Ivey M. Cook Jr., North Carolina; Erling A. Nasset, North Dakota; Gerald M. Tartaglione, Ohio; Roy G. Loughary, Oregon; A. A. Milano, Pennsylvania; Rodolfo D. Criscuolo, Puerto Rico; Edgar M. Bailey, Rhode Island; E. Lee Morgan, South Carolina; William C. Tallent, Tennessee; Joseph L.

Cromer, Texas; Larry D. Miller, Utah; Joseph L. Roemisch, Vermont; Earl T. Van Stavern, Virginia; Kenneth K. Kershner, Washington; Robert E. Gobel, West Virginia; Ben D. Silko, Wisconsin and Ronald R. Kelso, Wyoming.

The NEC also covered such

topics as the current energy crisis, Squadron Commanders Handbook, 1974 National Congress on Aerospace Education and completion of the T-41 aircraft project which appear in separate stories in this issue of the Civil Air Patrol NEWS.



IN MEMORY — Air Force Brig. Gen. Leslie J. Westberg (left), CAP national commander and CAP Brig. Gen. William M. Patterson, national board chairman, plant a tree in memory of all CAP members who have died while performing a CAP function. The dedication was held in conjunction with the National Executive Committee meeting at Maxwell AFB, Ala., on December 1.

# Conserving Urged

MAXWELL AFB, Ala.—In a letter to all Civil Air Patrol region and wing commanders, Air Force Brig. Gen. Leslie J. Westberg, national commander, asked that all CAP units and members make a concerted effort to conserve our limited energy resources. Following is a list of guidelines which he urged all members to consider:

- Schedule unit meetings during daylight hours if possible, i.e., consider weekend meetings.
- Establish car pools for those attending CAP functions.
- Reduce the frequency of unit meetings and make the most out of those conducted.
- Operate CAP vehicles at minimum safe speeds but, in no case, exceed the 50 MPH limit.
- Since special purpose vehicles such as weasels burn an unusual amount of fuel, limit their use to mission-essential operations.
- Discontinue issuing CAP vehicles to individuals and establish a motor pool in each unit. Use vehicles only if really necessary on a rotation basis to avoid storage deterioration.
- Turn off lights and turn down heat when rooms and buildings are not in use.
- Close off all rooms that are not essential for unit operations. Make sure the heat and air-conditioning to these rooms are turned off.
- Restrict radio net traffic to essential business and mission accomplishment.

# Aerospace Educators Meeting Will Be Held In Las Vegas

MAXWELL AFB, Ala.—The 1974 National Congress on Aerospace Education will be held at the Stardust Hotel in Las Vegas, Nev., on April 3-6.

This annual meeting of aerospace educators from throughout the nation will again be co-sponsored by Civil Air Patrol, the Federal Aviation Administration, the National Aeronautics and Space Administration, and the National Aerospace Education Association. Additionally, Civil Air Patrol will again serve as the Congress program organization, responsible for planning and developing the program for this year's Congress.

This year marks the seventh anniversary of this meeting, which has as its basic goal to promote aerospace education in our nation's schools — kindergarten through college. Past Congresses have been devoted to providing a forum for aerospace education teachers to gain knowledge about current aerospace developments and to provide the teachers with methods of using this information in their classrooms. In this year's Congress we will continue this approach, and additionally, devote a segment of the program to our "aerospace heritage."

During the "aerospace heritage" segment of the program, the attendees will have the opportunity to meet and hear from several individuals who can be classified as "aerospace pioneers." These individuals include Brig Gen. Charles F. Yeager, former U.S. Air Force test pilot and the first man to pilot an aircraft faster than the speed of sound; Dr. Jeannette Picard, a pioneering female

aeronaut who made stratospheric balloon flights nearly 40 years ago; Robert C. Reeve, barnstormer, bush pilot, commercial aviation pioneer, and founder and president of Reeve Aleutian Airways, Inc.; Grover Loeing, pioneer aircraft engineer, inventor, author, and advocate of air power; and Paul F. Garber, aerospace historian and former curator of the National Air and Space Museum of the Smithsonian Institution.

We hope CAP members involved in aerospace education at all levels will attend this interesting and important meeting. Registration forms will be forthcoming to all CAP Wing Headquarters, all USAF-CAP-LOs, and all USAF-CAP Region Directors of Aerospace Education. Persons interested in attending the National Congress on Aerospace Education should contact one of the above sources for registration information.

# Criteria Changed On CAP Recruiting Award

MAXWELL AFB, Ala. — To support the plus 1 recruiting drive for the 1974, the National Uniform Committee has authorized commanders to award both the cadet and senior member recruiting ribbons to members recruiting one additional member between Oct. 12, 1973 and Dec. 31, 1974.

"We are making this temporary change," said CAP Col. Jon Hill, Chairman of the Uniform Committee, "to immediately recognize members who meet the

minimum goal of the '1974 recruiting drive and to keep from adding any 'gimmicks' to the uniform." Present holders of the recruiting ribbon will be entitled to a clasp as soon as they recruit one additional member.

"I believe," continued Colonel Hill, "that members who earned these ribbons under the standard criteria will understand the need for this temporary action. We are looking especially to them and to their experience to help other members succeed in this critical recruiting drive."



FLIGHT ROUTE — Civil Air Patrol pilot Lt. Col. Raymond Hanson (left), files his flight plan as Lt. Col. Cornelius J.J. Horgan, mission coordinator looks on during a recent Rhode Island Wing search and rescue exercise. Some 14 pilots and 20 observers took part in the SAR test along with Civil Defense and Red Cross volunteers. A total of 14 sorties were flown with rescue teams and communications systems set up in three locations.

## Texas Members Hear Drug Talk

PASADENA, Tex. — The Shamrock Composite Squadron and Space City Composite Squadron (both Texas Wing) recently held a joint meeting with the Houston Narcotics Department.

Officer E.J. Stringfellow of the Houston Narcotics Department showed a film and also showed paraphernalia and samples of various drugs used by addicts. He spoke to the group on the drug problem in Houston and throughout the United States.

# + 1 Recruiting Guidelines + 1

1. Tell it like it is — don't offer or appear to offer more than you can deliver.
2. Be prepared. Know what you're going to say, what points you will cover and be able to answer most "normal" questions.
3. For seniors, have a specific function or job ready for your recruit. Stress to him or her how his particular talents can be used.
4. Accentuate the positive.
5. Don't leave it up to your "target" to initiate any action. Have everything necessary for his enrollment available. Follow up.
6. Personal contact - personal contact - personal contact. In spite of all the promotional material made available by National Headquarters: CAP News recruiting "pull-outs", feature films, television film spots, taped radio spot announcements, slide presentation, posters, leaflets, brochures, the monthly CAP News Service stories etc., the final "selling" of Civil Air Patrol to a potential member is up to each individual CAP member of every local CAP unit.

	BOX SCORE	
Seniors		34,639
Cadets		24,361
GAM		562
<b>Total</b>	(As of Nov. 30, 1973)	<b>59,562</b>

SMILIN' JACK

## AERO-ASTRO ANSWERS

(24)

THAT WAS THE MAMMOTH OLD RUSSIAN L-760 "MAXIM GORKI"!

THE WINGSPAN WAS 266 FEET -- LENGTH 116 FEET AND TOP SPEED WAS 170 M.P.H.!

THE FIRST L-760 WAS FLOWN IN 1934 AND IT WAS POWERED WITH SIX 1200 H.P. ENGINES!

IT ALSO HAD ELECTRICAL EQUIPMENT FOR DISPLAYING RED SLOGANS AS WELL AS A LOUDSPEAKER FOR BROADCASTING MORE RED PROPOGANDA!

THE FIRST MODEL WAS EQUIPPED WITH A COMPLETE PRINTING PRESS TO PRINT AND DISTRIBUTE RED PROPAGANDA!

NEXT ... YOU WILL SEE AN "AIRPHIBIAN" -- A COMBINED AIRPLANE AND AUTOMOBILE!

ZACK MOSLEY

Courtesy of Zack Mosley And Chicago Tribune — N.Y. News Syndicated.

## From The Commander

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

With 1973 behind us, we look forward to the challenges of 1974, challenges that we will face, head-on, and overcome. 1973 was a busy year for Civil Air Patrol. A new agreement was signed with the Salvation Army similar to the one we have with the Red Cross. Total flying hours topped 100,000 hours for the first time in CAP history; aircraft utilization was higher than ever before; search and rescue missions were credited with more saves than previous years. In all, a year to be proud of; but, there were areas of slippage. Total



memberships (seniors and cadets) declined to below 60,000, and the flying safety record was not up to our professional capability. These areas of slippage are but two of the challenges in 1974 that each of us must meet.

An organization's safety record is a barometer to their efficiency of operation. There is no area of operation that is hazard free. The commander who requires each phase of operation to be planned and executed in a professional manner automatically programs safety. If accidents occur, it shows that details were not worked out completely and planning may have been incomplete.

Supervision and individual effort are the keys to a vigorous and professional organization. The old adage, "You can lead a horse to water, but you can't make him drink," points out that supervision without individual cooperation and effort cannot guarantee mission effectiveness. Everyone in Civil Air Patrol plays an important part in the overall mission. It is only by your individual efforts that CAP has weathered the fat and lean years since its inception in 1941.

We are entering another lean period. With the energy crisis causing a cutback in the amount of fuel available, efficiency of operation is a must. Aircraft scheduling must be

closely monitored, both as to purpose of mission and pilot qualifications. Currency and pilot proficiency must be reviewed in relation to type aircraft and weather conditions. The challenge to do "more with less" faces us in 1974.

Therefore, I ask each of you to review your unit's policies and procedures during this first month of the new year. Are there changes that can be made to increase efficiency? Are there changes that can be made to conserve energy during the coming year? We must look forward and accept the challenges of 1974. Each day we reap the rewards of yesterday's planning.

## Chairman's Comments

By Brig. Gen. William M. Patterson,  
CAP Board Chairman

A long time ago, we learned (the hard way) three things about the trials and tribulations of being a squadron commander.

—It's the toughest and most important job in Civil Air Patrol.

—It requires the mobility of a traveling salesman, the memory of a computer and the judgement of Solomon.

—And, like the weather, the job has a long list of quixotic problems that everybody talks about, but nobody does anything about.

With all this in mind, I discussed the problem with our very capable CAP-USAF training staff. In essence, this is what was tossed into the lap of Lt. Col. Ralph W. Barrett.

**"SQUADRON COMMANDERS MUST BE ACTIVE. SEE AND BE SEEN. MOVE AROUND YET ALWAYS BE ABLE TO ANSWER QUESTIONS, SOLVE PROBLEMS, MAKE DECISIONS QUICKLY AND CORRECTLY. SO, WHAT WE NEED; WHAT WE WANT YOU TO DO; IS CONSOLIDATE, CATEGORIZE, AND COMPRESS A SQUADRON OFFICE INTO AN AMBULATORY REFERENCE LIBRARY."**

Well, it was about 10 weeks ago that we first discussed this "Mission Impossible" script with Colonel Barrett. I can report to you now, that our Squadron Commander's Guide (SCG) is now off the press and distribution to the field will soon be underway.

I'm really excited about this publication because it's something we've needed for a long, long time and it is a brand new concept.

To begin with, we've literally squeezed an 80-pound filing cabinet into a 6-ounce, pocket-sized encyclopedia covering just about everything a commander needs to know. We hope (and expect) that each commander will want to keep his personalized SCG with him at all times.

# Challenge 1974

## SCG: NOW For The New Year!

The cover is a soft, rich plastic — blue in color and embossed in gold. We ordered these from a New Jersey firm which manufactures the famous Pocket Pal memo pads. Its size is the most convenient feature of all — just three by six inches — small enough to fit any pocket without unsightly bulges.

Perhaps the most important thing about the SCG is that it offers a long jump ahead in our drive for standardized management. No more ballpark guesstimates; no more top of the head groping; no more fumbling for facts; no more hazy answers to hard questions. The guide is fast, factual — and functional. If it doesn't have a specific detail or answer a technical query, it sure as blazes tells where the full facts are to be found.

Final decisions — and unanimous approval — for the guide were made during the December meeting of our National Executive Committee.

I can assure you that no subject received more attention — in fact, our final session, which took place Sunday morning, developed into a long, shirt-sleeve workshop.

We went through each page — all 64 of them — step by step. Finally, about two hours later, the NEC unanimously put their stamp of approval on CAP Pamphlet 51, Squadron Commanders Guide.

Initially, we will publish 3,000 copies for distribution this month. Each Squadron Commander gets a copy and we're also sending one to

region, wing, sector and group commanders.

We anticipate that many members will want a copy of their own after they see the guide. That's why a limited number have been set aside for sale through the Bookstore. The price and other details are being worked out now and will be published soon. We're also thinking seriously about making this publication — or something similar — available to each new member. This idea has much merit because of its obvious value as a recruiting and retention aid.

I'll keep you posted. In the meantime, I'd like to hear your comments on the new guide and promise that your suggestions, changes, improvements or additions will be welcome.

## Energy Crisis For Real

(Editor's note: The following article was written by Lt. Gen. William V. McBride, commander, Air Training Command).

Every individual in this country—and many throughout the world—will soon feel the personalized

impact of the energy crisis in his daily life.

The energy crisis is not just a political issue, nor is it just a

technological problem. The energy crisis could pose a very real threat to our national security. Because of this fact alone, we in uniform have a

special mandate to take extraordinary measures to contribute to the national conservation effort.

It is going to take imagination, ingenuity, skillful management and personal determination to achieve our goals, both in our official duties and

personal lifestyles. It is going to demand self-sacrifice that we as a people have not experienced in a national sense since the days of World War II.

It is difficult for a people who have become accustomed to affluence and the expectation of unlimited resources to suddenly have to tighten the belt by several notches and introduce dramatic changes in their consumer habits. However, it appears at this point that governmental regulation and controls alone may not bring immediate relief to the problems at hand. There has to be a personal commitment by every American to pitch in and make America's energy policy work at the individual consumer level—at the family level.

It seems that nearly every generation of Americans has a new and unique crisis or challenge of major proportions which rises to test the national resolve and threatens our unity in matters that affect our very survival.

The solution lies largely in your hands, and in your individual response to the challenge.



CIVIL AIR PATROL NEWS

☆☆☆☆☆ USAF AUXILIARY ☆☆☆☆☆

National Commander	Brig. Gen. Leslie J. Westberg, USAF
National Board Chairman	Brig. Gen. William M. Patterson, CAP
Director of Information	Lt. Col. Wm. Cagans III, USAF
Chief of Internal Information	Capt. J. H. Ragan, USAF
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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 (OI), 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 (OI), Maxwell AFB, Alabama 36112.

Questions about advertising rates in the Civil Air Patrol News should be directed to Leavell Wise, Kimbrough & Ticheli Advertising, P.O. Box 267, Montgomery, Alabama 36101. Ph (205) 265-8747.

The appearance of advertising in the publication with the exception of the CAP Education Materials Center (Bookstore), 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.

Second class postage paid at Montgomery, Ala. 36104.

Postmaster: Please send form 3579 to Headquarters, CAP (OPD), Maxwell AFB, Ala. 36112.

JANUARY, 1974
VOLUME 6, No. 1



GOVERNOR REAGAN AND COL. SHEA

## Ex-Wing Commander Is Aeronautics Chief

SACRAMENTO, Calif.—Col. William F. Shea, former Vermont Wing commander is now Chief of California's Division of Aeronautics.

The colonel, who has headed California's aeronautics authority since August, expressed gratification for the extensive effort made in behalf of aviation education by Governor Ronald Reagan and Congressman Don Clauseno.

As chief of the division, Shea heads a staff of 25 who deal with all aspects of aviation. As California houses one-sixth of the nation's pilots and aircraft and well over a thousand landing facilities, decisions made by Shea and his staff are bound to have an effect on the entire nation.

Before joining the Division of Aeronautics, Shea was Commissioner of Aviation for Broome County, New York. He has also served as Director of Aviation for the Burlington, Vermont International Airport and was a founder and chancellor of Hawthorne College, where he helped establish an aerospace program.

He is currently involved in creating a transportation education curriculum for the nation's schools and colleges.

## Swafford Goes To West Point

DALLAS BAY, Tenn. — Cadet Capt. David Swafford, the first Earhart Award recipient from the Dallas Bay Composite Squadron, is presently attending the West Point Prep School.

Swafford was deputy cadet commander of the Dallas Bay unit at the time of his appointment.

He also has two sisters active in the CAP program, WO Nancy Swafford, administration officer for the squadron and Cadet Mary Swafford.

## Ninety-Nines Fly

PANAMA CITY, Fla.—The Eighth District Coast Guard Auxiliary was having its annual function here recently and most of the members had gone out on the CG Cutter Dependable for an orientation cruise.

## Mo. Pilots Hold Seminar

MARSHALL, Mo. — The first Missouri Wing emergency services air crew seminar was held at Fort Leonard Wood, Mo., recently during typical search weather — cloudy with gusty raw winds.

The first day of the two-day seminar was classroom lectures which featured a discussion on Emergency Locator Transmitter (ELT) by Air Force Lt. Col. Arthur Koshak. Colonel Koshak is assigned to the Air Rescue and Recovery Center at Richards-Gebaur AFB, Mo.

The classroom was followed by search problems and pilot assignments. Lt. Col. Maurice Greeley, director of emergency services for the Missouri Wing and his staff conducted the seminar.

Future seminars are planned and will cover techniques used during a search to include operations and communications.

## Gp. 30 Holds Training Clinic

ANNVILLE, Pa. — Pennsylvania's Group 30 recently held its third Level I training clinic at the Indiantown Gap Military Reservation.

The new program, designed to provide members with information necessary for them to play their roles in the accomplishment of the CAP mission, was attended by 35 personnel.

It included an introduction to the background of CAP and provided information on flight principles and air navigation, wearing of the uniform, military courtesies and customs, CAP membership categories and senior member activities.

Lt. Col. Irvin Messick, Pennsylvania Wing training officer outlined the new program for the group.

# Successful SAR Mission

Lt. Col. Betty McNabb, safety officer for Civil Air Patrol's Southeast Region and a member of the Coast Guard Auxiliary, had not gone on the cruise.

She received a call at home that the local unit had been alerted to search for some teenagers adrift in a small boat in the Apalachicola area. Locating a CGA observer seemed to be impossible—they were either on the Dependable or just "out"—so Joyce Toman, another member of the Ninety-Nines to which Betty belongs, flew to Panama City in her Cessna 150, transferred to Betty's Arrow, and off they went.

They flew their search route, doing a creeping ladder back and forth on the sound, and reported in to Apalachicola for briefing

with no luck. They were asked to cover St. Vincent's island on the next sortie.

St. Vincent is a game and wildlife refuge, without humans, but replete with rattle snakes, other poisonous reptiles, wild boars and numerous other animals. Again utilizing her CAP know-how, Betty set up a meticulous pattern in searching the island when suddenly Joyce spotted the teenagers toiling through the underbrush.

They radioed the Coast Guard, who picked up the boys, tired, scared, hungry, scratched, but actually unharmed.

Colonel McNabb turned the Arrow homeward, the long hours on SAR tests had paid off.

## First ELT Located By Wing Commander

SANDSTON, Va.—Virginia's Wing Commander, Col. Earl T. Van Stavern flying a CAP aircraft recently achieved a first for the wing when he picked up and homed in on an emergency locator transmitter (ELT).

Within 12 hours after the initial alert was sounded for the search of an overdue pilot, CAP members were at the crash site.

Even though darkness had fallen when the alert was received mission rated pilots took to the air.

Air-to-ground communications were soon established and personnel mobilized in the field bringing this mission into full scale ground and air rescue.

The missing aircraft was down in a mountain area and due to weather conditions could not be spotted from the air.

At this point in the search a state helicopter was dispatched to assist in the search.

As the ELT continued to transmit a strong signal, search aircraft located the exact position of the downed aircraft.

With the light of dawn, the wreckage was spotted and a helicopter set down to search the area.

They were able to make definite identification and deactivate the ELT.

According to wing officials, the ELT made CAP's mission a short one.



MERCY MISSION — The Aero-Medical Senior Squadron (Pennsylvania Wing) recently completed a 3,000 mile round-trip mercy mission returning a 63-year-old paralyzed woman from Gaston Hospital, Dallas, Tex., to Burlington County Airpark, N.J. CAP 1st Lt. Lee Moler, RN (left), assists Ed Stow of the Marlton First Aid Squad settle Mrs. Vivian Andres, of Marlton, N.J., in a stretcher preparatory to taking her to Cooper Hospital for further treatment. The flight was flown by Capt. Richard Tanner with Maj. Art Rutledge as co-pilot and Lieutenant Moler as nurse in attendance.



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

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

(As of Dec. 16, 1973)

Number of Missions	412
Number of Aircraft	7,069
Number of Sorties	13,648
Flying Hours	26,542.8
Personnel	32,003
Mobile Radios	5,649
Fixed Radios	5,893
Saves	47
SAR Objectives Located	150

## Calendar Of Events

Feb. 26	AF/CAP Advisory Panel	Washington, D. C.
Mar. 2	SWR Conference	Dallas, Tex.
Mar. 16	NEC Meeting	Maxwell AFB, Ala.
Apr. 4-5	Nat'l Congress on AE	Las Vegas, Nev.
May 18	GLR Conference	Louisville, Ky.
June 1	NEC Meeting	Maxwell AFB, Ala.
June 21-22	SER Conference	TBA
July 19	RMR & PACR Conference	Denver, Colo.
Aug. 10	NEC Meeting	Maxwell AFB, Ala.
Aug. 24	MER Conference	Baltimore, Md.
Sept. 7	NCR Conference	Des Moines, Iowa
Sept. 20-21	National Board Meeting	San Francisco
Oct. 7-17	IACE Planning Conference	Tel Aviv, Israel
Nov. 2	NER Conference	Liberty, N. Y.
Dec. 6-7	NEC Meeting	Maxwell AFB, Ala.



**WEATHER READING** — CAP Maj. Roger Ball (right) points out a weather chart being received and recorded via radio on the MUIRHEAD facsimile weather chart recorder to senior member Barry Lutin at the Hartford Brainard Airport CAP weather station. (Photo by the Hartford Courant)

## Wing Passes Milestone; Opens 2d Weather Station

PLAINVILLE, Conn.—The Connecticut Wing recently passed another milestone when it put into operation its second supplementary aviation weather reporting station (SAWRS) at Brainard Airport in Hartford.

When the Federal Aviation Administration required weather reports and observations from the airport, the Wing's 6069th Air Weather Squadron was tasked to establish and operate a SAWRS as they have for the past two years in Plainville.

After the funds for the station were raised from local business interests in Hartford, CAP members installed the equipment with the assistance of Connecticut's State Department of Aeronautics. They trained new observers for federal certification and began operation of the station.

The new station's equipment includes weather balloons, ceiling light projector, psychrometer and calculator,

altimeters, wind speed indicator and direction measuring unit, a Muirhead facsimile recorder for weather maps and a teletype machine.

The locally generated weather reports are telephoned directly to the FAA flight service office at Bradley International Airport.

Additionally, during severe weather, they are phoned to the Weather Detachment at Westover AFB, Mass.

CAP pilots, private pilots and commercial operators use the weather reports.

The Connecticut CAP was prompted into getting into the weather observation business when statistics indicated that more than 50 per cent of all aircraft accidents were caused by weather problems and more than 27 per cent of aircraft fatalities involved weather.

Members of this CAP Air Weather Squadron are constantly making efforts to upgrade their capabilities in the weather field.

They have attended seminars at the National Hurricane Center in Coral Gables, Fla., participated in a special orientation session at the Air Force Global Weather Central at Offutt Air Force Base and several of the unit's members have completed college courses in weather analysis and forecasting.

The wing is now considering opening a third station in west central Connecticut.

## AE Featured At Exhibit

HAMPTON, Va. — Aerospace education was featured at an exhibit sponsored by the Virginia Civil Air Patrol Wing at the state Department of Education's annual conference for science teachers here.

Lts. Pauline Moore and Jane Pairo, both Virginia Wing members, distributed materials concerning the workshop for teachers which is taught at Virginia Commonwealth University and is sponsored jointly by the Virginia Wing and Virginia Division of Aeronautics.

About 400 teachers attended the two-day conference and a number of them expressed interest in including the CAP Aerospace Education course in their science curriculum.

## Captain Elected To NPPA Board

WINSTON-SALEM, N.C. — Civil Air Patrol Capt. Felix F. Wilson Jr., was recently elected to the Board of Directors of the National Police Pilots Association.

His election to the board coincides with his appointment as North Carolina State representative to the national organization. The NPPA is an organization of police officers who are also pilots.

Captain Wilson, who serves the Winston-Salem Squadron as its deputy for cadets, is the captain of the city's police reserve.

## RAP Benefits Unit

WINSTON-SALEM, N.C.—The Winston-Salem Composite Squadron has gained the services of a veteran pilot to conduct their aviation education program through the Reserve Assistance Program.

Ken Duncan, a pilot with Piedmont Airlines, holds a Gold Seal Flight Instructor Certificate, and Ground Instructor Ratings in addition to his Airline Transport Rating.

He flew F-4 Phantom jets and helicopters as a Marine Aviator and is presently in the Army Reserve.

## Cadets Assist In Noise Survey

SAN CARLOS, Calif. — A noise survey that was recently conducted by the San Mateo County Aviation Advisory Committee found four CAP cadets from the West Bay Squadron No. 110 participating.

The survey was conducted at the San Carlos Airport in order to assist in the development and planning for future land use surrounding the airport.

For the cadets it was part of their training which covers all phases of aviation.

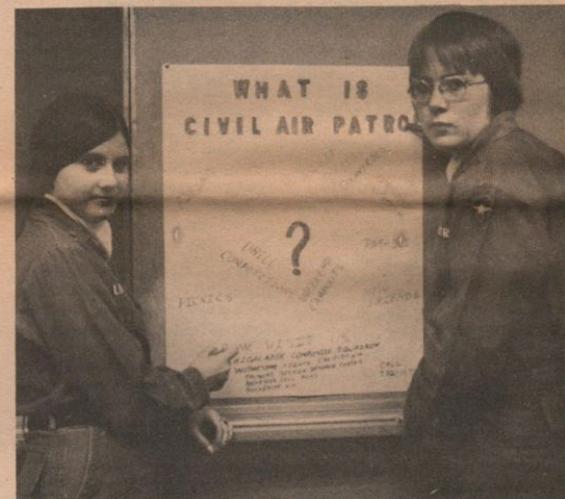
Special attention was given to approach patterns and take off zones from the landing strip during the test.

## 3 Join Armed Forces

PROSPECT, Conn.—Three cadets from the Gen. Curtis E. Lemay Cadet Squadron (Connecticut Wing) have joined the armed forces—two in the Air Force and one in the Coast Guard.

Cadets Kenneth Reichardt and Ronald Brightman traded their CAP uniform for that of the Air Force while Cadet Dean Carroll is now in the USCG.

Reichardt is at Hill AFB, Utah as a security policeman while Brightman is attending technical school at Chanute AFB, Ill. Carroll is a buoy tender aboard the USS Hornbeam stationed at Coast Guard Station Woodshole, Mass.



**POSTER WEEK** — The Highlanders Composite Squadron (New Hampshire Wing) held a "Poster Party" for cadets to help observe the 32d anniversary of CAP during December. This poster was completed by Cadet Diane Lemay, left, and Cadet Mary Gilmore.

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**NEW EQUIPMENT**—Senior member Barry Lutin (left) and Mr. Milton Bigham look over a new cloud measuring device that will be used by Civil Air Patrol's Connecticut Wing in their new weather reporting station in Hartford. Bigham, vice president of the Hartford Insurance Group, gave \$200 on behalf of his organization to the wing to purchase needed equipment.

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# State Wide 4 Day Encampment Held By Illinois CAP Units

SCOTT AFB, III. — Fourteen Civil Air Patrol Squadrons from throughout the state of Illinois recently attended a four day long type B encampment here.

During the encampment, 52 cadets each received more than 40 hours of training.

This training included aerospace education, search and rescue, communications, small arms instruction, moral leadership and physical fitness.

Also attending were 15 CAP senior members. USAF Capt. Terry N. Taylor, deputy commander of the Clinton-Scott Squadron, was encampment commander.



SEARCH AND RESCUE PLANNING



SETTING UP CAMP SITE



FIRST AID EQUIPMENT



FALL IN

Photos By Lt. Col. Dennis Bical, CAP



TRANSFER OF "INJURED"



CFASH "VICTIM"



MEDICAL ATTENTION

# 1974 Senior Member Acti

## ACTIVITIES

## WHO

1. **CAP NATIONAL STAFF COLLEGE:** The objective is to develop more effective CAP commanders and staff members by offering a program based upon experiences in all aspects of the CAP program. The curriculum includes lectures, seminars, and nationally recognized guest speakers covering such topics as communicative skills, leadership and management, staff organization, and the future of aerospace in the modern world.
 

1. Developed for 200 CAP officers and warrant officers.
2. **NATIONAL SEARCH AND RESCUE (SAR) SCHOOL:** A course designed to enhance the professionalism of CAP mission coordinators. The curriculum includes all aspects of organization, planning, communications, and operations involving inland and water search and rescue.
 

2. Selected CAP pilots or observers actively involved in unit SAR programs.
3. **ARRS CAP MISSION COORDINATOR COURSE:** A 2-3 day ARRS conducted course designed for CAP mission coordinators and other CAP SAR personnel. Covers all facets of inland search and rescue. Courses are conducted normally at The Air Force Rescue Coordination Centers.
 

3. The CAP Region Headquarters determines eligibility.
4. **FLIGHT CLINICS:** CAP regions and wings have considerable latitude in development of flight clinics. They may be CAP generated or externally generated. Nationally approved clinics that meet the goals of improving the flying safety posture of CAP may qualify for financial support by the Corporation.
 

4. The CAP Region Headquarters determines who is eligible for these activities. (CAP is also eligible for Federal Aviation Administration and Aircraft Owners and Pilots Association clinics.)
5. **AIR MOBILITY EXERCISES:** Air mobility exercises are designed to exercise Civil Air Patrol's capability to airlift key people to central operating locations and to perform enroute aerial surveillance. They are usually conducted in conjunction with conferences or emergency services activities and, depending on the circumstances, may qualify for Air Force reimbursement for fuel and oil.
 

5. The CAP Region Headquarters determines who is eligible for these activities.
6. **EXTENSION COURSE INSTITUTE (ECI):** ECI is the correspondence school of the USAF. Its services are available without cost to CAP members. Two broad areas of study are available: General Military Education and Specialized Courses. Military courses are provided to improve the knowledge of command and leadership. ECI specialized courses are designed to provide training for CAP members in the performance of specialized duty (e.g., communications, aircraft maintenance, etc.)
 

6. All CAP senior members.
7. **INDUSTRIAL COLLEGE OF THE ARMED FORCES CORRESPONDENCE SCHOOL:** This school directs its educational effort toward support of the national interest through enhancing the knowledge of military and civilian executives who are, or will be, engaged in managing key national security programs.
 

7. Senior CAP members at the executive level, majors and above.
8. **NATIONAL SECURITY SEMINARS:** These seminars are sponsored by the Industrial College of the Armed Forces to foster, among Reserve Officers and interested citizens, a better understanding of the many interrelated and complex national and international problems associated with national security.
 

8. Attendance at these seminars is open to all CAP senior members.
9. **ALLIED OFFICERS SPACE AND MISSILE ORIENTATION COURSE:** This course covers comprehensive familiarization with basic space language and principles, fundamentals of astronautics, technology, and concepts which will affect future operational space capability.
 

9. CAP senior captains through colonels.
10. **INTERNATIONAL AIR CADET EXCHANGE ESCORT:** Annually, CAP sponsors a one-month program to foster international understanding, goodwill, and fellowship. CAP exchanges cadets with similar organizations representing some 26 foreign nations. Selected senior members act as escort officers for the cadets during the exchange program.
 

10. Criteria and applications are outlined in this paper. (See column on far right).
11. **DEFENSE CIVIL PREPAREDNESS AGENCY STAFF COLLEGE:** Three home study courses are available which pertain to civil defense-disaster preparedness. (1) CIVIL DEFENSE, U.S.A. (2) THE CIVIL DEFENSE DIRECTOR-COORDINATOR. (3) INTRODUCTION TO RADIOLOGICAL MONITORING.
 

11. All CAP members may apply for the "Civil Defense USA" and "Introduction to Radiological Monitoring" courses. Only qualified mission coordinators and prospective mission coordinators in training may apply for "The Civil Defense Director/Coordinator" course.

# Activity Schedule

## WHERE/WHEN

## HOW

1. National Headquarters CAP, Maxwell AFB, AL. Summer 1974 dates to be announced by Hq CAP-USAF. (BOQ quarters.)
2. Governors Island, New York. Summer 1974 dates to be announced by Hq CAP-USAF. (Quarters provided.)
3. Dates to be announced by Region Headquarters.
4. Various locations within the eight regions. Dates and places to be announced by Region Headquarters.
5. Various locations within the eight regions. Dates and places to be announced by Region Headquarters.
6. Each ECI course consists of one or more volumes. Applicants must enroll for a complete course.
7. Two major courses: National Security Management, 12-15 months for completion, and Management in the Department of Defense, 4-6 months for completion.
8. Dates and locations to be announced by HQ CAP-USAF.
9. Maxwell AFB, AL. (Quarters reserved.) Apr. 1-5, '74.
10. Locations and dates will be announced by HQ CAP-USAF.
11. Home study, enrollment at any time.
1. Apply through channels on CAPF 17. (Reference CAPR 50-9.)
2. Apply through channels on CAPF 17 to Hq CAP-USAF/DOT. (Reference CAPR 50-9.)
3. Apply through channels on CAP Form 17 to CAP Region Headquarters. (Reference CAPR 50-9.)
4. Apply through channels on CAPF 17 to CAP Region Headquarters or apply directly to FAA or AOPA for their clinics. (Reference CAPR 50-9.) DO NOT USE CAPF 17 when applying directly to other organizations.
5. Apply through channels on CAPF 13 in accordance with CAPR 55-10.
6. As prescribed in CAPR 50-1 for ECI courses, using ECI Form 23. Submit application directly to ECI.
7. Applications and inquiries should be addressed to: The Commandant, Industrial College of the Armed Forces, Attn: Correspondence School, Fort Lesley J. McNair, Washington, DC 20315.
8. Attendance may be arranged through the Chamber of Commerce of participating cities.
9. Apply through channels on CAPF 17 to Hq CAP-USAF/DOT (Reference CAPR 50-9.)
10. Application procedures and qualifications are outlined in this paper. (See column on right.)
11. For "Civil Defense USA" and "Introduction to Radiological Monitoring" obtain DCPA Fm L-50-B or L-79 and apply directly to DCPA Staff College, Battle Creek, Mich. For "The Civil Defense Director/Coordinator" obtain DCPA Fm 435 from local CD office, complete and submit through normal local, state and regional civil preparedness office channels. DCPA Fms L-50-B and L-79 may be obtained from wing headquarters or local CD office.

1. Senior Member Qualifications. Before any senior member may apply for escort or staff duty, he/she must satisfy the following prerequisites:

a. Have active membership in CAP prior to application (January 1).

b. Be at least 21 years old by July 1 in the year in which activity is held. EXCEPTION: For the IACE, 25 years of age is preferred.

c. Be in acceptable physical condition.

d. Have an acceptable personality and moral character so as to command cadet respect and be able to lead effectively.

e. Special provisions — applications must be for the duration of activity.

2. Civil Air Patrol Form 70:

a. Senior members should obtain two copies of CAP Form 70, dated September 1973, "Application for Cadet Special Activities Escort Duty" from their unit.

b. The senior members must complete all applicable sections, and attach a photograph to both copies of the CAPF 70.

c. Senior members may select more than one activity to enhance his/her chance of being selected for one. This is done by listing the desired activities in order of preference on the CAP Form 70.

d. Senior member applications must be submitted in two copies to the squadron commander by January 1.

3. Processing Applications and Records:

a. Squadron commanders will attach a letter of evaluation with recommendations and a duplicate copy of the individual's CAP Form 45, "Senior Member Training Record," to both copies of the CAPF 70, and forward to the wing commander by January 20. All applications will be forwarded.

b. The wing commander will attach a letter of evaluation and indicate his preference, (1st, 2nd, etc) for the activities listed, then sign both copies of CAPF 70. This is mandatory on all but region staff applications. Forward both copies with attachments to the region commander no later than January 30.

c. Region commanders may make remarks and will indicate his preference and sign CAP Form 70. This is mandatory on all but National Headquarters Unit (99000) applications. Forward one copy of the CAPF 70 with attachments to National Headquarters by February 20.

4. Selection Board for Senior Members:

a. The selection board will be appointed by the National Commander and will include one member of the NEC. Members of this selection board have the authority to delegate to EDAS selection authority for programs other than IACE.

b. The selection board will be convened by the National Commander after all applications are received (February 20), but not later than March 30.

c. The selection board will consider the individual's application, CAPF 70, his/her "Senior Member Training Record" (CAPF 45), and the evaluations and remarks of the squadron, wing, and region commanders when choosing primary selectees and alternates. An effort will be made to select those senior members who are graduates of the National Staff College.

d. By April 15, National Headquarters will notify all selected senior members of the activity for which they will be an escort or staff member, and provide them with a list of duties.

e. If, for any reason, a senior member should become ineligible or unable to participate in the activity for which he/she was selected, he/she should notify National Headquarters/EDAS immediately.

# Emergency Services Camp Re-Opens

KIRKLAND, Wash.—With the aid of a U.S. Air Force Civil Engineering team from McChord AFB, Wash., and a tremendous amount of hard work on the part of cadets and senior members from Washington's Civil Air Patrol Wing, Western emergency services training camp recently underwent a major renovation.

Camp Young, located on the edge of Sanderson Field near Shelton Wash., consists of old barracks buildings with quarters for 150 personnel, a kitchen, dining room, canteen, day room along with classrooms, administrative and communications offices.

The camp was established in 1959 by CAP Lt. Col. Charles F. Young. During its 13 years of operation, hundreds of CAP members have shared training there and on the some 1,100 acres of land surrounding the camp. This training includes land search and rescue, communications, administration, team work and fellowship.

Through these years, many times at personal sacrifice and expense, CAP members, and parents of cadets worked together to keep the buildings maintained and the training program operating.

Last year the camp was forced to close due to a lack of funds for repairs to the aging buildings.

This situation recently brightened when Air Force Lt. Col. Linwood G. Koffel, Washington Liaison Officer enlisted the aid of the 45-man Air Force team with their professional abilities in repairing to assist with the work on the camp.

Along with these "blue suiters," CAP members converged on the camp every weekend for two months in order for Camp Young to become operational again.

Located in the heart of Christmas tree land the facility is now rented to a firm which will produce enough revenue to pay for the majority of materials used in the repairs.



COMMUNICATIONS TRAINING



FENCE CONSTRUCTION



HANG TIGHT



INSIDE REPAIRS



FLIGHT LINE TRAINING



CAP LT. COL YOUNG AND CADET DAN COLEY AT WINCH RESCUE TRAINING

# SAR Exercise Adds To Cadet Bivouac

TRINITY, N.C.—The High Point Composite Squadron recently held a cadet bivouac accompanied by a practice search and rescue exercise.

Shortly after the cadets arrived at the Asheboro, N.C. municipal airport with their equipment, several senior members arrived and announced that a practice SAR mission was also scheduled for the next day. Working late into the night, the cadets and seniors established a base operations, communications center and made other necessary preparations for the search mission to start at dawn.

Early the next morning aircraft and personnel from

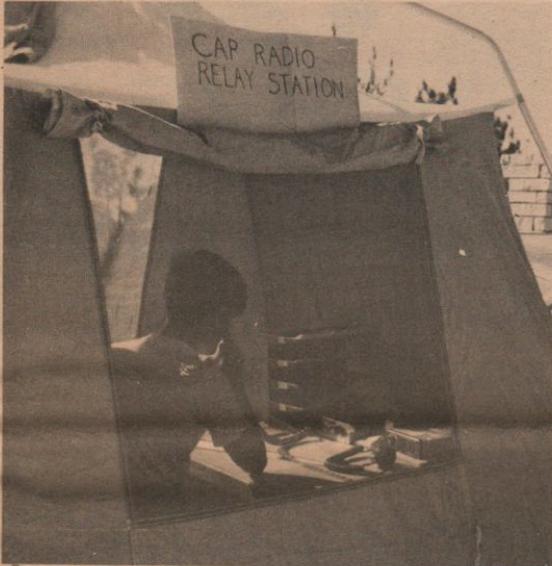
other local CAP units began to arrive to assist in the mission. Thirty minutes after the initial briefing, the first aircraft was airborne and the other 12 aircraft were dispatched at regular intervals to search their respective areas.

Following the practice mission, the cadets were given orientation rides in a helicopter provided by the North Carolina National Guard unit at the Greensboro regional airport.

Personnel from the Winston-Salem, Dan River, Twin Lakes, Raleigh and the Randolph County Squadrons also participated in the mission.



**DISCUSSION** — Air Force Maj. Jerry Emerson (second from left), SAR coordinator at Richards - Gebaur AFB, Mo., discusses a problem with CAP members during a break in the seminar. From left to right are Lt. Stan Zbozen, Louisiana Wing; Major Emerson; Maj. John Samuel, Texas Wing and Lt. Dean Hamilton, Kansas Wing. (USAF Photo by SSgt. James Clawson)



**RELAY STATION** — Cadet Sgt. Allen Stoughten mans the VHF relay station atop 8,300-foot Mt. Pinos which was used to tie together Southern California and the San Joaquin Valley during the recent California CD evaluation. The station was manned by WO Fred Beaver of Squadron 9 and Cadet Stoughten of Squadron 95. The operators camped at the sight over night.

# 43d ARRS Hosts Seminar

RICHARDS—GEBEUR AFB, Mo.—Civil Air Patrol members from 18 states were recently hosted at a National Search and Rescue Seminar here by the 43d Aerospace Rescue and Recovery Squadron.

The seminar was opened by Col. Bill A. Montgomery, USAF,

commander of the 43d.

The purpose of the Seminar was to establish a closer rapport between CAP members involved in search and rescue and the Rescue Coordinator at the Central Rescue Coordination Center at Richards-Gebaur AFB.

One of the highlights of the

Seminar was a presentation by CAP Maj. Robert S. VanKeuren, commander of the Syracuse Group (New York Wing), who flew to Kansas City to brief the seminar on Electronic Locator Transmitters (ELTs) and how they are becoming a primary aid in locating downed aircraft. ELTs became mandatory equipment in all light aircraft on December 30, 1973, and their use requires unique procedures to be used in locating the signal without reliance on sophisticated electronic devices.

The chief of the Kansas City Flight Service, Joseph H. Strobel, also addressed the seminar, explaining the role of flight service in attempting to locate a downed or missing aircraft.

# Unit Aids 'Festival'

JAMESTOWN, Va.—Civil Air Patrol members from Virginia's Task Force I provided a helping hand during the "First Thanksgiving Festival" held at Berkley Plantation near here.

The wing provided 32 cadets and 12 seniors to assist in setting up chairs, cleaning driftwood out of the area, planting trees and preparing for the festival reenactment.

The cadets also performed as color guard and escorts for the dignitaries who attended the annual festival.

# Texans Earn Extra \$\$

HUNTSVILLE, Tex. — The members of Texas' Sam Houston Squadron recently had a project going which earned them some extra money.

The seniors and cadets provided transportation to the Prison Rodeo for pilots flying into the town's airport. The now-famous rodeo is held each year by the State Penitentiary in Huntsville.

The squadron did not charge anything, but accepted donations for their service. The unit received more than \$100 during the project.

# Group Holds Encampment

JACKSONVILLE, Fla.— The first phase of the Type "B" Encampment sponsored by Group 31 (Florida Wing) was held recently at Naval Air Station, Jacksonville.

According to CAP Lt. Col. William Bristow, 41 cadets attended, making it the best encampment ever in Northeast Florida.

The first phase consisted of a completion of the first seven achievements and drill and ceremonies.

# 18 Get Orientation Ride

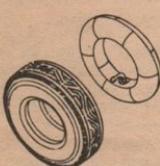
POTOMAC, Md. — Eighteen Cadets from the Bethesda-Chevy Chase Cadet Squadron were recently given orientation flights in the Cessna 172 Skyhawk and the T-34 aircraft.

After the flights they also had the opportunity to view several different types of aircraft belonging to the Montgomery Squadron.



**WINNER** — CAP Chaplain (Major) Leonard L. Boston of Morganton, N.C., recently captured the third annual World Clergy Golf Tournament at Henry Horton State Park in Chapel Hill, Tenn. Chaplain Boston is pastor of the First Advent Christian Church of Morganton. The tournament is sponsored by the Churchman's Sports Hall of Fame.

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## For Energy Conservation

# Air Force Sets Guidelines

WASHINGTON — Denial of overseas sources of fuel supplies to the Department of Defense has seriously worsened a situation which had already dictated an active Air Force energy conservation program. The national security implications of this situation make it a matter of deep concern to DOD and the Air Force. The major challenge to the Air Force has been to carry out its share of the national fuel conservation tasks without impairing the combat readiness of its units.

The total annual consumption of petroleum products by DOD accounts for 3.7 percent of the nationwide market. The Air Force uses 65 percent of the DOD portion, 92 percent of which is in the form of aviation fuels. This equates to approximately 2.4 percent of the national petroleum consumption.

The Air Force has had an energy conservation program for many years. In anticipation of a fuel shortage this winter, the Air Force, in consonance with Presidential guidance, implemented increase fuel conservation measures as early as July, 1973. These measures were designed to reduce consumption of aviation fuels by 14 percent in FY 74, 13 percent of which was accomplished by adjusting the FY 74 flying programs and 1 percent by modifying operating procedures such as:

- The establishment of more efficient aircraft ground operations, to include timing of engine start-up and reduced taxiing speed and ground run-up time.

- Aircraft are using only partial power for taxiing after landing.

- Crews are using optimum cruise control.

- Further reduce the use of afterburners where possible.

- Reduce use of high drag aircraft configurations and eliminate excessive fuel loads.

Thus, when the current worldwide energy crisis developed, the Air Force had already instituted many actions to conserve energy. However, the denial of overseas supplies has called for even more concerted action on the part of the Air Force. In order to maintain combat readiness while using the least fuel possible, additional temporary steps were taken to cope with a serious fuel situation. Recurring training for combat crews was reduced throughout the Air Force, proficiency flying programs were substantially curtailed, and administrative and support missions were reduced to an absolute minimum.

In terms of results, the Air Force, through these temporary steps, should reduce overall aircraft fuel consumption by an additional 20 percent. In some commands such as Strategic Air Command and Air Defense Command, consumption has been temporarily reduced by approximately 33 percent, while other commands such as Air Training Command, whose main mission is formal pilot and navigator training could only reduce their flying by some 14 percent without completely disrupting the flow of trained people.

By conservative estimates, more than 4 million barrels of jet fuel should have been conserved by these methods by the end of the calendar year 1973. While these are strong measures designed to cope with an immediate shortage, they cannot be maintained over a long period without seriously affecting the combat readiness of Air Force operational units. As the Chairman of the Joint Chiefs of Staff, Adm. Thomas Moorer said recently, "You must recognize that a military unit or organization is just like a football team in that if it doesn't practice during the week, it may

not be able to play the game as well on Saturday."

While the current fuel shortage has affected the flying program, the Air Force has also taken a broad range of conservation measures on the ground. Besides establishing a goal of a 7 percent reduction in installation and vehicular consumption in July 1973 the following actions were directed:

- Vehicles, except those used in emergency situations, have been directed not to exceed 50 MPH.

- Time between engine tuneups on all vehicles is being decreased to enable the engines to operate more efficiently.

- Vehicle operations are being consolidated even more than before to reduce the number of trips and in turn gasoline consumption.

- Base bus routes are being surveyed for possible consolidation.

- Air Force personnel are being encouraged to make maximum use of the buses.

- In the area of fuel oil consumption and general energy use such as electricity:

- The Air Force ordered all thermostat settings in occupied buildings reduced to 68 degrees during the day and 65 degrees at night and those in warehouses to a level items in storage can stand.

- Buildings are being surveyed for possible heat loss and steps being taken to correct these situations when discovered.

- Monitors have been appointed to insure temperatures and other conservation measures to reduce electricity consumption are being enforced.

- In addition to actions already taken or currently being implemented, USAF is:

- Curtailing all plans to convert heating plants from use of coal to oil.

- Studying plans to look into the feasibility of burning solid waste in place of heating oil.

- Working with the Department of Interior to conduct research on a method that gets more electrical power and less pollution from coal.

- Investigating the use of special sulfur oxide removal equipment on coal fired heating plants.

- Conducting an intensive energy conservation educational effort through internal communications channels.

In summary, the Air Force, sharing the concern of every citizen regarding the energy shortage, has taken positive steps to conserve the nation's vital energy resources whenever possible.

## Florida Members Visit Guard Unit

JACKSONVILLE, Fla. — The 11th Aviation Group of Florida's Army National Guard recently hosted CAP members from the Florida Wing for an orientation visit to their aviation complex.

Guard personnel in Jacksonville briefed the CAP visitors on their unit's mission and equipment.

They toured training facilities including maintenance areas and the flight line.



## SAVE DEFENSE ENERGY

### New Book Will Tell Of CAP Contributions

MAXWELL, AFB, Ala.—A new book about Civil Air Patrol is currently in production and is expected off the press in late summer or early fall of 1974.

Entitled "Hero Next Door," the book is being written by Frank A. Burnham, a veteran newspaperman, magazine editor and award-winning aviation writer.

According to the author, the new book will bring up to date the story of CAP, its dedicated people and its contributions to the American way of life.

"Hero Next Door," will be published in hard cover by Aero Publishers, Inc., of Fallbrook, Calif., and will be made available to CAP members at a substantial discount through the CAP Bookstore.

The author is the former West Coast editor of Aerospace Technology Magazine, Armed Forces Management Magazine, and Aerospace Daily. He also was winner of the 1971 space writing award by the Aviation/Space Writers Association.

Burnham is currently the editor-publisher of an internationally circulated trade magazine in the agricultural field and continues his aviation writing on a freelance basis.

The author has been associated with CAP for 14 years as a member. In addition, he served for six years as an Air Force information officer assigned to CAP national headquarters. As a CAP member, he has served in both administrative and operational positions from squadron up to wing level. He has been a pilot for nearly 30 years and holds an amateur radio operator license.

## Carolínians Visit Kennedy Center

WINSTON-SALEM, N.C.—An aerospace education workshop was recently held at the Kennedy Space Center with seven Winston-Salem CAP members joining the three day event.

During their stay they visited the National Aeronautics and Space Administration and Air Force facilities on Cape Canaveral.

In the vehicle assembly building they viewed the huge Saturn rocket which carries men to the moon.

They also toured the Saturn launch pad and had a look at a Skylab being prepared for launch.



CONTRIBUTION — Schenectady Composite Squadron (New York Wing) Commander CAP Lt. Albert Vrooman (left), and his advisor CAP Lt. Col. Howard K. Vedder, happily accept a check from Air National Guard First Sergeant Charles Gitsham, Jr., president of the local NCO Club. The check was presented to CAP unit in appreciation of their recent assistance provided during the ANG unit's annual open house.

## Strength Declines

WASHINGTON (AFNS) — Air Force strength Nov. 1 was 680,450, compared to 681,731 members Oct. 1. There were 713,119 blue suit wearers Nov. 1, 1972. Combined strength of all the military services totaled 2,226,822 Nov. 1, compared to 2,231,908 Oct. 1. Active-duty strength Nov. 1, 1972, was 2,371,574.

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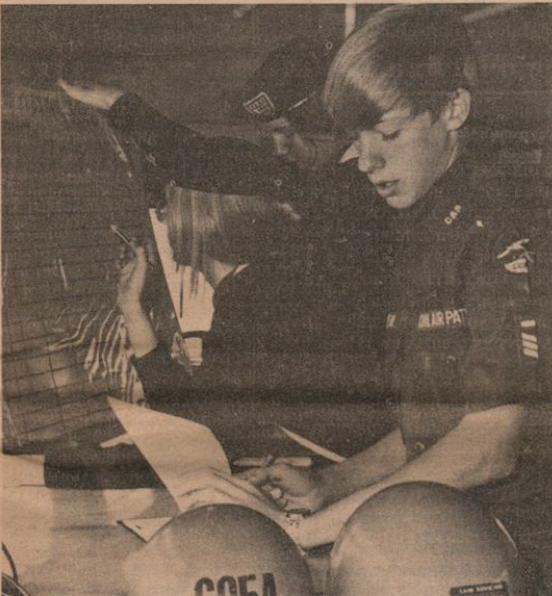


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ROLLING OUT — The mobile task unit's bus was completely renovated by cadets.



ON-THE-JOB — Cadets (from left) Susan Welin, Ginna Seddon and Gregg Owen perform duties in the administration and communications section of their mobile task unit bus.

## Cadet Unit 'On Ready' As Needed

PROSPECT, Conn. — When the Connecticut Wing needs a mobile task force to serve anywhere in the state they may call upon their all-cadet unit — Gen. Curtis E. LeMay Cadet Squadron — to provide the needed manpower.

Created in 1968, the mobile unit can respond within an hour. The unit operates from a bus which is equipped with tables, charts, administrative forms, radios and generators.

The cadets operate and perform all the duties in the unit, while senior members from the unit fill in as pilots, observers and drivers. The cadets assign sorties, brief air and ground crews, do all necessary administrative work and maintain a communications net.

Attached to the unit is the LeMay Land Rescue Team which is comprised of Pennsylvania Ranger and Connecticut Wing trained cadets.

## Unit Hosts Magic Circus

RICHMOND, VA.—The West Richmond Cadet Squadron recently hosted the Children's Magic Circus here in an effort to earn money for the unit.

The show, out of Atlanta, Ga., plays in cities and towns up and down the East Coast to help non-profit organizations such as Civil Air Patrol.

It includes such acts as Congo—"the almost human gorilla," a real live leopard, clowns and tightwire acts. There was plenty of excitement, mystery and good fun for everyone including the CAP cadets.

# Program Is Better The Second Time

WINSTON-SALEM, N.C.—If at first you do succeed, do it again—better. That's exactly what the Winston-Salem Composite Squadron did with its Electronic Locator Transmitter (ELT) training program.

The first ELT clinic was held in July with 39 personnel and six aircraft. Two airplanes and seven personnel came from other units in the wing.

The latest clinic involved 50 CAP personnel and 12 aircraft. This time members came from units throughout the state.

The Winston-Salem squadron offered the training in three phases: The ground phase included a detailed discussion of the methods of locating an ELT and the mission briefing. The air phase tasked the pilots and crews to determine how well their aircraft would determine an ELT's location, a specific flight to perform and figures to record. Upon their return, crews reconstructed their flights from the information they recorded and were thus able to determine how their particular airplanes behaved re ELT signals. They then shared this information with other pilots.

The third phase was an advanced air phase offered at the second clinic to those who had completed the training earlier. It included electronic search along airways and routes and reporting procedures.

In all, a crew spent about two hours on the ground in briefings and debriefings and another one and a half to two hours in the air putting theory into practice.

At the close of the second clinic North Carolina had 75 members who had completed the ground

phase and 51 who had completed the air phase.

Training was the name of the game on both missions. Cadets were also used on the flight line, in the office and in the communications room.

The exercise planning, paperwork and leg work was done by 2d Lt. William E. Vaughn-Lloyd Jr., project officer and mission coordinator.

## CAP Helps During Alert

CHEYENNE, Wyo. — The Civil Air Patrol recently responded to a call for help during the recent precautionary alert of U. S. military forces.

The 90th Strategic Missile Wing command post at Warren AFB, Wyo., was in need of a wide-band radio receiver to monitor news broadcasts on the developing international situation.

The base communication squadron was unable to fulfill the requirement and contacted CAP Capt. Charles Kinsley, Wyoming Wing communications officer, who delivered his personal wide-band receiver to the command post and briefed the command post staff on its operation.

In a letter of thanks to the Wyoming Wing, Col. Bobbie G. Guthrie, USAF, 90th SMW commander stated, "The response of the Wyoming Wing, and Captain Kinsley in particular, perfectly exemplifies the kind of dedicated and professional support that we will require both now and in the future."



RETIREMENT HONORS — CAP Lt. Col. Eugene C. Noland and wife Mary are pictured with the plaque he was presented recently during a squadron banquet held in his honor as he retired after 25 years of service. The colonel joined the all volunteer organization in 1948 and has been the commander of the Atlanta Composite Squadron 2 for the past 16 years. The plaque was presented by fellow members and cadets in appreciation of his years of dedicated service.

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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

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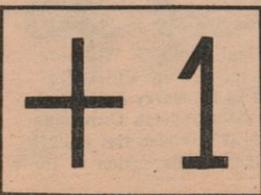
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## Idea Mart

# Internal Flight Clinics

by Maj. Peter T. Sayre, USAF  
Ohio Wing Liaison Officer

Has your Wing been plagued with the problem of getting your pilots to take a 60-1 check ride annually? Pilot's schedules are always in conflict with the check pilots; the distance to go for a check ride is too far; or perhaps, just total pilot apathy towards the entire check ride concept. A change in the Federal Aviation Regulations (FAR's), Part 61, may give you just the leverage you need to get your 60-1 program going. The vehicle that produced results for us was a CAP sponsored Internal Flight Clinic.

Most of our pilots are well aware that the FAA is promoting a new accident prevention program. As an integral part of this course, they have established the bi-annual proficiency flight. This flight is designed to allow the pilot to have an experienced Certified Flight Instructor (CFI) ride with a pilot to determine if any unsafe tendencies have developed over the years, as well as update him or her on some of the new philosophies and procedures in aviation today. Here is where our Civil Air Patrol Wings have a unique opportunity to kill two birds with one stone. With only a few exceptions, the CAP 60-1 check ride and the FAA Flight Proficiency rides are almost identical; both check rides can be administered at the same time by an endorsed Certified Flight Instructor.

In Ohio, we determined that we would need two Internal Flight Clinics to cover the Wing geographically and numerically. Each one of the clinics would be sponsored and produced by one of our Senior Squadrons: One in the southwest portion of the state in the Spring; then in the northeast in the Fall. Realizing that none of our squadrons could produce sufficient CFI's internally, we went throughout the Wing to find those six or seven high time CFI's who were qualified and interested in participating in such an activity.

We then contacted the local General Aviation District Office (GADO) for FAA. After discussing the concept of these proficiency flights with the Accident Prevention Specialist, we submitted the names of these selected CFI's and their qualifications for his approval as Accident Prevention Counselors, (CFI's who are selected by the FAA to administer these proficiency flights). With his approval, we were off and running.

Our Senior Squadrons took the ball and had the entire program set up including the airfield, the lectures, the operations area, communications, briefing areas, as well as a social hour Saturday night. Their lectures included an accident prevention discussion by the FAA, a preventative maintenance briefing from a chief of maintenance at a flight school, and informal, CFI to pilot talks, on seldom discussed areas such as weight and balance, density altitude computations, crosswind determination, and short field/soft field take-off and landing techniques.

Our primary goal was to

accomplish as many CAP 60-1/FAA proficiency flight checks as possible, and then time permitting, have our SAR pilots fly practice ELT search patterns for a Ranger Bivouac, camped nearby. Although we were not able to get 100 percent of those pilots who attended checked that weekend, we felt confident that those few we missed can be picked up within the 90 day time period allowed.

What positive returns on investment are made for Civil Air Patrol by using the Internal Flight Clinic program?

1. CAP makes the FAA aware that we are aggressively encouraging participation by our pilots in bi-annual flight proficiency programs. These clinics also provide a good opportunity for FAA to get new safety information to general aviation pilots.

2. An Internal Flight Clinic is a great place to recruit pilots for CAP. Invite them to see your set up, to participate in the lectures

pilots. If they like what they see, they will join.

3. If properly programmed, you can give your SAR pilots and observers much needed additional training in the Emergency Service business. They can work with land Rescue Teams, fly ELT search patterns, or combinations of both.

4. Many Wings are primarily Cadet Program oriented. A CAP Flight Clinic can give your Senior Squadrons a new sense of need, participation and accomplishment within the total CAP program. Give them a mission and sufficient authority to accomplish it, and they will get the job done for you.

5. This type of weekend clinic is an excellent time for people with dedicated interest in Civil Air Patrol to get together and enjoy themselves. During the evening, people can discuss mutual problems or areas of success, hangar fly, watch movies, and just socialize. Probably more good information is exchanged in this manner than any other known.

6. The price is right! You can save your pilots many dollars in comparison to their attending an externally sponsored clinic produced by an aviation association, especially if it is held at a distant city. In addition, you can tailor your program precisely to the needs of the pilots in your units — give them training where they need it.

If apathy and lethargy are stagnating your flying program, try this internal flight clinic on for size. It is working for us, it may for you also. Let's put a capital "A" back in Civil Air Patrol.

## Squadron Greet BSA Jamboree

RATHDRUM, Idaho—The Coeur d'Alene Composite Squadron (Idaho Wing), recently acted as the official greeting committee for the Coeur d'Alene Chamber of Commerce during the Boy Scout Jamboree West.

Highlights of the week for the cadets were the greeting of Bob Hope, the Idaho and Washington governors, the U.S. Army's Golden Knights and the president of the Boy Scouts of American.



WELCOME — Air Force Brig. Gen. Leslie J. Westberg, national commander, receives a welcome from Cadet MSgt. Mark G. Sovren (right), and Cadet 2d Lt. Barry J. Paryzek (left), during his recent visit to the Randolph Composite Squadron (Texas Wing). The general attended the weekly Squadron meeting which included a discussion of the events during the past year.



ON DISPLAY — A member of the Knoxville Composite Squadron (Tennessee Wing) explains the operations of a single side-band radio to a possible female recruit during the Tennessee Valley Fair. The CAP unit shared a corner of the Air Force recruiter's booth during the fair.

## CAP Assists Jaycees During Tulsa Fly-In

TULSA, Okla.—Civil Air Patrol members from northeastern Oklahoma recently assisted the Tulsa Jaycees and the Management Club of North American Rockwell's Tulsa plant during a fly-in sponsored by the two organizations.

The cadets and seniors had demonstrated their ability as flight line crews a year ago when they worked in the Tulsa Antique and Experimental Aircraft Association fly-in.

In addition to the Tulsa show, the CAP members had been asked to again participate in the 1973 fly-in at Tahlequah, Okla., on the same weekend as the Tulsa air show.

Members from three Tulsa units—Northeast Tulsa, Aerospace and Skylark—were joined by members from Muskogee Composite and Pioneer Squadron of Ponca City to work at Tahlequah.

Returning to Tulsa on the evening of the show they were standing ready for the Tulsa air show when the fog lifted at 10 a.m. Between 10 a.m. and 1 p.m., the CAP flight line crews directed more than 200 aircraft down taxiways and into parking

spaces as well as assisting in the directing of some 20,000 cars and 50,000 spectators who jammed the air port grounds.

A North American Rockwell official said CAP members performance had been "magnificent."

In all, CAP members had directed and parked more than 200 aircraft and then directed them off again without a personal injury or damage to any aircraft.

The CAP personnel were under the direction of Capt. David Glade, commander of the Northeast Tulsa Composite Squadron.

## Bushman Heads State Council

SAN JOSE, Calif.—Maj. Ted Bushman on California's Group Eleven was recently initiated as the new president of the California Aviation Council here.

Bushman legal officer for Group Eleven, is a commercial and instrument rated pilot and a ground school instructor.

## Navy 'Recruits' 2 R.I. Cadets

WARWICK, R.I.—Two cadets from the Quonset Composite Squadron (Rhode Island Wing) were recently chosen to participate in a local Navy Recruiting program. Selected were Cadets 2d Lt. Edward Klappa and 1st Lt. Robert Holden.

The program consisted of an introductory briefing on career opportunities in the Navy, followed by a tour of an operational Anti-submarine Warfare Squadron, and a flight in Navy S-2G Tracker aircraft.

The program was conducted at Quonset Point Naval Air Station.

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# CADET AWARDS

# Senior Awards Listed

MAXWELL AFB, Ala. — National Headquarters senior training officials have announced the listing of 1973 recipients of the top two awards presented for achievement in the Senior Member Training Program. The Gill Robb Wilson Award, given in the name of one of the founders of Civil Air Patrol, was presented to 38 senior members in recognition of their training achievements in furthering the cause of aerospace. Gill Robb Wilson Award recipients through Dec. 10 1973 were as follows:

NAME	UNIT
John E. Angst, II	Pa.
Marie O. Bagrowski	Mer
Winfield M. Baldwin	Ga.
Leroy E. Barnett	Fla.
Marvin T. Belk	SWR
Robert C. Bess	Tex.
Raymond C. Biekie	Pa.
Frederick G. Carenzind	Pa.
David A. Carter	Tex.
Cora L. Chavez	Fla.
James W. Cooksey	Colo.
Alan R. Creighton	Mich.
Marion W. Dey	Mo.
Gladys E. Durr	La.
Mary Gierymski	Calif.
Gary P. Glynd	Wisc.
Charles J. Hair	Pa.
Albert E. Henley	Pa.
William C. Hess	PACR
John E. Hildebrand	Pa.
Arlene A. Hyer	Calif.
Fred C. Latchaw	Okl.
Feribena A. Latchaw	Okl.
Ruth M. Leibold	N.Y.
Andrew G. Lontai	SWR
David P. Mohr	Nev.
Stanley F. Moyer, Jr.	Md.
Casimir C. Mroe	Ill.
Sandra B. Owen	Fla.
DeVier Peterson	Ark.
Allen F. Pogorzelski	N.Y.
Virginia F. Ritzman	Wash.
Rosemary M. Sartis	La.
Ralph C. Schofield	MER
Barry L. Thompson	Nev.
Thomas Valenzuela, Jr.	Calif.
Alfred E. Williams	Calif.
Herbert M. Wood	Del.



**SOLO TRADITION** — Not to be denied the traditional taking of cloth upon a student soloing, instructor, U.S. Navy Cmdr., Art Willis took the pants leg instead of the shirt tail when his student cadet Judy Ingalsby of the Coastal Patrol Squadron, Charleston, S.C., recently soloed in a two-piece-oufit. Judy has been a member of CAP for two years and she soloed with 12.1 hours of dual instruction. Commander Willis commands the South Carolina's Group 1.

## Cadet Gets Triple Honors

MIAMI, Fla.—Cadet WO Robert H. Fetherlin recently received triple honors during ceremonies at the University Cadet Squadron. He was not only recognized for his solo flight in a Cessna 150, but also received the Gen. Billy Mitchell Award for achievement and was named cadet commander of the University Squadron.

## Unit Gains New Pilot

EVERETT, Wash. — The Paine Field Composite Squadron recently gained another pilot when 2d Lt. Harry Selland received his solo license. Lieutenant Selland has been in CAP for one year and serves as the finance officer of the Paine Field unit. He completed his solo after only 7.2 hours of flying time.



**THANKS** — SM Dennis Magdale (center), receives plaques from both Air Force and Civil Air Patrol members in recognition for outstanding service to both organizations. Magdale has served as both a cadet and senior member since joining CAP. Presenting the plaques are Air Force TSgt. Edward Sellard, Air Force Recruiter at Lebanon, Pa., and CAP 1st Lt. Betty Crawford, representing the Group 30 commander.

## Cadets Assist Local Airport

MORGANTOWN, W.Va. — Members of the Morgantown Cadet Squadron recently painted "HART FIELD" on top of the new hangars at the Walter L. Hart Field here. This activity is only one of many projects the unit has assisted the airport on during the year. Earlier, the unit painted "MORGANTOWN" on two other hangars and donated airplane chocks to the field.

15. Andrew G. Lontai, Hq. SWR
16. Richard A. Slowik, Va. Wing
17. Harry H. Matter, Hq Pa. Wing
18. Ruth J. Metcalf, Hq N.C. Wing
19. Harry E. Kouts, Hq RMR
20. Herbert A. Unger, N.Y. Wing
21. David S. Culver, Wisc. Wing

EARIHART AWARDS (November 1973)			
Richard H. Martin	06046	Joseph L. Marsh	03080
Thomas R. Doekery	07015	W. L. Johnson Jr.	04015
Thomas P. Wnuk	06015	Edward F. Lee	04230
Andrew Wnuk	06015	Karl A. Hattendorf	04261
Amy T. Dana	06015	Brian D. Lawson	04260
Michael W. Rogers	06015	Steven S. Patterson	05050
David L. Wright	06015	Jeffrey A. Langan	05050
Raymond J. Pristavace	07007	Douglas R. Parker	05068
Kevin I. Payne	07016	Deborah L. Mill	06015
Michael J. Wilson	07016	Mark E. Wnuk	06015
Jacqueline M. Pearson	08180	Mark Angermair	06015
Michael E. Parker	09075	Andrew W. Saults	08089
Celeste M. Condit	10087	E. Clifford Sandwick	08180
Martin J. Simonian	11042	Randall L. Cole	08160
Kenneth D. Ching, Jr.	11051	Dennis S. Smith	08180
Debra M. Miller	12012	Henry V. Rhodes	08287
Marvin Mason	14029	John K. Hudacek	08293
Roger P. Douraleay	15039	Janet T. Palardy	09002
Eric W. Johnson	15046	F. Clifford Barris	09045
David P. Hammer	15052	Charles E. Coleman	09075
Eric M. Smith	16007	James D. Borchers	10073
James B. Back	16019	Donald A. Coy	10083
Byron L. Rambo	19021	Dee Dee M. Condit	10087
Julie B. Marshall	19044	Gregory W. Brown	11008
Nick T. Colas	19042	Kevin G. Trammel	11061
John T. Barry	19044	B.W. Hemels Jr.	14061
Theodore T. LaPlante	31073	Jonathan M. Taylor	18023
Sharon L. McCord	34046	Sierra L. Skaggs	15039
David A. Hennig	34131	John W. Geertz III	15046
Paul A. Prince	34177	Payton W. Snider II	15046
John T. Schlegel	36044	Gary W. Price	15062
Richard D. Kranick	37214	Duncan P. Hutchinson	17035
Victor E. Croker	37246	Glen R. Dallinger	18003
Thomas O. Moore III	39009	Chris R. Keegan	18023
Jay W. Cook	41094	Patricia M. Amtmann	18052
John M. Powers	45048	C.E. Dickinson II	18052
Dennis A. Znosnik	47058	Teresa M. Hall	18071
Daniel R. Koehler	48042	Alfred H. Butler III	18072
Kenneth J. David	49002	Martin W. Allen	18077
Jeffrey R. Mueller	48121	Edward R. Jewer	19012
Pale T. Eva	51014	Dean D. Keegan	20023
Santiago J. Pabon	52066	John A. Husisian	20227
Waldeemar Ramos	52066	John B. Quinlan	21009
Rafael Perez	52079	Luann K. Benson	21010
William Cruz	52103	Michelle M. Klein	21034
MITCHELL AWARDS (November, 1973)			
Joseph F. Cockrell	01024	Kevin E. Swanson	21048
Thomas N. Resha	01034	Anthony P. Layton	23005
		Phyllis A. Loving	23033
		Joyce E. Hoffman	25054
		Christina M. Garcia	26096
		Raymond J. Castagnaro	31131
		Howard F. Adamy	31131
		Bennett M. Chertoff	31224
		Kelly A. Vorachek	33010
		Elizabeth A. Weight	33010
		Robert A. Jesse	33010
		Scott A. Miller	35019
		Don G. Walden Jr.	35074
		Jerry D. George	36046
		Arrie A. McClelland	37044
		Katherine L. Fisher	37061
		James D. Durso	37066
		Kenneth G. Worhatch	37133
		Timothy P. Callagher	37229
		Barbara A. Batol	37229
		Corrine S. Tappin	37229
		Holand W. Spencer	37246
		David C. Littlefield	38023
		Kevin A. Roush	40038
		Steven C. Schluter	42089
		Michael K. McKay	42142
		Richard A. Kolas	42252
		Paul R. Smith	42334
		Timothy E. Scholl	43027
		Stephen M. Garst	45048
		John C. Hummel	45069
		Patricia L. Seim	45689
		Robert A. Horne	45695
		Dana D. Bilstad	46018
		James P. Clever	46018
		Stephen E. Rice	47060
		Robert J. Wagner	48046
		Cliffita M. Petersen	49018
		Eli H. Walters	51014
		Juliet V. Nacino	51020
		Amor C. Bhangana	51020
		Dennis R. Won	51030
		Eric Y.W. Young	51030
		Rodney Y.Y. Tom	51030
		Ulises Gonzales	52045
		Mary E. Preston	52045
		Edel Garcia	52045
		Hilda E. Ramirez	52045
		Jorge Suarez	52045
		Angel Valentin	52045
		Luis F. Pacheco	52045
		Jose A. Ortiz	52045
		Sara Cruz	52045
		James Rodriguez	52045
		Maryna Oceano	52045
		Myrna Figueroa	52045
		Carlos A. Aquino	52105

# Cadet Directorate Answers Questions

**PROBLEM:** Last year I wanted to apply for Special Activities but was not yet eligible. Is it possible for me to be selected for two special activities in 1974?

**SOLUTION:** Yes, it is possible, however, ordinarily the wing Cadet Special Activities Selection Boards try to spread the wealth, that is, get as many cadets to special activities as possible. Therefore, a cadet would not ordinarily be selected for two activities in one summer while there were still qualified applicants who had not been selected for any activity.

**PROBLEM:** I went on IACE this past summer but have not yet received my IACE ribbon.

**How do I get it?**

**SOLUTION:** The IACE ribbon is not issued automatically upon participation in the activity. The ribbon can be ordered from the CAP Bookstore catalogue.

**PROBLEM:** I attended an encampment in 1973 and have heard that I cannot attend another one until I have received my Mitchell Award. Is this true?

**SOLUTION:** CAPM 50-16 states that cadets who have previously attended an encampment but have not earned the Mitchell Award may not attend another encampment until they earn the Mitchell Award. This policy was designed to insure that cadets who had not yet attended an encampment would have the opportunity to fulfill this requirement for their Mitchell Award.

**PROBLEM:** I recently had my contract returned because I didn't include a doctor's statement saying that I couldn't run a mile. I sent the statement before. Is it necessary that I go to the doctor for every contract? This seems a little ridiculous.

**SOLUTION:** CAPM 50-16 states, "Cadets who are physically limited must have certification of the limitations from a physician to include diagnosis and if, applicable, prognosis for recovery. A copy will be required as an attachment to each completed contract when submitted (a reproduced copy is suggested, since it will not be returned)". This does not mean that you must have a physical examination at each contract completion. However, a copy of the limitations as certified by the doctor must accompany each contract as long as the limiting condition exists.

## AF Enlists Former Cadet

CATSONVILLE, Md. — A member of the Catonsville Composite Squadron since the age of 13, Cadet Lt. John M. Schneider recently took the oath of enlistment in the U.S. Air Force.

Administering the oath was his father U.S. Navy Rear Adm. Raymond J. Schneider. Admiral Schneider is also active in CAP serving as a member of the Maryland Wing Advisory Board.

Cadet Schneider was an active member of the unit's ground rescue team, drill team, cadet communicator and participated in International Air Cadet Exchange in 1972.

A 1973 graduate of Mt. Saint Joseph High School in Baltimore, he now plans to enter technical training as a communications center specialist upon completion of basic training.

