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**MISSILE HARDWARE** — Three CAP senior members, (left to right) Capt. Stanley A. Sneegas, Maj. Richard P. Timm and Lt. Col. Shirley M. Timm, look over some missile models during the Weapons Employment Course (formerly the Allied Officers' Space and Missile Orientation) they recently attended at Maxwell AFB, Ala. The five day course was conducted by the Air University's Institute for Professional Development. Also attending the course but not pictured was Capt. Max D. Reynolds.

## Nat'l Board Chairman Has 'Ear' To Ground

MAXWELL AFB, Ala.—Brig. Gen. William M. Patterson, CAP, chairman of the National Board, is keeping a "moving" ear to the ground. Last month, he met with the North Central, Southwest and Pacific Region commanders and their respective wing commanders.

## Cadet Uniform Changes Made

MAXWELL AFB, Ala. — National Headquarters officials have announced that the uniform for all 1974 Cadet Special Activities will be the summer blue uniform, shade 1549/1550.

This uniform includes the short-sleeve blue shirt and blue trousers for boys and the new overblouse and blue skirt for girls.

The requirement is a change from that published in the 1974 Cadet Special Activities Application and Selection Brochure which appeared in the October 1973 issue of the Civil Air Patrol NEWS.

The shade 1549/1550 combination will become the minimum basic uniform requirement for cadets effective June 1, 1974.

Patrol today," General Patterson commented. "The commanders also have the opportunity to bring up matters that are of significant concern in their immediate areas."

Areas covered during these first three meetings included safety, the new Squadron Commander's Guidebook (CAP Pamphlet 51), its value as a management tool and the strong and short "suits" of each wing as reflected in the National Commander's Evaluation.

"I try to provide all guidance and assistance possible during the meetings," he continued. "The major outcome of this program, I feel, will be increased knowledge and understanding and better overall corporate communication. This to me is vital to any decision or policy making process."

During the next few months, General Patterson will hold similar meetings and discussions in the other five CAP regions. "I plan to go where the CAP 'action' is," he concluded.

# Staff College Slated For July 4<sup>th</sup> Opening

MAXWELL AFB, AL.—The 1974 Civil Air Patrol National Staff College (NSC) will be conducted here during the period July 4-9, 1974.

The availability of base billets dictates that the course of instruction commence on Independence Day and include the weekend of July 6 and 7.

Approximately 200 senior members holding CAP officer or warrant officer grades will be selected for attendance. As was the case of 1973, prior NSC attendees will not be selected.

The purpose of the annual National Staff College is to prepare selected Civil Air Patrol officers and warrant officers to better execute the delegated and implied duties and responsibilities associated with CAP command staff positions. The NSC also provides leadership and management training, and presents concepts, methods, and ideas which will enable them to better accomplish the CAP mission.

Present plans regarding the 1974 NSC curriculum reflect that it will concentrate on three major topical areas, namely, Communications Skills, Leadership, and Management.

Included in the course will be participation in the Project X field exercise which is an integral part of the Squadron Officer School's resident program at Maxwell AFB.

Additionally, the CAP threefold mission will receive extensive coverage, to include briefings and workshops conducted by the National Headquarters staff.

As in past years, the NSC teaching methodologies will include lectures, student seminars, selected guest speakers, and a planned social program. Emphasis will be placed upon proper wear of the CAP uniform and adherence to CAP customs and courtesies by students throughout the course.

This year's NSC staff will include a course director, a new position of a commandant of students, USAF reservists and selected CAP senior members. Lt. Steve Hampton, USAF, will again serve as the CAP National Headquarters Project Officer.

The application-selection

procedures have been revised based upon prior experience. The new procedures are detailed in CAP Regulation 50-9, Senior Member Activities.

The application form, CAP

Form 17, Application for Senior Member Activities, dated January 1974, also has been revised in order to provide applicants the opportunity to

(See Staff College, Page 2)

## CAP Missions In '73 Net 48 Lives Saved

MAXWELL AFB, Ala. — Civil Air Patrol flew less in 1973 in its air search and rescue, and other emergency service operations, but saved more lives than in the previous 12 months, year-end summaries released here at the organization's national headquarters indicate.

CAP's volunteer members

saved the lives of 48 persons in 1973, more than double the 20 saved in 1972. The record in recent years for number of lives saved is 78, set in 1968.

To achieve its 1973 record, Civil Air Patrol flew 13,992 sorties, requiring 27,284 hours of flying time. This is down slightly from 1972, when CAP flew 14,560 sorties requiring 27,361 hours of flying time.

Alaska again led Civil Air Patrol's 51 other wings, saving the lives of 29 persons. Colorado was second, with seven lives saved. California led the other wings in sorties flown and in flying hours expended.

In addition to Alaska and Colorado, nine other wings recorded at least one life saved in 1973 — Arizona, Idaho, Minnesota, Mississippi, Nebraska, New Mexico, North Carolina, Pennsylvania and Utah.

Civil Air Patrol recorded the saves through air searches for and finding of missing aircraft and boats, lost hunters, children and the elderly; air evacuation of critically ill or injured persons; airlift of needed medical supplies and personnel; and other humanitarian mercy missions.

In addition, CAP members expended nearly 4,500 man-days in disaster relief work during 1973.

## CAP Chaplain Gets 'Eagles'

MAXWELL AFB, Ala. — The recent promotion of Lt. Col. Chilton F. Thorington, CAP, chairman of the National Chaplain Committee, to the rank of colonel marked the first time since 1952 that CAP has had a full colonel in the chaplain ranks.

Chaplain Thorington is pastor of Northwest Presbyterian Church in Atlanta where he serves on the advisory board of Fulton County schools. He is also chairman of Career and Counseling Service of the Synod of Georgia and chairman of the Administration Committee of that group.

He entered CAP in 1961 in Georgia and advanced to the position of wing chaplain and later was named Chaplain for the Southeast Region. He is also a pilot with more than 1,100 hours flying time.

## ELT Installation Extended To June 30, 1974 By FAA

MAXWELL AFB, Ala.—The Federal Aviation Administration has extended the date of the mandatory installation of the Emergency Locator Transmitter (ELT) from Dec. 30, 1973, to June 30, 1974.

The extension was brought about due to the many "last minute rush" orders. Industry could not meet the demand.

The FAA also changed a number of other rules regarding ELTs. You can get a complete list of the changes from your nearest FAA GADO.

ELTs are available from the CAP Supply Depot at a considerable savings to CAP compared to commercial sources, according to Lt. Col. W.D. Samples, USAF, deputy chief of staff for Logistics at National Headquarters.

Although manufacturers have current requests on order, you should contact the Depot and

### Recruiting Supplement

This issue of your Civil Air Patrol NEWS contains another special recruiting "pull-out" supplement. This time our subject is Emergency Services.

Give the supplement to someone who you consider to be a prospective member. Let him or her study it. Then be prepared to discuss the entire Civil Air Patrol program, including your unit's activities in Emergency Services.

Remember the motto: "Every member - recruit a member." (Do it PERSONALLY!)



**DOUBLE WINNER**— Col. Jack Ferman (right), California Wing commander receives two plaques representing both the SAR Evaluation Award and the CD Evaluation Award for the Pacific Region from Air Force Brig. Gen. Leslie J. Westberg, national commander. The awards, which were presented at the Pacific Region conference, were for calendar year 1972.

## Colonel Smith Named NPA's 'Safe Pilot'

LOWRY AFB, Colo. — The National Pilots Association (NPA) recently honored CAP Lt. Col. David D. Smith, Rocky Mountain Region staff member, when they presented him with their highest award for the second time — The Safe Pilots Certificate.

The award is granted to NPA members in recognition of skill and flying ability represented by 500 hours or more as "pilot in command" without major accident involving damage to property or injury to person.

Colonel Smith, qualified for this second award by logging more than 250 additional hours of accident free time since earning

### Staff College

(Continued From Page 1)

more fully reflect their qualifications and, therefore, to provide wing and region commanders with more objective data upon which to make their priority nominations for NSC attendance.

Individuals planning to apply for this year's NSC must submit their application forms, using the new CAPFs 17, to their respective wings by March 1. Timely application is critical.

Selectees, as well as non-selectees, will receive appropriate notification by this headquarters (DOT) approximately May 1.

Unlike past years, travel authorizations for the 1974 NSC will be published and distributed by an attendee's wing headquarters, in accordance with CAP Regulation 10-3.

National Headquarters will provide selectees with information regarding reporting instructions, climate, proper wear of the uniform, customs and courtesies peculiar to Maxwell AFB, and other data pertaining to the National Staff College.

The fixed costs for each attendee will approximate \$5 per day; i.e., \$2 per day for their room and \$3 per day for meals at the Officers' Field Ration Dining Hall.

his first Safe Pilot Certificate more than a year ago. He has accumulated 23,953 hours without accident.

## 'Cup Of Friendship' Goes To Spain First

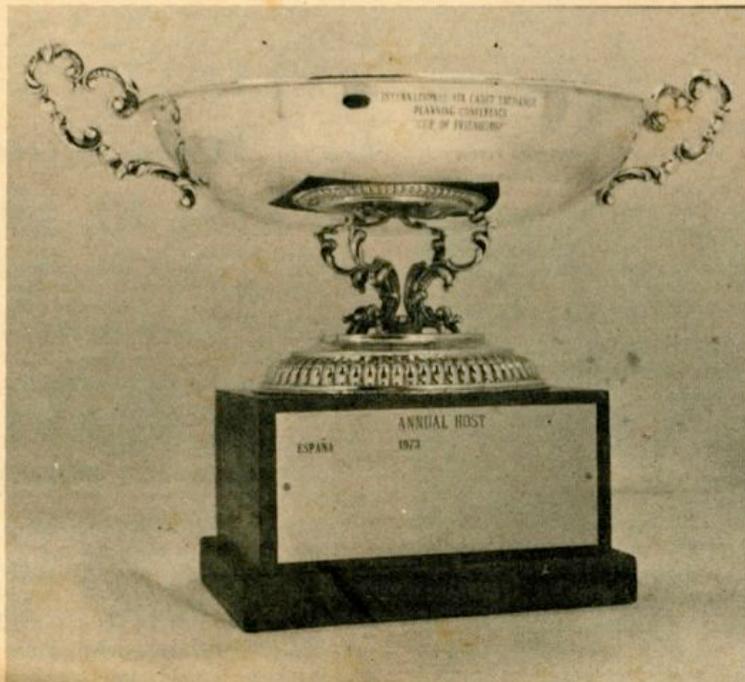
This silver-plated cup was purchased by Civil Air Patrol in Madrid, Spain, during the 1973 IACE Planning Conference. It has been designated the IACE Planning Conference "Cup of Friendship".

The National Commander and the Chairman of the National Board presented the cup to Joseph Venis, president of the Air Cadet League of Canada and chairman of the IACE Standing Committee, at ceremonies during the National Board Meeting in Las Vegas, Nev.

The "Cup of Friendship" is to be a rotating trophy, maintained for one year by the appropriate organization of the country that hosts the annual IACE Planning Conference. The name of each annual host country will be engraved, in the host country's language, on the base plate of the cup, as "ESPAÑA 1973" is shown.

The cup will be passed to the annual host each year at the planning conference. The host country will then have the base plate appropriately engraved and retain possession of the cup until the next planning conference.

The "Cup of Friendship", as seen here, will be presented to the "Air Cadet Exchange Spanish Association" in Madrid, Spain, in the near future.



# 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.)

# Direct Appointment System Returns For CAP Chaplains

The December, 1973 meeting of the National Executive Committee announced a return to the "Direct Appointment System" for new CAP chaplain applicants.

Clergy applying for appointment will:

a. Complete CAP Form 35 (Chaplain Appointment Application) in four copies and submit it to the unit commander

with dues payment.

b. Write to the National headquarters office of his church denomination (Chaplaincy Division) requesting ecclesiastical endorsement. (Letter of permission to serve).

The unit commander must sign the form and then:

a. Forward CAPF 35 in two copies to CAP National Headquarters/HC, along with a check for national dues, and an ecclesiastical endorsement. If ecclesiastical endorsement is not finalized, forward a copy of the letter of request.

b. Send one copy of CAPF 35 directly to the Wing commander for information purposes.

The National Commander is the approving authority for chaplains. When the applicant has been appointed a chaplain, he will receive a membership card showing title and rank, and a certificate of appointment. These then serve as the chaplain's authorization to immediately begin wearing the CAP uniform, grade insignia, and either the chaplain cross or tablets of his faith.

Following official appointment, the National Chaplain will mail a copy of each Chaplain Appointment form to the Wing Commander concerned.

CAP Regulation 265-1 has been re-written to reflect this change. CAP Form 35 dated January, 1974 will soon be delivered to CAP units. Unit commanders are asked to destroy all previous editions of this regulation and form to expedite chaplain appointments under this system.



**NEW ARRIVAL** — Major Louis W. Shehi recently arrived for duty at National Headquarters from Osan Air Base, Korea. The 15 year Air Force veteran will serve as Director of Inspections in the Inspector General Office.

## T-41 Conversion

FINAL ACCOUNTING  
(Rounded to Nearest Dollar)

	Average Per Aircraft	Total (38 Aircraft)
Basic inspection and conversion contract . . . . .	\$ 521	\$ 19,792
Labor and contractor furnished parts to correct inspection discrepancies . . . . .	1,447	54,990
Total paid to contractor . . . . .	\$1,968	\$ 74,782
CAP Supply furnished parts . . . . .	1,920	72,973
Total cash outlay . . . . .	\$3,888	\$147,755
Engine credit (Avg 812 hrs/acft) (1) . . . . .	1,259	47,831
Conversion cost (adjusted to zero time engine) . . . . .	\$5,147	\$195,586

(1) Engine credit was an accounting technique used to vary the wing reimbursement charges according to the engine hours consumed on a specific aircraft. A wing which received an aircraft with a zero time engine reimbursed the National Treasury \$5,147, while a wing which received an aircraft with 1,000 hours on the engine reimbursed the National Treasury only \$3,597.

**IN MEMORIAM**

**Lt. Col. Talley**

MANGUM, Okla. — Lt. Col. Manila D. Talley, a charter member of Civil Air Patrol, died here on December 17 after a brief illness.

A member of the Oklahoma Wing Staff, Colonel Talley was a graduate of the New England Conservatory of Music, a concert pianist, a pilot a free lance writer, photographer, wife of Army Brig. Gen. B.B. Talley and a globe trotter.

A pilot since 1929 and a personal friend of Amelia Earhart, she was named the Outstanding Woman Pilot of the Year in 1957.

She completed the Air Force Squadron Officer School, Air Command and Staff College and was a honor graduate of the Air War College.

**Col. Gates**

FORT ATKINSON, Wisc. — CAP Col. James C. Gates, former Wisconsin wing commander, died after suffering a heart attack while on a hunting trip.

A native of Fort Atkinson, Wisc. he joined the Fort Atkinson Composite Squadron in 1959 and served in several key positions including that of squadron commander.

He was elected Wisconsin wing commander in 1965 and held that position for five years.

**Handicapped Lady Monitors Radios**

CHARLESTON, S.C. — Sara Ellison and a Charleston Civil Air Patrol unit have compatible needs. Miss Ellison, handicapped by Multiple Sclerosis, has been seeking an at-home occupation. She wanted something more than a hobby.

The Coastal Patrol Composite Squadron has been seeking someone to monitor radios during the day when most of their members are at work or school.

So, Miss Ellison is receiving elementary training, taking an

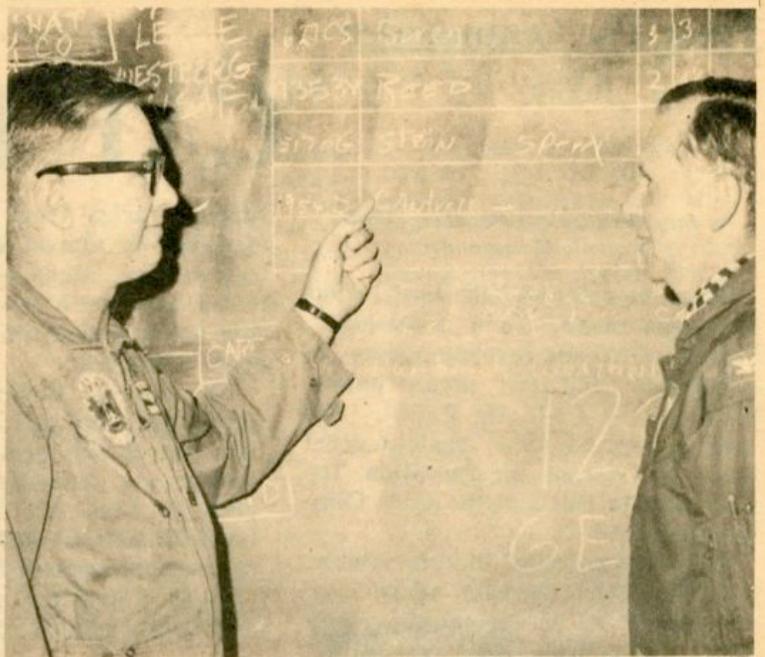
electronic communication study course and preparing for the Federal Communications Commission third class radio operator examination. She is enthusiastic about the training because it helps others.

Once she is equipped and trained, Miss Ellison will receive radio transmissions from CAP pilots and observers who are out on patrol or engaged in search and rescue missions. Using the private telephone in her room, she will relay messages to the proper authorities — Coast Guard, police or Federal Aviation authorities, ambulance services and such.

The squadron is currently conducting a drive to raise money to buy the two-channel radio equipment to be installed in Miss Ellison's room.

An old Navy receiver is already in place so that she can begin to acquaint herself with the buttons and knobs, and a tall aerial sits in the backyard waiting to be installed on the roof.

Miss Ellison and the air unit got together through the Red Cross. The 26-year-old had called them with the idea that she could make telephone calls to elderly persons to reassure them as part of a special program.



**ORIENTATION** — CAP Capt. Bill Wilkerson, commander Group 5, Texas Wing, briefs Air Force Col. Walter Baxter, commander 64th Flying Training Wing Reese AFB, Tex., on his unit's capabilities prior to a CAP SAR mission.

**Cadets To Pay For Billets**

MAXWELL AFB, Ala. — A change in Air Force policy may add an additional financial burden on cadets being selected to participate in the 1974 Cadet Special Activities.

The additional cost which could affect CAP members is a \$2 per night fee charged for use of Air Force billeting.

For a complete breakdown on what is expected see the 1974 Cadet Special Activities Application and Selection brochure which appeared in your October issue of the Civil Air Patrol NEWS.

**Texas' Group 5 Will Perform ARRS For AF**

LUBBOCK, Tex. — A Civil Air Patrol unit has been requested to pick up the slack created by the cut back in Air Force forces.

Texas's Group 5 was asked to provide a rescue back-up force for Reese AFB, Tex., after the Aerospace Rescue and Recovery Service (ARRS) helicopter unit was discontinued at that base.

Air Force Col. Walter Baxter, commander of the 64th Flying Training Wing at Reese visited the CAP unit and received a briefing on it's capabilities in the event their service was required to assist downed Air Force pilots.

Colonel Baxter and one of his staff flew as observers on a practice search and rescue (SAR) mission in the unit's 0-1 aircraft. Colonel Baxter was the first to spot the simulated downed aircraft.

In a letter to CAP Capt. Bill Wilkerson, group commander, the colonel stated that the demonstration had been "professional". In addition, he said, "I know we will be able to

work together and provide a degree of SAR which will keep us resting easy even though the copters are no longer here".

The base has provided Group 5 with survival kits which contain the necessary survival gear to be airdropped by CAP to downed pilots for their survival until rescued.

In the event of a downed aircraft outside the immediate area of the base, CAP will be called upon to conduct the search and rescue missions.

**Capt. DeVantier Makes Solo Flight**

NIAGARA FALLS, N.Y. — Cadet Capt. Bert W. DeVantier, a member of the Niagara Falls Cadet Squadron, recently made his first power solo flight.

Cadet DeVantier is a junior at Niagara-Wheatfield Senior High School and plans a career in aviation.

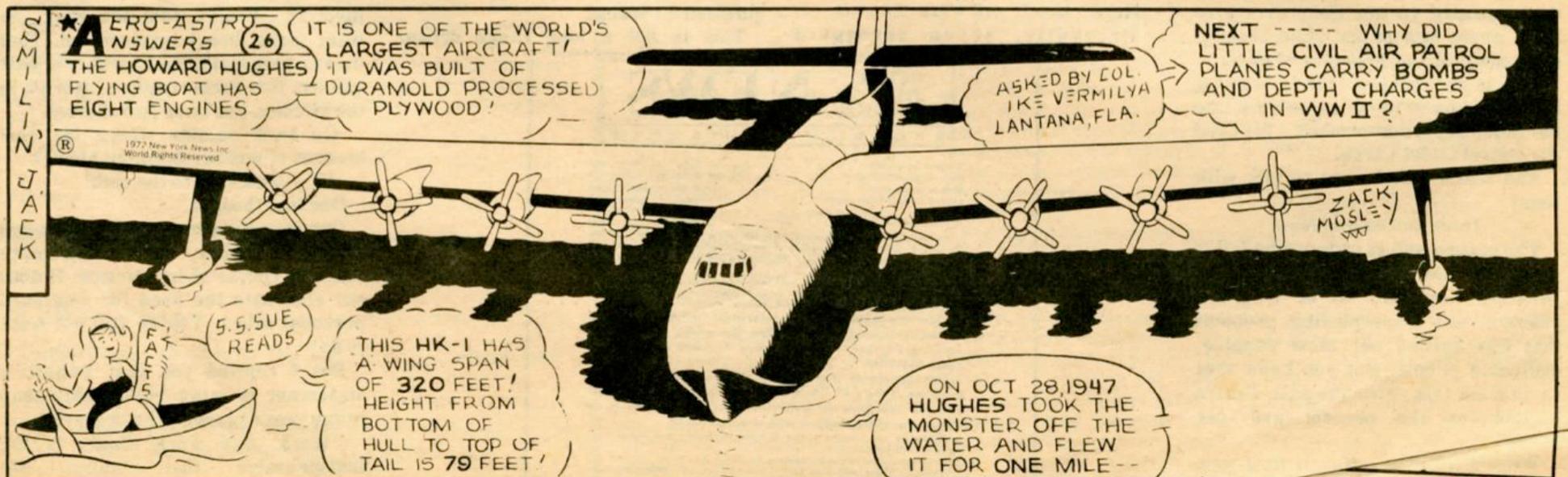


**ON TARGET** — During a recent simulated SAR test, CAP's Group 5 pilots airdropped survival gear to downed pilots in conjunction with Air Force personnel from Reese AFB, Tex.

**BOX SCORE**

Seniors	34,903
Cadets	25,147
GAM	549
<b>Total</b>	<b>(As of Dec. 30, 1973) 60,599</b>

NOTE: The Chairman of the National Board has his "PLUS 1."



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

## From The Commander

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

When we refer to "the law", what does this mean? To a moonshiner, "the law" means revenue agents; to a burglar, "the law" means policemen; to the Civil Air Patrol, "the law" refers to three basic federal laws—the Act of Incorporation, the CAP Supply Bill and the CAP Compensation Bill.

The incorporating statute, Public Law 476 (79th Congress), allows Civil Air Patrol to accept gifts, legacies and devices which will further the corporate purposes. Each year, Civil Air Patrol receives the support of thousands of dedicated Americans, both in and out of Civil Air Patrol. Among the membership, this



support varies from attending unit meetings to almost full-time volunteer service. Many of the members that I have been privileged to meet give not only their time, but other personal resources.

The Internal Revenue Service has ruled that contributions made to Civil Air Patrol are deductible on your income tax. Benefits as a result of gifts to Civil Air Patrol are not limited solely to income taxes. Cash or property donated by individuals to Civil Air Patrol may also reduce state and federal estate taxes.

Have you been asked the questions, "If I give to Civil Air Patrol, what's in it for me? How can I prove my contributions since the burden of proof rests with the taxpayer?"

A major challenge to the corporation is providing appropriate recognition to individuals for their contributions to Civil Air Patrol. Part of this recognition can be provided by

insuring that both members and nonmembers receive tangible evidence of their contributions. This is very important each year as income tax time rolls around.

Civil Air Patrol Manual 67-1 provides for a Certificate of Donation to be furnished to each person—member or nonmember—who makes a contribution to Civil Air Patrol. This certificate is to be signed by the wing commander if the value of the donation is less than \$1,000. If the estimated value of the donation is more than \$1,000 but less than \$5,000, the region commander is to sign the certificate. If the estimated value of the gift or donation exceeds \$5,000, the offer must be forwarded to National Headquarters for referral to the National Executive Committee during its next scheduled session.

Under the Internal Revenue Code, value estimates of a donation are

made by the donor. Wing commanders, regional commanders, and National Headquarters are not authorized to establish the value of a donation. They may, however, furnish an adequate description plus a statement of condition on any donation. The records of such gifts are to be maintained by the wing, region, and National Headquarters.

Many of the expenses of Civil Air Patrol activities in which you are engaged are deductible (see page 16). I trust that during the past year you have maintained accurate records of the resources you have expended on behalf of Civil Air Patrol.

"Where does my money go?" is the next logical question. Without the support of dedicated Americans, there would be no Civil Air Patrol. Time, dollars, loyalty, and hard work made it possible to save 48 human beings in 1973. To me, this is the ultimate return on the investment.

## Chairman's Comments

by Brig. Gen. William M. Patterson, CAP  
National Board Chairman

As you know, our final National Executive Committee Meeting of 1973 took place in December...and the timing couldn't have been better. This shirt-sleeved session enabled us to end the year as it began—on a strong note of promise.

I'm sure you'll agree that '73 was an extraordinary year with enough disappointments, frustrations and shocks to last our world a decade. Not surprising, a general air of pessimism had crept into nearly every daily routine. None of us were completely immune to this national malady.

But from the moment I banged the gavel to open this meeting, the door was closed to all defeatist thinking. It was a solid two days of accentuating the positive/eliminating the negative.

Your NEC representatives and their CAP-USAF associates were impressive during this working weekend. Once again, they demonstrated to me their ability to think along new paths while shaking preconceived and stereotyped ideas.

This is particularly true in tackling the problems of injecting new zip into our most important product...the Civil Air Patrol Cadet Corps.

And that's who I want to talk with today.

### Three Rs-Old and New

The percentage of cadets who fail to complete our aerospace education program continues to be a grave concern. It's a perplexing problem, that has baffled our most capable, dedicated people. But you know that so let's not talk about the past. Here's a look at the present...and our prognosis.

We are implementing a bold new learning process. I can't let age

# A Strong Note of Promise

version of Grandpa's 3-Rs system of study. Unlike the old days of Readin', Ritin' and 'Rithmetic our version takes aim on Reception, Retention and, ultimately, Reward. It is built around a medium which has so dramatically proved itself in our universities, military training and throughout industry.

You've probably surmised that I'm talking about the use of audio-visuals. It's streamlined. It's fast. It puts two senses to work instead of just one. (Eyes and ears). In other words, seeing/hearing one Super Bowl Game on TV is better than a thousand radio broadcasts. Right? Of course, it is! More is absorbed quicker...more is retained longer. This development also will bring back the solidarity of group participation and the in-unison pacing that is always lacking in self-study programs. The A/V system ties in directly with other innovations designed for one purpose:

*Pave the way for you to move up through contract achievements without wasting your time and talents. That is why we've made it simpler to obtain contract authentication signatures. In other words, we're streamlining the system.*

Here's how it will work:

Presently, seven aerospace

textbooks are being used for both the high school program and our cadet program—they will continue to be used in the high school program. A condensed version will be extracted from each book which will then become one chapter in a six-chapter textbook that will be used exclusively as reference material in the contract achievement program.

Instead of taking an entire book—such as "The Dawning Space Age"—the instructor will cover this as one chapter in the one book at one time. (One chapter—one achievement). The opener, "Aerospace and Society," comes first. The materials used—35 mm slides and audio on cassette—will reflect the text of that chapter. Ample time is allowed for questions (or instant replays) at regular (10-15 minute) intervals.

Naturally, all slide/cassette presentations will be slotted to existing tests. There will be no test modification. The presentations are being constructed around three basic requirements. They've got to be interesting; hold audience attention; and, thus, enhance retention.

Okay—I know what your next question is: When?

This is not a long range dream

lurking over some misty horizon. This is today. Now! At the NEC we previewed a prototype. It was excellently presented by Maj. Bill Warren, GLR Director of Training, and the response was totally enthusiastic. (I want to add here my public appreciation to the personal thanks I extended to Major Warren. Also to all those who worked with him in creating his prototype, which was produced at no cost to the corporation).

Right now we're rushing to get a copy to each wing for testing prior to the end of the present academic year. I expect a tough shakedown flight from the only people who can tell us whether we should put these prototypes onto a full production assembly line. That's you! In this rare instance, you'll be not only acting as the consumer, but also as the marketing expert; the quality control inspector and, most important, the comptroller. And you'd better believe it...this package is going to take a big bite out of the budget.

Look it over. Test it. Evaluate it. Be skeptical, inquiring but keep the gray matter open and working. I've made it clear that I want you to get more involved. You've told me that you want more direct involvement. That means responsibility and here's your chance. If it seems to get a little hot in the kitchen, you have two choices.

Go back outside where the cool breezes of non-involvement blow.

Or...welcome to the club!

One last thought.

Our test system guarantees several things: a faster, surer, and more uniform course of instruction. It does not eliminate the need for continued personal effort. You've still got work to do!

But I remind you that Voltaire's statement is more valid today than many years ago when he observed:

"Work, and work alone, is the indispensable that makes life endurable."

## 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. Capers III, USAF  
Chief of Internal Information: Capt. J. H. Rogan, USAF  
Editor: SMSgt. Dan Bowes, USAF  
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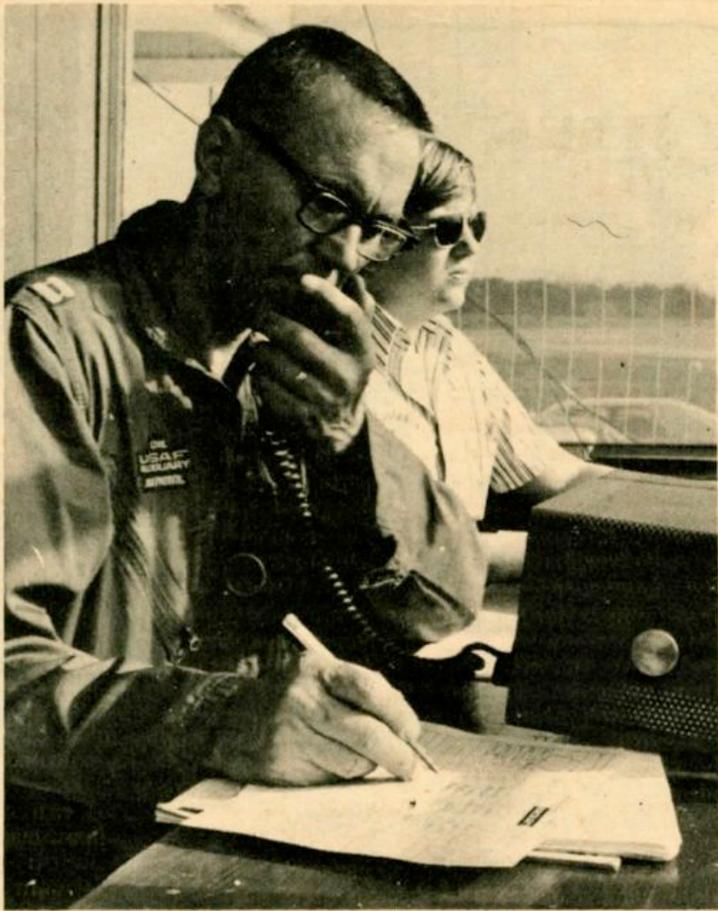
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Postmasters: Please send forms 3579 to Headquarters, CAP (DPYD), Maxwell AFB, Ala. 36112.

FEBRUARY, 1974

VOLUME 6, NO. 2

# Cadets Under 18 Yrs. Can't Fly On SAR



**AT THE CONTROLS** — Capt. William A. Simmons (left), and Cadet WO Gregory V. Bowman keep track of search activities from the nerve center of the Winston-Salem (North Carolina Wing) Squadron during a recent search and rescue mission. Simmons, who is a pharmacist in Winston-Salem, can be in touch with any CAP radio station along the eastern seaboard. Bowman is a student at the Kennedy High School in Winston-Salem.

MAXWELL AFB, Ala. — The matter of cadets flying on Search and Rescue missions was presented to the National Board by Col. Richard A. Damerow, CAP, New Mexico Wing commander.

Colonel Damerow wanted to have cadets fly missions as observers. It was his understanding that the reason cadets were not allowed to fly missions was the exclusion of insurance coverage for cadets by the Federal Employees Compensation Act (FECA). Colonel Damerow made a motion that the corporation make a feasibility study of insurance costs to give cadets the equivalent of FECA coverage from private insurance while flying on SAR missions. This motion was carried.

Brig. Gen. Lyle W. Castle, CAP, national legal officer, stated we could change status of cadets by changing the Constitution and Bylaws. General Castle, Brig. Gen. S. Hallock and duPoint, CAP, past national board chairman and Brig. Gen. Leslir J. Westberg, USAF, national commander, wanted the issue of changing the Constitution and Bylaws reviewed in a staff study and presented to the National Executive Committee on December 1-25.

The insurance committee after the National Board determined that it was not feasible to try to purchase insurance to cover cadets in the 52 wings. The Air Force position has been stated in very clear terms that cadets would not be authorized to participate on

Search and Rescue Missions requested by the Air Force.

Cadets reaching age 18 are eligible to become senior members. Once they achieve senior membership status they are covered under FECA and can be authorized to fly on Air Force directed Search and Rescue missions provided they are otherwise mission qualified as pilot or observer.

The National Executive Committee received the Insurance Committee report that the purchase of private insurance for cadets on Search and Rescue was not feasible. The National Executive Committee voted by resolution that private insurance coverage was not feasible for cadets on Search and Rescue. The National Executive

Committee then voted on a resolution that permits the cadets at age 18 to fly on Search and Rescue missions. This resolution reads as follows:

**RESOLVED** that any cadet upon reaching age 18, may elect to become a senior member and yet continue to be eligible for certain aspects of the cadet program until age 21.

Thus, no cadet under age 18 will be permitted to fly Search and Rescue missions. Any qualified cadet attaining age 18 may become a senior member and fly Search and Rescue missions. He is not cut off from association with the cadet program or the benefits thereof by taking the action of becoming a senior member and flying Search and Rescue missions.

## Improve Your System; Report Trouble Spots

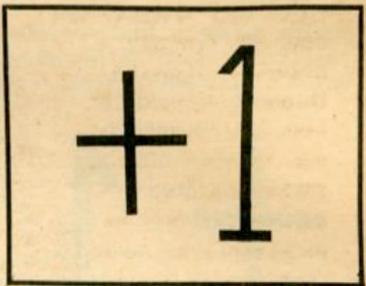
MAXWELL AFB, Ala. — Has your Emergency Locator Transmitter (ELT) misbehaved? Transmitted when it wasn't supposed to? Maybe its antenna broke off in flight? Is the mounting bracket functioning properly? What can be done about it? Unfortunately, not much at this time.

But you can help to improve the performance of all ELTs. If you have a problem, sit down during your next coffee break and fill out a Malfunction or Defect Report or a Service Difficulty Report. Get them free from your nearest Federal Aviation Administration office.

After you drop this postage paid card in the mail box, it makes its way to the FAA Center in Oklahoma City where the information is cataloged in a computer. Your inputs, along with additional reports supplied

by FAA and the National Transportation Safety Board accident investigators will aid in compiling a record of ELT trouble spots. This information is made available to the ELT industry and should help in overall product improvement.

This may not seem like much to the average citizen, but suppose everyone did his part to identify the problem areas. We would get a better product that much quicker. Besides, it beats sitting around and grumbling.



## Arizona Pilot Locates Craft In Remote Area

TUCSON, Ariz. — Three Northern Arizona University students escaped serious injury recently when their light plane crash landed on Scorpion Mesa about six miles west of here.

A Civil Air Patrol pilot from the Arizona Wing spotted the plane. It had landed on rough ground after the engine started sputtering, causing the plane to lose altitude.

Yavapai County Sheriff's deputies said the plane was

virtually destroyed in the landing.

CAP flew eight sorties during the one day search.



**MISSION COMPLETE** — Civil Air Patrol's Lt. John Pickwell (left) and Maj. Dale Jepson of the Alaskan Wing assist a lady from their CAP aircraft after the completion of a recent mercy mission. The young lady was hemorrhaging and required immediate medical attention. The patient was picked up at Tyonek Village without incident and returned to Merrill Field where she was transported by ambulance to the Alaska Native Hospital for treatment.



**CHECKS MAP** — Civil Air Patrol and Civil Defense officials map out traffic surveillance during a recent CAP/CD exercise in Pennsylvania. From left to right are, John Brabits, Dauphin County officer; Lt. Col. Harry Matters, Pennsylvania Wing CAP/CD coordinator and Maj. Richard Blom, commander of Group 30 (Pennsylvania Wing.)



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 Jan. 13, 1974)

Number of Missions	13
Number of Aircraft	80
Number of Sorties	148
Flying Hours	222
Personnel	493
Mobile Radios	115
Fixed Radios	116
Saves	0
SAR Objectives Located	7

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# CAP-Red Cross Perform Joint Test

GROVER CITY, Calif. — The American Red Cross and Civil Air Patrol's Five Cities Flight joined forces recently in a test simulating an earthquake and tidal wave off the coast of Morro Bay.

When the test was initiated, a CAP aircraft was launched to survey the diaster area. A CAP mobile communications unit was also dispatched to the area.

Air-to-ground communications was established between the two CAP units while enroute to their assigned destinations.

The communications unit was set up near the Red Cross headquarters. Simulated damage reports were transmitted from the aircraft to the headquarters in order for surface personnel to take action.

## Cadets Finish CD Training

BISMARCK, N.D. — Ten Civil Air Patrol cadets of the Bismarck Composite Squadron recently completed a 16 hour Radiological Monitoring course conducted by the Burleigh County Defense Civil Preparedness Agency.

The course provided the basic fundamentals on nuclear weapons effects, radiological instruments, monitoring techniques, protective measures, area monitoring operations, decontamination and standard operating procedures.

A ruling that persons under 18 years of age could not be enrolled in Radiological Monitoring courses because of health dangers was recently rescinded thus authorizing cadets to have this training.

After a general coastal survey, specific items were requested for close aerial observation and damage assessment to be relayed to the Red Cross.

According to personnel participating in the test, the overall operation was successful and valuable information was obtained.

## Members Visit Radio Company

DALLAS, Tex. — Cadets and senior members from the Gartex Composite Squadron recently paid a visit to the Collins Radio Avionics Modification Center located at Addison Airport.

The purpose of the visit was to familiarize the CAP members with the various aircraft and facilities at Addison. They also had the opportunity to ask questions concerning the functions of the Collins Radio Company.

Host for the visit was Robert L. Hess, marketing manager of the Avionics Modification Center.

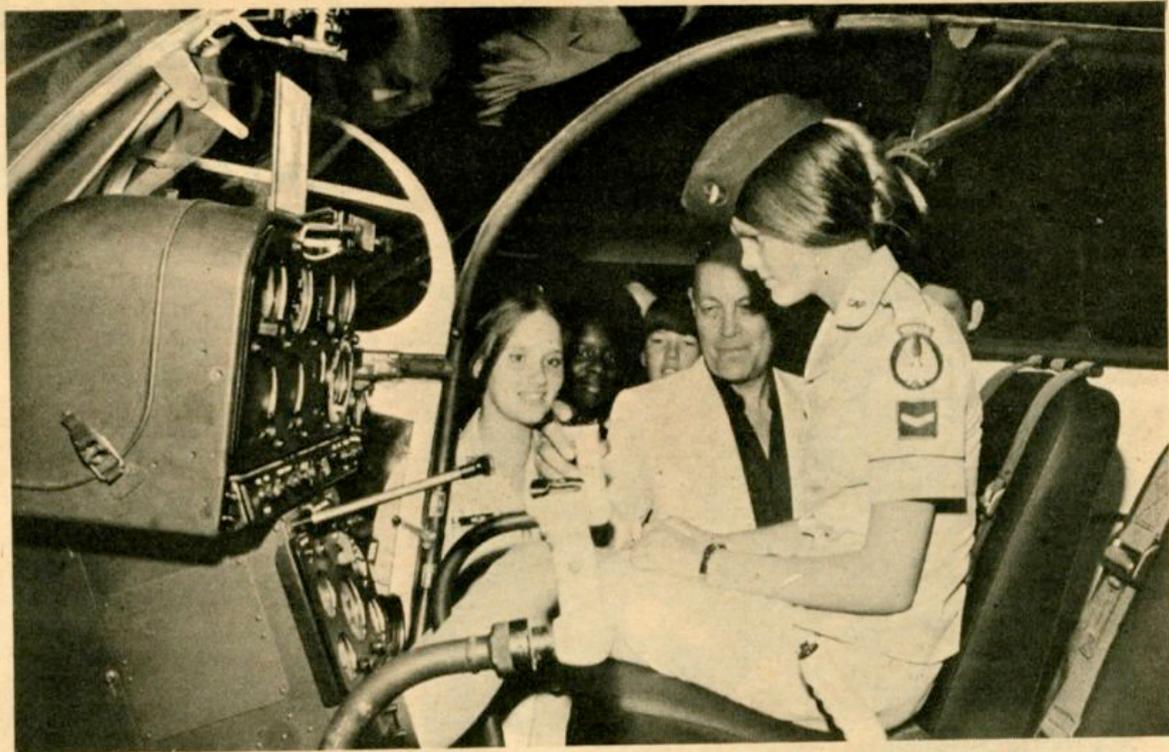
He escorted the group through the various departments of the facility. The tour included a close up view of several aircraft present for servicing, including both military and civilian helicopters.

## Texas Unit Hosts Free Pilots School

BEDFORD, Tex. — The Mid-Cities Composite Squadron recently hosted a free 12 week private pilots ground school netting 25 graduates.

Of these graduates, five were Civil Air Patrol members. All students received a certificate enabling them to take the Federal Aviation Administration private pilots written examination.

The unit has plans to host another free ground school in the near future according to CAP Lt. Oliver L. Moore, squadron commander.



THIS WAY UP — Robert L. Hess explains the controls of a helicopter to members of the Gartex Composite Squadron during a recent visit to Addison Airport.

# Unit Has Recruiting Push

ROCHESTER, N.H. — Cadets and senior members of the Highlanders Composite Squadron here had a busy week from Dec. 1st through 5th as they put recruiting plans into operation for CAP's 32d anniversary.

Cadets from both the Highlanders Squadron and the Seacoast Squadron arranged special days during the period to wear their CAP uniforms to school.

Cadet Lt. Col. Mary F.

Gilmore and Cadet MSgt. Neil Todd visited all four classes of the Air Force JROTC program at Spalding High School. The two cadets presented a slide briefing and talked to the AFJROTC cadets on the CAP program and the relationship that CAP has with the Air Force.

A five-minute segment on Civil Air Patrol was shown twice daily on the noon and 5:30 p.m. news on Cable TV from the 1st through the 7th. The segment featured cadets and was viewed in the

Portsmouth, N.H., and Kittery and Eliot, Maine areas.

In the following week, Col. Edward J. Durnall, Air Force Academy Liaison Officer for the New Hampshire Seacoast area, spoke to the cadet members of the Highlanders Composite Squadron as well as members of other local squadrons.

## Gregg County Squadron Holds 2 Day SAR Training Bivouac

LONGVIEW, Tex. — Cadets and senior members from Civil Air Patrol's Gregg County Squadron recently pitched their tents near the Lake O' Pines to participate in a search and rescue training bivouac.

During the weekend exercise, the cadets trained in setting up camp, familiarization with the search and rescue pack and attended a map and compass reading class.

After the class, a hike was taken to put into practice what they had learned.

Other bivouacs are planned for the squadron in the future and will include training in shelter making, survival, first aid at a crash scene, and communications along with other SAR related subjects.

## Colorado Cadets Have New Building

IDAHO SPRINGS, Colo. — The commander of the Alpine Squadron, CAP Lt. Robert Adolf recently had a vacant plot of land and a idea which turned into a construction project for the cadets of his unit.

After building permits were approved and donations of building materials received, the cadets of Alpine Squadron went to work and constructed a new building.

The building is located in mountains where there is plenty of room for Colorado cadets to hold bivouacs.



ON STATION — Lt. Col. Tommy E. Rice, a command pilot with 18 years of active military service, has arrived for duty with National Headquarters. He will serve as Chief of Civil Defense and Disaster Activities. Colonel Rice came to National Headquarters from the 322d Tactical Airlift Wing, Rhein Main, Germany.

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## The Race

BY CHAPLAIN (MAJ.) KENNETH W. HENSCHEL, USAF

Some folks say life is a rat race. They pursue goals, but never seem to reach them. Others reach their goals, but sense only emptiness. The prize is often less than the anticipation.

Other folks run the race, but like the squirrel in the cage, they run and run but never reach a destination.

Then there are those who are getting tired of the race. They appear healthy on the outside, but their inner spirits are strained and taut. Small obstacles in the race cause immediate breakdowns.

Finally, some folks have given up all running. Disappointments and failures outweigh the successes. There was a day when no goal was too distant; no competition was too great. As long as they live, they know the race is there; it beckons them to run. But now, strangely and sadly, the wind has left their sails. They only watch others run.

A friend of mine has asked questions about this race, and has captured some important truths in the following poem:

Almighty God—  
What is this all important race we are running?  
Where did it begin? Where does it end?  
So many run madly with blinders on  
Just to reach SOME ultimate end!  
What ironies of ironies when we all win the race  
But find it to be an eventual grave  
Then—disregarding all temporal things win

With the gift of mercy and love,  
Our only shield to put on!  
Oh Lord, as I reflect on this rushing world—  
I beg you let me stop awhile.  
For I am very tired—so tired of hurrying nowhere!  
So—while all THINGS pass away,  
I implore you—give me the power to reach out and  
Grasp hold of meaningful life—precious and dear.  
Help me capture life's dearness and sweetness—  
So that with You I can face another new year!

The Apostle Paul was enabled to know life's dearness and sweetness. He had learned where it begins, where it ends, and with whom it is all tied up. He put it this way: "I really do not think that I have already won the race; the one thing I do, however, is to forget what is behind me and do my best to reach what is ahead. So I run straight toward the goal in order to win the prize, which is God's call through Christ Jesus to the life above."

He had a worthy goal in mind, and he sensed the necessary resources. To first century Corinthian Christians, he declared: "...I run straight for the finish line; that is why I am like a boxer, who does not waste his punches. I harden my body with blows and bring it under complete control, to keep from being rejected myself after having called others to the contest."

Saint Paul enjoyed running that race, and he succeeded in turning the world upside down, influencing people for good. Have you caught the vision of this race? Do you enjoy running that race? Can you believe the prize awaiting you?

# CAP In The NEWS....



**APPRECIATION** — CAP Lt. Col. Noel A. Bullock, (right), receives a Certificate of Appreciation from Max Ogle, Rocky Mountain Region director of Aerospace Education, for his assistance to CAP Aerospace Education Workshops. Colonel Bullock is a professor of Aerospace Education at Hinkley High School Aurora, Colo.

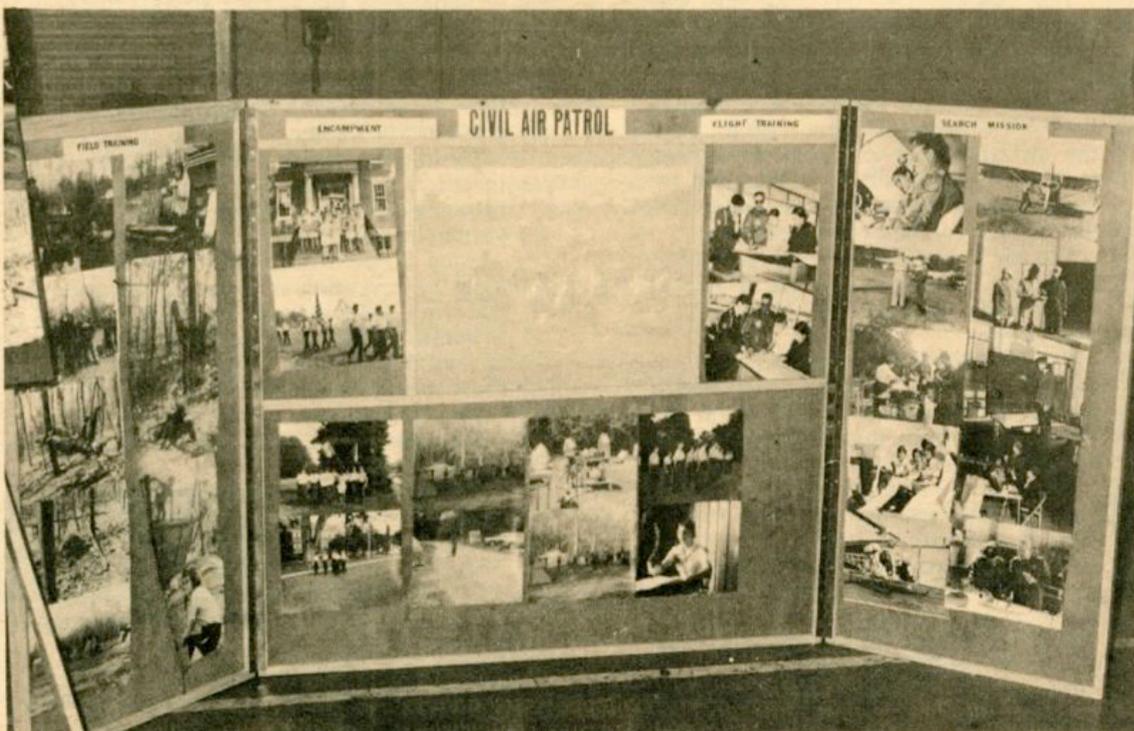


**HIGHEST CADET AWARD** — CAP Lt. Dennis Fichtel of the New York Wing recently earned the Gen. Carl A. Spaatz award. The presentation was made by Air Force Brig. Gen. Leslie J. Westberg, (left), national commander, during a recent visit to the N.Y. Wing.

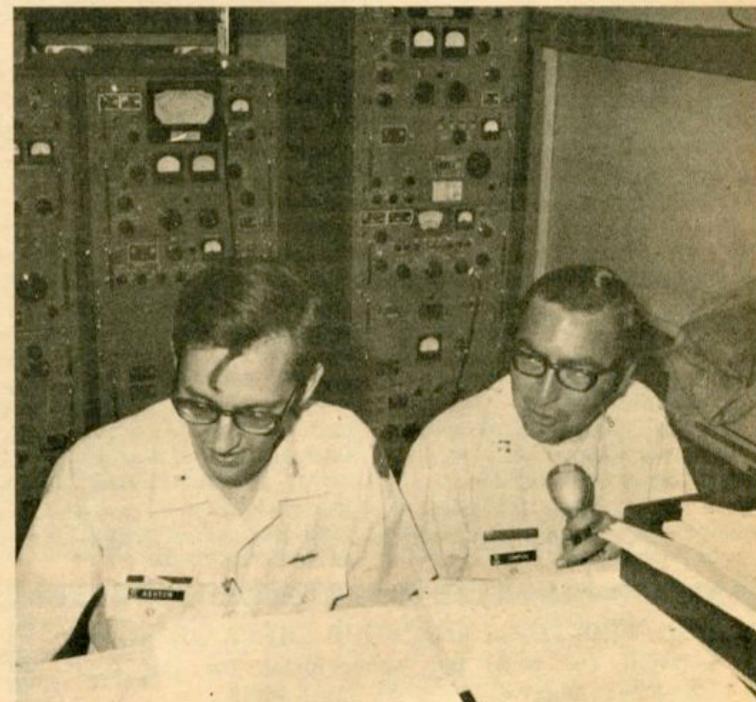
**CITATION** — Cadet Lt. Col. Joseph C. Chiu (left), presents a Public Service Citation to Mr. Kay of the Caldors Department Store in Framingham, Mass. Caldors has allowed the Thunderbolt Cadet Squadron (Massachusetts Wing) to set up several static displays to promote CAP.



**OUTSTANDING ACHIEVEMENT** — Cadet SSgt. John M. Hawkins holds the plaque presented to him recently when he was named the outstanding cadet of the year from the Winston-Salem Composite Squadron. He was elected for this honor by his fellow cadets. Hawkins is presently involved in the squadron's flight training program.



**ON DISPLAY** — This display was part of an Aerospace Education exhibition at the New York State Armory recently. The entire display depicted the story of aviation including such items as an OX-5 aircraft engine of World War I vintage to a sophisticated replica of the Air Force C-9. The exhibition was organized and executed by 1st Lt. Harold Fleishman.



**COMMUNICATORS** — Captains James Ashton (left) and Robert Campion handle traffic in the communications section of the Emergency Operations Center at Albany during the New York Civil Air Patrol/Civil Defense test. Maj. Robert Van Keuren acted as Mission Coordinator for the successful test.

## Unit Locates Hunter

SAN JUAN, P.R. — The Cabo Rojo High School Cadet Squadron recently searched for and located a hunter reported missing for more than 24 hours.

The team, headed by CAP Maj. Nolan R. Martine, unit commander, received the request or assistance from the Cabo Rojo police department.

After wading through waist-deep water of the marsh land at the Federal Reserve Park near Cabo Rojo, the team located the body.

The mission, from the time of initial alert, took just five hours to complete.

## A Cougar In Camp

HARTFORD, Conn.—Would you believe a cougar demonstrating karate?

That is what happened during the recent type B Encampment held by the Hartford Composite Squadron. One of the highlights of the encampment was a karate demonstration by Michael Forand, a local karate teacher and member of the unit, his female pet cougar, and six of his pupils.

In addition, the activities included a lecture on leadership and a fire fighting demonstration.

Thirty cadets and 10 seniors attended the encampment.

## Rubino Named Commander

PITTSBURGH, Pa. — The commander of the Latrobe Composite Squadron 606 was recently designated new National Commander of the 80th Division Veterans Association.

Lt. Thomas A. Rubino, served with Co. G, 317th Infantry, European Theatre of Operations, and was awarded the Bronze Star, Purple Heart and Combat Rifle Badge.

He became affiliated with the 80th Division Veterans Association in 1947 and is a life member. He first served as a flag sergeant, then progressed through several grades to vice commander before assuming his present position.

## AF Lends Support

NEWARK, Del. — Air Force Recruiter, TSgt. Don Howerton, recently extended his support and assistance to the Delaware Wing.

Air Force Recruiting Service representatives and Civil Air Patrol advisors and members exchanged views and identified many ways the two organizations could offer support to each other.

Guest speakers for the occasion included the Delaware Wing commander, Col. Louisa S. Morse and Air Force Capt. George T. Doey, operations officer for USAF Recruiting Detachment 209 in Philadelphia.

## Unit Has Busy Month

DENVER, Colo. — The Timberlake Squadron (Colorado Wing) recently had a busy month. They held a pistol safety and familiarization program and a model rocket construction and design contest.

The unit received the pistol training at the Marine Corps Training Facility as part of the Marine Corps community awareness program.

The program was arranged by USMC Lt. John P. McDermott and conducted by Marine Sergeants Jordon Martin and Gary Welch.

There were 14 rockets entered in the rocket contest with Cadet Steve Gallaway taking first place. Cadets Ann Miller and Ron Horton placed second and third respectively.

Detail of construction, paint and color design were the factors used in judging the winner.

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ELT TALK — Dick Drenkel (left) Federal Aviation Administrations (FAA) Western Region accident prevention coordinator discusses electronic locator transmitter (ELT) equipment with CAP Maj. Ray Johnson, California Wing's deputy commander (center) and John Kemper FAA regional chief of frequency management. The ELT was a special subject during the California Wing's recent media seminar on search and rescue held jointly with the USAF and FAA.

## CAP/FAA/AF Join Forces To Conduct Media Seminar

BURBANK, Calif. — The California Wing along with representatives from the Federal Aviation Administration (FAA) and Air Force recently conducted an educational seminar for news media from a four county area centered around Los Angeles.

The purpose was to provide up-to-date information on the roles and missions each organization performs in conducting air search and rescue operations.

With an upward trend evident in the use of general aviation aircraft, the statistical probability of aircraft being downed due either to adverse weather conditions, crew error or mechanical malfunction also increases.

The concept for this program was initiated by the California Wing and soon gained the endorsement of the Air Force and FAA.

Full cooperation was extended through the FAA's Western Region. This included the printing and mailing of written material to the media as well as that for dissemination at the seminar and active participation of their representatives.

The Air Force has the responsibility as executive manager for the National search and rescue plan for Mainland U. S. and Alaska.

CAP performs more than 80 percent of all the search and rescue hours nationwide each year for the U. S. Air Force's Aerospace Rescue and Recovery Service.

The FAA is charged with the overall national responsibility for flying safety. They also operate the nationwide network of aviation radio communications and electronic navigation facilities and through the medium of communications checks is the first agency involved when an aircraft is reported missing.

During the seminar, briefings were conducted on FAA's, CAP's and the Air Force's search and air rescue responsibilities and operations.

John Kemper, FAA Regional Chief of Frequency Management, explained the role the ELT will play in searching for downed aircraft along with some of the

problems that have been encountered with the system.

The experts pointed out that "while the ELT is an important step in the right direction it is not a cure-all and it also brings into play its own set of new problems."

First, it is not infallible although it has been designed for maximum reliability and to withstand high impact forces. Also, they can be destroyed or damaged in a crash or their owners can fail to insure that they have fresh batteries and have been properly maintained.

In rugged mountainous terrain common to much of California it would be necessary for a search aircraft to be virtually over the downed aircraft to use the ELT signal.

"The most serious problems with the ELT," Mr. Kemper continued, "are not those directly involved with its use as a crash locator device."

These come about with the handling of the ELT by owners, pilots, maintenance personnel and non-aviation-involved users such as hunters, boaters and campers.

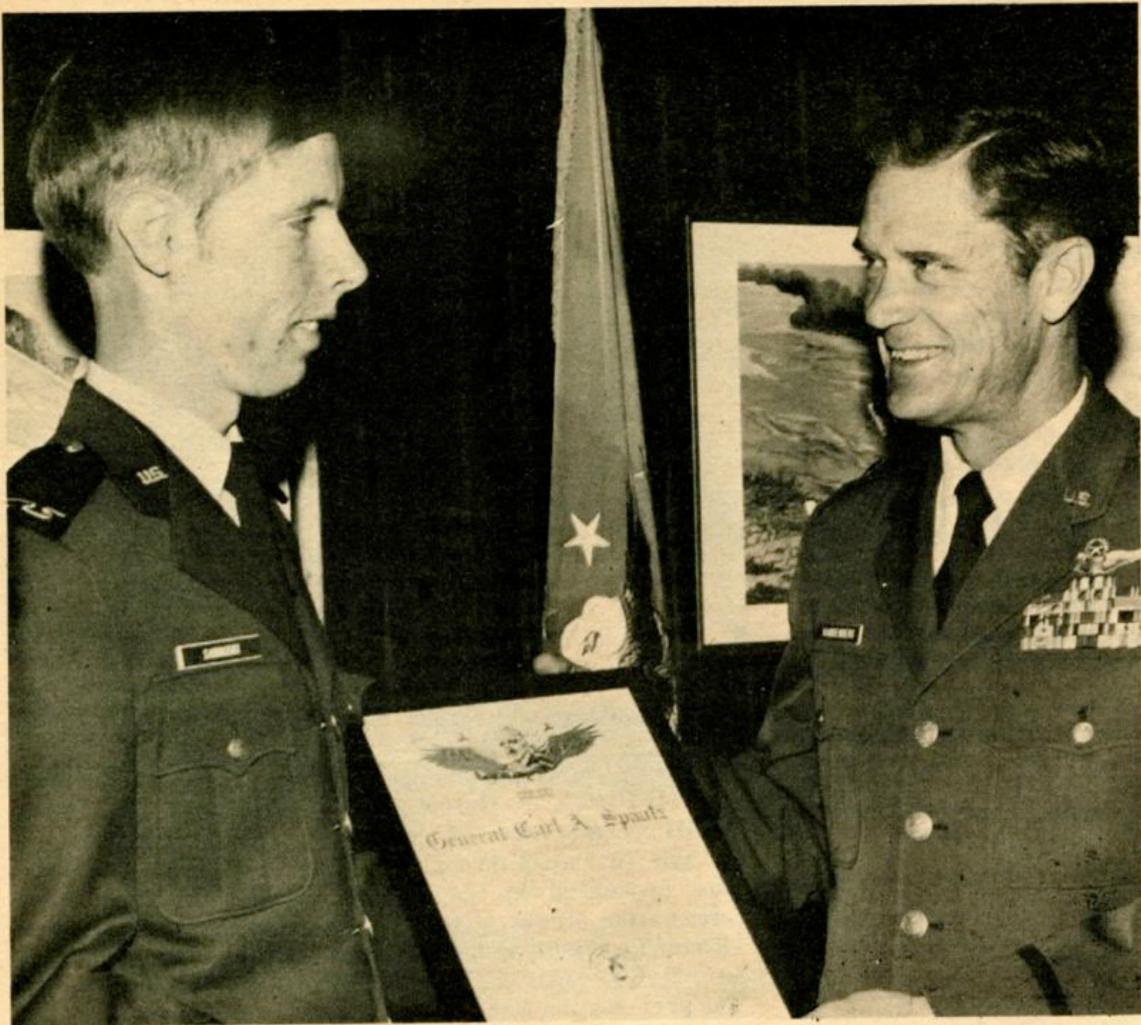
Many times these users are unfamiliar with the operation of electronic devices and trip them needlessly or unknowingly. In addition, they could get into the hands of individuals who might deliberately cause them to emit false signals.

During last year, FAA reports that there were more than 900 false ELT signals heard.

"It becomes obvious that rescue officials can not launch into a full-scale search every time a signal is heard," the FAA official explained.

"It will be necessary to carefully correlate each signal with other information available indicating it is in fact coming from an aircraft in trouble. This in itself will be time consuming in many instances."

"In other words the mere fact that the ELT becomes mandatory aboard aircraft on June 30, 1974 does not necessarily present any magic solution to the problems of missing aircraft search," Mr. Kemper concluded.



**DUAL WINNER** — Air Force Academy Cadet Robert R. Sarnoski (left), recently received both the Frank G. Brewer Memorial Award and the Gen. Carl A. Spaatz Award from Air Force Brig. Gen. Hoyt S. Vandenberg Jr., commandant of cadets at the Academy.

## AFA Cadet Named Winner Of Two Outstanding Honors

**AIR FORCE ACADEMY, Colo.** — Air Force Academy Cadet Robert R. Sarnoski was recently named as recipient of the Frank G. Brewer Aerospace Award and the Gen. Carl A.



**NEW DUTY** — A new Chief of Flight Operations, Maj. Jacob M. Bennett, has arrived for duty at National Headquarters. Prior to his assignment with National Headquarters, Major Bennett served with the 3800 Air Base Wing at Maxwell. The Air Force pilot has 12 years of active service.

Spaatz Award for outstanding achievement in Civil Air Patrol.

Cadet Sarnoski, who entered the Academy in July as a freshman, was a member of the New Britain Cadet Squadron (Connecticut Wing) for more than two years.

The Spaatz Award marked his rapid advancement in the CAP Cadet Program. It is the highest award given to a cadet.

The Brewer Award, named in memory of aviation leader Frank G. Brewer, is given in recognition for outstanding youth leadership in the field of aerospace education. Sarnoski was designated winner of the award for 1973 in competition with other CAP cadets around the nation.

During the year prior to entering the Academy, Cadet Sarnoski was the assistant director of cadet activities in the Connecticut Wing staff. He was selected for the

International Air Cadet Exchange Program in 1973, but gave up that privilege to enter the Academy instead.

He participated in CAP summer encampments at Camp Henderson and Westover AFB. He has also attended the Space Flight Orientation Course at Huntsville, Ala., and earned his FAA private pilot certificate on a CAP flying scholarship.

"Civil Air Patrol cadet training, based on Air Force organization, affords the opportunity to learn about self-discipline and achievement in a military atmosphere," Cadet Sarnoski said. "I recommend CAP cadet training as good preparation for any young man seeking a nomination to a service academy."

The two awards were presented by Air Force Brig. Gen. Hoyt S. Vandenberg Jr., commandant of cadets at the Academy.

### Unit Holds Pilot Clinic

**WHITE PLAINS, N.Y.** — More than 100 Civil Air Patrol and area pilots recently attended a General Aviation Pilot Educational Clinic sponsored by the Westchester Group, Civil Air Patrol.

The clinic was conducted by the Federal Aviation Administration General Aviation District Office and was highlighted by a bank of eight ATC-510 simulators which were set up in the auditorium so that the pilots could get in some IFR practice.

The group, commanded by Lt. Col. Louis Wolff, plans to hold these clinics on a regular basis.

### Donation Given Texas Unit

**BELLAIRE, Tex.** — Mrs. Herbert J. Konze representing the Burkett Miller American Legion Auxiliary Unit, Post 77, recently made a surprise presentation to the Bayou City Composite Squadron.

A check for \$150 was given to the unit in appreciation for work CAP does in promoting patriotism through its cadet program.

CAP Lt. Col. Pete Whitney, squadron commander accepted the donation on behalf of the unit and expressed the appreciation of all the unit's members.

The money will be used to assist cadets with their uniform and materials expenses.

# We Goofed!!!

**WE GOOFED!** In the December issue of the Civil Air Patrol NEWS we printed a photo of some members who were in violation of CAP's grooming standards.

Since that time we have received several letters about that photo from throughout Civil Air Patrol.

The following letter written by Maj. Bartolo Ortiz, CAP, from Puerto Rico is an example of our mail:

"As a former CAP cadet (1959-62) and as a unit commander since August 1968 I have heard a lot of complaints from boys and girls.

"The boys complain about hair cut, mustaches and sideburns while the girls complain about skirt length and HAIR LENGTH.

"I keep telling them that I do not write the regulations and that the regulations must be followed by everybody at all levels; from the squadron up to National Headquarters.

"It is very shameful that the CAP NEWS published a picture of three CAP cadets with their hair as long as that. If the Wing does not care about the regulations concerning the grooming standards and hair styling for the female cadets the least the National Headquarters can do is refuse to publish pictures like that.

"I am strongly in favor of more easy hair styling and grooming standards, but as long as we don't have a change, a regulation must be followed by everybody. I am having a lot of complaints from both boys and girls why they can not have their hair like the girls in the picture. They say that if National can accept it for publication, it is the same as giving their blessings to those variations."

We agree with the Major's comments and apologize to any other members who may have gotten the impression that National had lowered the standards.

The staff of the Civil Air Patrol NEWS regrets the error and assures our readers that we will attempt to catch like violations in the future.

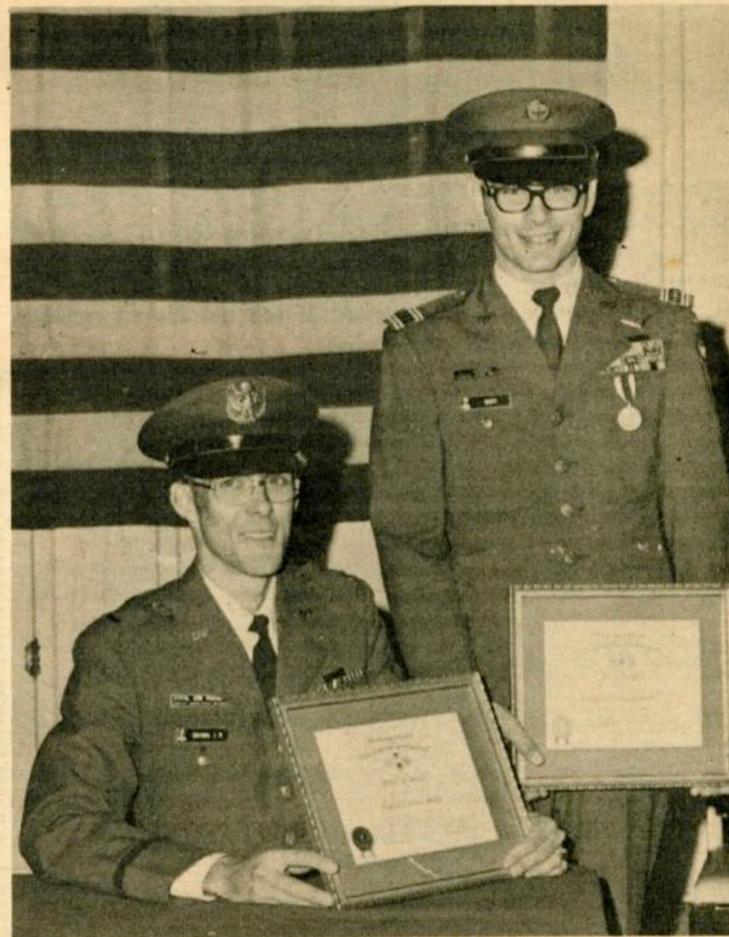
We are happy about one thing. Such a response shows we have readership. Keep those cards and letters coming. They keep us on our toes.

## 30 Visit AF Base

**EL PASO, Tex.** — Thirty cadets from the El Paso Composite Squadron (Texas Wing) were recently flown by a group of El Paso pilots to Alamogordo, N.M., for a visit to Holloman AFB.

The pilots, 15 in all, representing El Paso Aviation Association, Chapter 125 of the Experimental Aircraft Association and individual aircraft owners, flew the cadets at no charge as an orientation flight and as a token of appreciation for the work done by CAP members.

Pilots, cadets and guests were hosted by the Alamogordo CAP unit and were given a tour, which featured a close up inspection of an F-4 Phantom aircraft.



**GOOD CITIZENSHIP MEDALS** — Lt. James R. Brown (left), and Cadet Capt. Patrick Shay proudly display their awards recently received from the Sons of the American Revolution. Brown's citation accompanying his award read in part... "He has set high moral standards for the cadets and has worked tirelessly to insure that the cadets are ready to assist in any search and rescue effort". Shay's read in part... "He has risen rapidly through the cadet ranks, scored well on all achievements and named cadet squadron commander." Both are members of Texas' Tyler Composite Squadron.

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**IDEA MART**

# Sq. Advertises Capabilities

WESTMINSTER, Md. — The Carroll Composite Squadron (Maryland Wing) is advertising their capability to assist during an emergency mission.

The unit has compiled an 18-page booklet outlining what CAP aid is available should any disaster strike in their area.

The booklet has been distributed to county government officials, county Civil Defense, county police and fire departments, The Salvation Army and the County American Red Cross chapter.

Included in the booklet is a listing of eight local missions the unit is capable of

performing, squadron emergency phone numbers, Maryland Wing resources which could be used as back-up of the Carroll Squadron and a section which covers "CAP Assistance during Natural Disasters."

Commenting on the success of the booklet, CAP 1st Lt. Donald R. Jordan, information officer for the unit said, "The chief dispatcher for the county fire headquarters has already contacted us in reference to this booklet requesting a set of color slides for inclusion in his public relations program." The slides will be shown to demonstrate how the Carroll Squadron and

CAP stands ready to assist during local and state-wide disasters.

Lieutenant Jordan said that the squadron is planning to enlarge the booklet next year to include the cadet and senior programs, communications, flying and other emergency services.

## Aid Training Benefits CAP Officer

GASTONIA, N. C.—First Aid training obtained through Civil Air Patrol came into play recently when a member of the Gastonia Composite Squadron came upon an accident near Raleigh, N.C.

First Lt. Jerry Oxendine noticed a wrecked auto and upon examination found a young man lying on the ground in obvious pain.

After calming the victim, he examined him and discovered what appeared to be a broken leg. The lieutenant obtained a blanket from one of the spectators and looked for signs of shock.

A doctor happened on the scene and took charge of the victim while Lieutenant Oxendine helped control the crowd and direct traffic.

Both the police and doctor praised Lt. Oxendine's actions.

## Family Aided During Flood

WESTMINSTER, Md. — A multi-state flood warning from the U.S. Weather Bureau climaxed for personnel of the Carroll Composite Squadron recently when they were called upon to furnish transportation for a family of five.

The squadron utilized their four-wheel drive vehicle to transport the family into their home.

Snowdrifts, mud and heavy ground water necessitated the use of a four-wheel drive vehicle to negotiate the two miles of road they traveled.

The Carroll Squadron had been placed on stand-by status by both the Carroll County Civil Defense Headquarters and the Carroll County Central Alarm.

The melting snow, heavy rainfall and frozen ground caused flood or near-flood conditions in a 30 county area of West Virginia, Virginia and Maryland.

## First Student

## Completes Solo

GRAND PRAIRIE, TEX.—The solo flight training program of the Crusader Composite Squadron recently graduated its first student pilot.

Cadet Maj. Sherry Davis and Cadet 2d Lt. Gilbert Taylor both finished the program and will continue in the squadron's private pilot program.



**CERTIFICATE** — Harold Peters (left), of radio station WOMI recently received a certificate of outstanding service to Civil Air Patrol through the news media. The certificate was presented by Lt. Orville L. Richardson, CAP, information officer of the Owensboro Composite Squadron (Kentucky Wing) on behalf of the National Commander and Lt. Col. H.C. Sload, CAP, commander of the Owensboro unit. The presentation was made at the unit's headquarters at the Owensboro Daviess County Airport.

## Help Yourself!!

MAXWELL AFB, Ala. — Help yourself and at the same time you help others.

Officials in the Cadet Testing Division explained that many cadet achievement contracts 7 and 11 are being received at National without the necessary print-out for either the Aerospace Education Exam or the Leadership Exam, thereby causing a delay in receiving an answer.

Failure to include the required print-out necessitates a research of the files to verify a passing score. This research can cause delays to the cadet involved as well as to other cadets whose material must wait until the score is verified.

Members are asked to attach one of the two copies of the test print out sent to each unit when the test is graded. Help yourself and others to speedy service.

## Unit Presented Flag

SALINAS, Calif. — The Salinas Squadron 46 recently received a United States Flag which was flown over the Nation's Capitol.

The flag was acquired for the cadets by the Honorable Burt L. Talcott, U.S. Congressman from California's 12th District.



**STREAMER** — Maj. William E. Batts III (left), leadership officer to the Winston-Salem Composite Squadron (North Carolina Wing) and Cadet 2d Lt. Bobby Scoggin add the unit's second consecutive Unit Citation Streamer to the squadron's flag.



**RED CROSS RECOGNITION** — Civil Air Patrol Captains Fred W. Hess and wife Marion of the National Capital Wing are presented a American National Red Cross certificate of appreciation by Dr. Betty L. McLaughlin, chairman of safety programs, Alexandria, Va. The CAP husband and wife team were honored for organizing and coordinating various first aid classes and further coordinating first aid and emergency assistance during Hurricane Agnes.

## Your Help Needed

We have reason to believe that certain contractual agreements relative to room rates, room confirmations, and total room commitments were not fulfilled during the convention in Las Vegas.

In an effort to prove or disprove any such contention, we would like to ask all who attended the convention to cooperate in a CAP-wide survey.

If you attended the convention, please read the following survey form carefully, answer all questions accurately and then cut out and mail to Executive Director, Hq CAP-USAF, Maxwell AFB, Al 36112. We ask your help in an effort to be of greater service in future convention planning.

Thank you in advance for your cooperation and indulgence and we hope that enough conclusive data will be furnished to make this effort worthwhile and meaningful.

(Circle Your Answer)

I stayed at the _____	Motel/Hotel
I had a confirmed reservation.	Yes No
My reservation was honored.	Yes No
I had a confirmed room rate	Yes No
My room rate (as quoted) was honored.	Yes No
My room rate was higher than that requested.	Yes No
I requested an \$ _____ room.	
I received an \$ _____ room.	
I was satisfied with my accommodations.	Yes No
I was satisfied with my room rate.	Yes No

Note: Any proof of discrepancy between room rate confirmation and rate charged, if provided, would be most helpful and appreciated.

# Female Cadet Now Mechanic

EGLIN AFB, Fla.—“I believe I can accomplish most of the jobs on the flightline but I am not going to try and do something that is over my head just to prove a point.”

This statement was recently made by a former Civil Air Patrol member who rose to the

## SW Region Initiates Program Of Interest

GRAND PRAIRIE, Tex.—Two squadrons in the Southwest Region have initiated a new program to spur the interest of new Civil Air Patrol cadets.

The activity, designed along the lines of the International Air Cadet Exchange, is aimed primarily at the new cadet who is not yet eligible for many of the national programs.

Initiated by the Crusader Composite Squadron of Dallas, Tex., the first exchange was between Cadet Butler Faulk of the Crusader unit and Cadet Anthony Hall of the Lawton Composite Squadron, Lawton, Okla.

While the cadets were in their host homes, their new “parents” took total charge of them and saw to it that they were exposed to the attractions available in the area.

Both cadets stated that they enjoyed the program and hoped that it could be expanded.

## Maine Charters 3d Squadron In Remote Northern County

AUGUSTA, Maine—In one of Maine's most heavily forested and underpopulated counties, Aroostook, Civil Air Patrol has increased its activities by chartering a third squadron.

CAP Col. Richard T. Davis, wing commander recently chartered the Border Senior Squadron and this unit along with Caribon Composite Squadron and Northern Maine Squadron ring Aroostook County with CAP personnel.

The new unit is literally located on the Canadian border and is commanded by SM Lyman M. Prior. He is also a captain in



**HAPPY OCCASION** — Mayor Robert L. Burton Jr., of Springfield, Ohio proudly displays the plaque recently presented him by the Springfield Squadron 1902. The mayor was made an honorary member in CAP for his “support of CAP and in aviation in general.” CAP Lt. Phyllis Morse, squadron commander, made the presentation.

position of Cadet Commander of Manhattan's Squadron 4 (New York Wing.)

Air Force Airman First Class Diane Scobee was the lady speaking. She now serves as a helicopter mechanic with the Air Force's 55th Aerospace Rescue and Recovery Squadron, Eglin

AFB, Fla.

Upon arrival at Lackland AFB, Tex., for basic military training, Airman Scobee stressed to military personnel evaluators she was determined to work on an Air Force flightline.

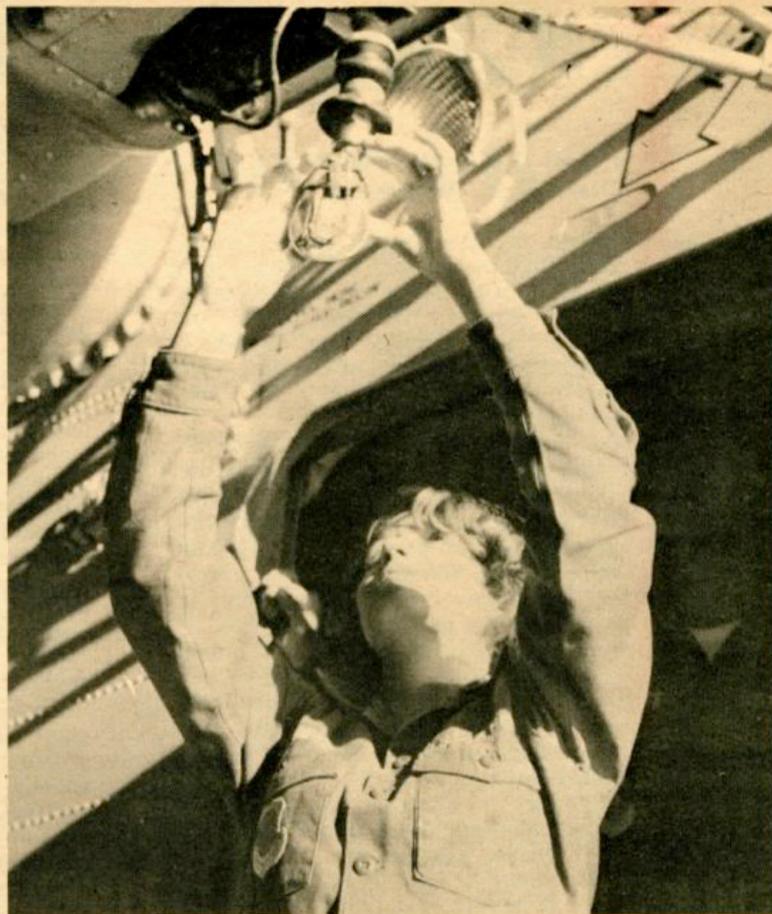
Although encountering some difficulty convincing them she was in fact serious about becoming a mechanic, the Air Force bought the idea and off she went to Technical Training School.

While attending training, she met and married another “blue suiter” who was training to be a jet aircraft mechanic. Upon graduation, both were assigned to Eglin.

Accepted at first with some reservations by co-workers, Diane proved she could hold her own in the predominately male career field.

Her supervisor thinks she is working out fine. He said, “Thus far she has performed as good of a job as the other airmen.”

Diane stated that her husband doesn't mind her working as a helicopter mechanic as long as she doesn't neglect her household duties.



**FEMALE MECHANIC**—Airman First Class Diane Scobee, a former CAP cadet, and now a helicopter mechanic in the U. S. Air Force checks a hoist while working on her job at Eglin AFB, Fla. (U. S. Air Force Photo)

the Maine Army National Guard.

The addition of CAP pilots and aircraft to the region will increase safety for the many who come into this remote section to enjoy the excellent hunting and fishing.

## CAP Scores Unique Find

OGDEN, Utah—As the electronic locator transmitter (ELT) business picks up with Civil Air Patrol units across the country, many squadrons have performed search and rescue missions (SAR) using the system with successful results.

What appears to be one of the most unusual finds in conjunction with an ELT was recently made by Wolfgang Lange of the Ogden Senior Squadron.

The Ogden Municipal Airport picked up a strong ELT signal and immediately launched several light aircraft in search for a possible downed aircraft near the airport. None of these aircraft were equipped with a directional finder (DF) to pick up the ELT signal.

Lange, who is a chief flight instructor, was present and suspected that the ELT had been activated accidentally on a parked aircraft. He boarded the squadron's T-41 aircraft, which is fully equipped for an ELT find, and began a-on-the-ground search which lead him between two hangers.

As he homed in on the strong signal, the ELT was located. Not on a parked or crashed aircraft, but laying on a mechanic's work bench where it had been accidentally activated.



## Lt. Becomes Nurse

BILLINGS, Mont.—A 10 year veteran of Civil Air Patrol, Lt. Marla Patterson recently celebrated CAP's 32nd birthday by accepting a commission in the U. S. Navy's Nurse Corps.

The 1973 graduate of the Montana State University School of Nursing was a member of the Billings Composite Squadron.

After an orientation course, she will be assigned to the Bremerton Naval Hospital in Washington.

Her present plans include staying active in CAP.

## 'High Marks' Given Wing During CD Test

BURBANK, Calif. — More than 300 senior members and cadets of the California Wing participated in the 1973 Civil Defense evaluation exercise which was given “high marks” by Air Force evaluators.

The scenario found California in the grip of paralyzing floods brought about the two huge storm fronts moving in from the Pacific Ocean. During the mission the situation was complicated by two aircraft “accidents” involving USAF planes with nuclear devices aboard.

Three CD support bases were established at Burbank, Stockton and Chico, Calif. Lt. Col. James D. Bigelow, commander of Squadron 110, was named overall mission coordinator.

Forty aircraft put in 105 hours flying 121 sorties. A total of 86 surface vehicles were utilized along with 76 communications stations — 32 fixed and 44 mobile.

A portable VHF communications relay station was positioned on top of 8,300-foot Mt. Pinos, 85 miles north of Los Angeles, and manned by Warrant Officer Fred Beaver of Squadron 9 and Cadet Sgt. Allen Stoughten of Squadron 95. They tied VHF nets in Southern California and in the San Joaquin Valley together for the CD mission. In addition, Lt. Col. Ed Lewis, wing director of Operations and Maj. Frank Burnham, wing director of Information, flying at 15,000 feet near Castle AFB relayed conference traffic between the Burbank and Stockton mission coordinators.

Civil Defense officials who acted as observers and made inputs to the USAF evaluation officer's reports were particularly pleased with the radiation monitoring capability demonstrated during the mission.

## Unit Gets Flag, Also Donation

EVERETT, Wash.—The Paine Field Composite Squadron recently received a hand sewn Civil Air Patrol flag from Byron Lenius, owner of the Flag Manufacturing Co. of Lynwood, Wash.

Mr. Lenius has a complete collection of U.S. flags—27 different flags—starting with the 13 stars up to the present 50 stars.

The unit also received a \$50 donation from the Black Clawson Inc., of Everett. The money was presented by Mrs. June Kappmeyer, a representative of the company.



**IT PAYS TO ADVERTISE**—Here's another way to put Civil Air Patrol in the eyes of the public. The Marshall Composite Squadron (Missouri Wing) talked the local Hardee's Hamburger shop in Marshall into advertising CAP on their billboard.

**I.M.S.C.**  
**FOR THE MOST COMPLETE SELECTION OF CAP ITEMS & USAF FLIGHT CLOTHING**  
 SEND FOR THE LATEST FREE CATALOG  
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# Gone Are The Good 'Oil' Days

by Capt. W.B. Hartley Jr., USAF  
Chief of Airlift Requirements

Remember when we once leaped in our trusty aircraft and roared into the sky with only one purpose in mind—reach our destination in the least possible time? Rules were simpler, the skies were less crowded, and avgas was plentiful (and relatively cheap). Fuel conservation consisted of landing at our destination prior to running the tanks dry. Ah, those were the good old days.

I don't need to tell you that those "good old days" are now gone. Now the name of the game is to use the least amount of fuel possible before reaching your destination. The two most important factors which can reduce fuel consumption are careful flight planning and proper cruise control. We will talk about cruise control and that mysterious little knob that controls the mixture later. Let's first look at flight planning.

Flight planning can be relatively simple or complex depending on various factors which will affect our flight. The first thing we should check is the weather. What the friendly weatherman tells us will help determine three things about our flight—altitude, route, and necessary fuel reserve.

When we choose an altitude we take into consideration winds aloft and trip length. Since winds aloft usually increase significantly as altitude increases, we will plan to fly into a headwind at lower altitudes and take advantage of tailwinds by flying as high as possible.

When winds are not a significant factor, we place more emphasis on the length of the trip for choosing an altitude. For short flights (less than 200 miles), altitudes around 5,000 feet offer the best economy since additional fuel is required to climb to higher levels. The higher altitudes begin to pay off when the trip distance exceeds 400 miles. As an example, a Cherokee 180 would burn about one gallon less fuel if we climb to 5,000 feet rather than 10,000 feet for a 150-mile trip. This figure is based on climb to altitude from sea level and cruising at 60% power. As previously stated, the reduced time enroute due to the increase in true air speed realized by flying at a higher altitude begins to pay off only on extended trips. Incidentally, aircraft owners' manuals give us very little guidance toward optimum altitude selection, so it would behoove each of us to do a little research on our particular aircraft and work up some optimum altitude figures for various distances.

Our route of flight will certainly be affected by the enroute weather. A great deal of fuel can be saved if we wait a few hours for a front to pass through rather than trying to fly around it (it will be a lot safer, too!). Since the shortest distance between two points is a straight line, why spend needless time zig-zagging between VOR stations when we are VFR. Let's practice some good old map reading when distance can be saved.

We have our altitude and route, so now we can begin to fill out our FAA flight plan—almost. When we reach item 4 we have to enter a true air speed for our trip. What power setting have you been using for cruise? Seventy-five percent, 70 percent? No more. Let's start using 60 percent power for normal cruise (after all, the name of the game is fuel conservation.) We can save 16-18 percent on fuel by cruising at 60 percent rather than 75 percent power. It might make our trip a little longer, but it is better than not being able to go at all due to a lack of fuel. Now we can finish our flight plan (be sure and use it—it could save fuel for a SAR mission later).

Several techniques can be employed to save fuel prior to take-off. Accomplish as many checklist items as possible prior to engine start. This includes the ATC clearance if you are going IFR. Hold ground time to a minimum by using shorter taxi routes and intersection take-offs when safety permits.

After airborne, we will climb to our desired altitude as fast as possible so that we can reduce our fuel flow by leaning the mixture. Disregarding winds, we will use the best rate of climb speed,  $V_y$ , for our aircraft. This of course gives us the most altitude gained in the least time. One fuel saving technique we may use during climb is to reduce the power to 75 percent after we reach a safe altitude. Check your owner's manual to see if this is permissible. Extra fuel is metered to engines at full throttle for cooling. Most engines do not need this extra cooling effect at or below 75 percent power.

We can reduce our fuel consumption considerably after level off by leaning the mixture to achieve a favorable balance between economy and performance. More has probably been written, spoken, and misunderstood about leaning the fuel mixture than any other physical aspect of the aircraft.

Before going further, let me discuss a little theory behind mixtures and how they affect combustion. Mixtures are expressed as a ratio of the amount of air versus fuel that enters the engine. A mixture of 10:1

would mean that there are ten parts of air for each part of fuel going into the engine. A "rich" mixture contains an excess of fuel, while a "lean" mixture contains an excess of air. The terms rich and lean indicate deviations from the "ideal" mixture of about 15:1 (where all the fuel and oxygen particles are theoretically used in combustion). The "ideal" mixture produces the highest cylinder head and exhaust gas temperatures (CHT and EGT). Any departure from this ideal mixture produces lower temperatures. A common misbelief is that these temperatures continue to increase as the mixture is progressively leaned. This is not the case. Additional fuel produces a richer mixture which leaves excess fuel vapor in the cylinder after combustion. On the other hand, leaner mixtures leave excess oxygen in the cylinder.

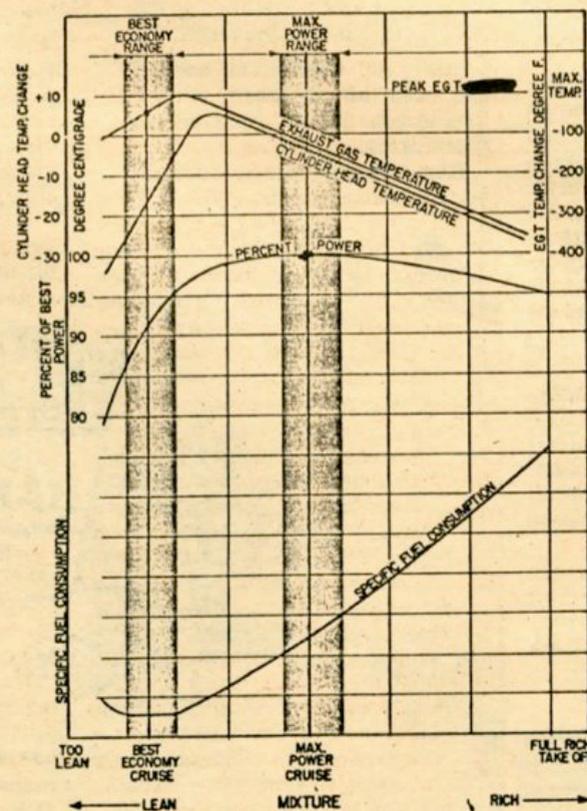
As more fuel is introduced at settings richer than the ideal mixture, the extra fuel vapor speeds up combustion and converts energy into power more rapidly. This "best power" mixture occurs at ratios between 12:1 and 13:1 and should give us the highest airspeed at a given power setting. The additional fuel vapor also acts to cool the engine. Take-off power settings (full throttle, full rich, at sea level) are slightly richer than best power mixtures, but the additional fuel is necessary for cooling.

As mixture ratios become progressively richer, the power produced decreases. The extra fuel causes the engine to run dirty resulting in spark plug fouling and engine deposits. As a side note a richer mixture also increases pollutants from exhaust emissions. At a mixture ratio of about 8:1, combustion ceases and the engine simply floods out.

Conversely, if we lean the mixture past the ideal setting (15:1, remember?), we end up with excess oxygen in the cylinder after combustion.

Since oxygen alone will not produce power, engine temperatures again decrease. However, now these temperatures drop more rapidly until the engine stops due to fuel starvation at a mixture ratio of 18:1. The excess oxygen and water vapor produced tends to cause oxidation inside the cylinder. If combined with high temperatures associated with normal combustion, this oxidation can result in damage to spark plugs, exhaust valves, and other internal engine components.

The mixture ratio which gives us the best economy (the most power for the least fuel) is just slightly leaner than the "ideal" mixture. Further leaning creates too great a penalty in performance. Since we are striving for better fuel economy these days, it follows that we should cruise at these settings. The following graph is extracted from a typical engine manufacturer's manual and illustrates the relationship between EGT, performance, economy, and fuel consumption. No specific value is assigned to fuel consumption since it will vary considerably between different engines:



Note that peak EGT occurs just to the rich side of the best economy range. Also, when we compare the relative percent power with the specific fuel consumption lines, we see that cruising at peak EGT rather than max power cruise reduces fuel

consumption dramatically with only about a four percent sacrifice of relative power.

Well, the preceding explains the effects of the mixture control, now we will discuss how to lean the mixture. Let me first point out that there is no "absolutely correct" method to use. I strongly encourage you to refer to your engine or aircraft manual if in doubt. The following techniques are presented as an accepted method that I find simple and effective.

The simplest and most reliable method of leaning is to use an exhaust gas temperature (EGT) gauge. These instruments are easy to install and relatively inexpensive. A reliable EGT gauge for a single-engine aircraft can be purchased for less than \$200 with some available under \$100. Leaning the mixture using EGT is a relatively simple procedure. Instructions are included with the gauge, but the following procedure is a good guide:

1. Set desired power according to cruise charts in your owner's manual. (Recall that we were going to use 60%.)
2. Retard the mixture control slowly until peak EGT is reached.
3. Set mixture to maintain peak EGT (or whatever is recommended). This gives us a good economy setting. Best power settings (more gas) are found on the rich side of peak EGT.

Assuming that we have not installed an EGT gauge yet, leaning becomes more difficult and introduces a certain degree of guesswork. Use the following procedure for an aircraft with a fixed pitch propeller:

1. Set RPM for the desired power using cruise charts.
2. Retard the mixture control until the RPM peaks and drops slightly. If the engine is running smooth, we are now in a good economy range. Best power settings are obtained by advancing the mixture beyond peak RPM until the RPM decreases slightly. This same procedure will work on an engine with a constant speed propeller if we use manifold pressure (MAP) instead of RPM.

This method of leaning without an EGT gauge becomes more unreliable in rough air where RPM or MAP readings may fluctuate. In this event use the old "ear" method to lean. Simply retard the mixture until the engine begins to run rough, then advance it until smooth operation is obtained.

There you have it! You see the mixture control is really more than a device to start and stop the engine. It can be used to significantly reduce fuel consumption and save you money. In fact a few quick calculations will reveal that the average pilot could save enough through reduced fuel costs in a few months to pay for an EGT gauge. With fuel costs rising and supplies decreasing, economics demand that we make the most of what we have.

Before ending our discussion on mixtures, here are a few general rules to follow when leaning the mixture:

1. The mixture may be leaned at any altitude with the power reduced to 75 percent or less.
2. The mixture may be leaned during the climb if the power is reduced to 75 percent or less.
3. The mixture may have to be leaned at high density altitudes to achieve maximum power for take-off and climb.
4. Return mixture to full rich before increasing power settings.
5. Never exceed the maximum red-line cylinder head or oil temperature.
6. Remember that the effect of the mixture control is non-linear. It may do very little for a whole inch and then show striking results in the next eighth of an inch.
7. Read your owner's manual carefully and establish a recommended procedure for leaning at various power settings.
8. Be sure and add "FULL RICH" to your landing checklist in case you have to make a go-around.
9. Never manually lean engines equipped with an automatic mixture control fuel system.
10. Readjust the mixture when flying from warm air into cold air, or vice versa.
11. Carburetor heat enriches the mixture by reducing the air density going into the engine, so reset the mixture control when using carb heat for extended periods.

12. Lean the mixture during descent to obtain smooth engine operation. Most fuel injected engines run rough with the mixture full rich at low power settings.

Think of the mixture control as your fine tuning knob. Proper use of it allows you to operate your engine economically and cleanly. Remember that we all must do our part to help alleviate this energy crisis. If we follow the procedures outlined in this article, we will be repaid with improved performance, lower operating costs, lower fuel consumption, and a cleaner environment. (A follow-up article will appear next month on detonation, pre-ignition, and gasoline qualities).



# Ground Loops!

Landing has always been considered the most hazardous phase of flight. It's not difficult to start an aircraft engine, taxi or takeoff, but to land an aircraft properly has always been a problem.

In 1973, there were 47 aircraft mishaps (27 flight accidents, 20 flight incidents), 22 of which involved landings! That 22 represents 47 percent of the pilots who were involved in aircraft mishaps within CAP. Almost 80 percent of these landing mishaps were in tail-wheel type aircraft (C-305, L-16, PA-18, PA-12, 7GC, 7HC, and even J-3's). The cause elements generally attributed to the pilots in most cases were:

1. Improper operation of brakes and/or flight controls.
2. Improper compensation for wind conditions.

The ground-loop, which is our biggest cause of landing mishaps, has to start with the first swerve of the aircraft. This first swerve may be caused by landing in a crab, or while drifting, or the weather-vaning tendency of the airplane on the ground. The first swerve may also be caused by inadequate or improper use of rudder and/or brakes. In the tailwheel airplane, this first swerve triggers centrifugal force which makes the situation worse.

When a swerve begins, the centrifugal force increases "as the square of the speed" at which the swerve started. If you could

have landed at 50 MPH, but actually landed at 70 MPH, any swerve will produce approximately TWO times more centrifugal force than would have occurred at 50 MPH. The faster or sharper the swerve is, the stronger centrifugal force acts.

Whether you fly a tailwheel airplane or one with a nosewheel, or both, you need to know what to do about swerves and ground-loops now!!

- Remember:
1. Stick back in direction of the swerve.
  2. Rudder and brake against the swerve.
  3. Throttle closed.
- "Early and provident fear is the mother of safety." —Burke.

## Hobbs Goes To A.F. Academy

SACRAMENTO, Calif. — Cadet WO Charles Hobbs, former cadet commander of the General Castle Cadet Squadron (California Wing) has received an appointment to the Air Force Academy.

Cadet Hobbs has been a member of the cadet unit for three years during which time he has attended encampments at Travis and Vandenberg AFBs.

National Transportation Safety Board (NTSB) statistics indicate that about one in every four fatal accidents in General Aviation is the result of pilots continuing flight in adverse weather. How many times have you heard stories about pilots being caught by unexpected weather and putting their bird down on a highway or pasture to avoid Thor's wrath? Do you know what weather services are available and how to get the most benefit from what is available?

First, let's look at aviation weather forecasts and advisories that are available to the pilot.

1. Aviation Area Forecasts (FA) are prepared each 6 hours for your area and the area you will be flying in. These contain:

a. Forecast cloud cover, ceilings, visibilities, cloud tops, precipitation, and the outlook for 24 hours.

b. Aviation hazards due to low ceilings, icing, turbulence, and visibility restrictions.

2. Aviation Terminal Forecasts (FT) valid for 12 hours and 24 hours are issued for selected airport terminals over the U.S. The terminal Forecasts (FT-1's) contain:

a. Ceilings and visibilities at the terminal.

b. Precipitation.

c. Surface winds and gusts.

d. Thunderstorms, ice storms, and other hazards.

3. Winds Aloft Forecasts (FD) contains winds at various levels above selected stations.

We've covered what items are available, but how do we contact someone or receive the pertinent information needed for our flight? If you don't already have the Pilot's Automatic Telephone

Weather Answering Service (PATWAS) telephone number, the restricted number for aviation weather information, or the "one call" Flight Service Station/Weather Service Office (FSS/WSO), check the Airman's Information Manual (AIM), Part 2, the next time you are in a Flight Service Station for facilities available in your area. In addition, pilots departing from many airports having neither a Weather Service Office (WSO) nor a Flight Service Station (FSS) may call a nearby FSS on foreign exchange telephone service provided by FAA at no cost to the pilot. Check the AIM, Part 2, Airport Directory for these numbers. Another method of obtaining weather information is by Recorded Weather Briefings (TWEB) which are continuous broadcasts of weather information over certain VOR's, VORTACs, and many of the low and medium frequency navigation aids.

Now we know what's available and where to obtain weather information, but how do we use the system? For long, cross-country flights or flights in marginal weather, you should choose a face-to-face briefing by FSS or Weather Service personnel. If a planned flight is short or local, a visit with a weather briefer may be unnecessary except in marginal or poor weather situations. Often a briefing by telephone or the information contained in recorded weather briefings (PATWAS or TWEB) will fill your needs. If you decide on a telephone or face-to-face briefing, provide the following

information to the weather briefer: type aircraft, route, altitude, destination, estimated departure time, and whether or not you can go IFR. With this information, the weather briefer should cover the following items with you: weather synopsis (position of lows, fronts, ridges, etc.), current weather conditions, forecast weather conditions, alternate routes (if necessary), hazardous weather, and forecast winds aloft. If your flight is going to be conducted under instrument conditions, be sure to determine ceiling, winds, and visibility of your destination and the current trend of weather conditions there. Are conditions getting better or deteriorating? The weather-wise pilot looks upon a forecast as professional advice rather than an absolute surety.

Once you have determined to make the flight, received the weather, filed a flight plan, and leapt off into the blue, how can you update your weather information? We've covered the Recorded Weather Briefings (TWEB) which are continuously broadcast over selected navigation aids. There are the scheduled weather broadcasts at 15 minutes past each hour on VORs and radio beacons which have voice capability. In-flight weather advisories, SIGMETS and AIRMETS are also broadcast on navigation aids with voice capability. The latest addition, with only limited distribution at present, is En Route Flight Advisory Service (called Flight Watch) designed to provide the pilot with timely weather information pertinent to his type of flight intended, route of flight, and altitude. Another source of localized weather information is Automatic Terminal Information Service (ATIS). ATIS is primarily a continuous broadcast of recorded noncontrol information in selected high activity terminal areas, but does include weather information. The last source of information en route is contact with Flight Service Stations for an update and currently reported conditions along your route and destination. Upon reaching your destination, approach control will give you current weather prior to landing.

That completes the circle, from planning to destination, for the weatherwise pilot. He knows what the weather conditions are before he starts his flight, updates them en route, and confirms his destination weather before committing himself to land.

The Airman's Information Manual, Exam-O-Grams, Aviation Weather (AC-00-6) and handouts from your local General Aviation District Offices are additional sources of weather information and its proper use.

## 6 Earn Wings In Alaska Unit

ANCHORAGE, Alaska — Six members of the Diamond Cadet Squadron have earned their solo wings through the Civil Air Patrol solo program.

They are Susan Fletcher, Tim Kottre, Mike Higgins, David Ringle, Randy Berg and Dennis Stankewich.

## FAA To Publish Regs In Individual Sections

Plans to publish the Federal Aviation Regulations in individual parts, as a convenience to users, rather than in volumes were announced recently Alexander P. Butterfield, Administrator of the Federal Aviation Administration/Department of Transportation.

Butterfield said the FAA action was based on wide spread user dissatisfaction with the current system of selling the regulations only in volumes. This has imposed an additional expense on users who have to buy and entire volume of regulations when they only wanted one or two parts, he said.

For example, to get Part 61, which covers pilot certification at present, one must buy the volume which also contains the regulations covering certification of flight crewmembers other than pilots, certification of airmen other than flight crewmembers, medical standards, pilot schools, ground instructors, and aviation maintenance technician schools.

Although neither the exact date of changeover nor the price of individual parts has been set, FAA anticipates that a gradual phasing out of the present system will begin early this year and will be completed in 12 to 18 months. The Government Printing Office will notify all current subscribers to the Federal Aviation

Regulations when prices and publication dates have been determined.

According to present plans, the most commonly used FAR parts will be available on a subscription basis from GPO. Lesser used parts, because of their brevity and/or infrequent changes, will be available as single sales items.

The Federal Aviation Regulations presently consist of 61 individual parts, which are consolidated into 11 volumes.

## Montana Unit Graduates Srs.

FT. HARRISON, Mont. — In an effort to have its personnel proficient in conducting searches in all parts of Montana, the Skyhawks Senior Squadron of Great Falls, recently graduated 12 seniors from an eight-week ground school.

The course instructed by three professional senior member pilots, finished with some 98 percent of the class passing the Federal Aviation Administration Private Pilot written exam.

The Montana Wing is also holding a variety of other courses including safety, mountain flying and search and rescue survival courses, which they feel will interest the membership.

## INSURANCE

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Accidental Death	\$5,000	\$10,000	\$15,000	\$20,000	\$25,000
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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

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

Name ..... Date of Birth .....

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CAP Ser. No. .... Pilot ..... Non-Pilot .....

Beneficiary ..... Relation .....

No. Units Applied For ..... Premium \$ .....

I Certify I Am A Member Of The ..... Wing, CAP

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## Floridians Create 'Disaster'

DUNEDIN, Fla. — It is not a general policy or procedure for Civil Air Patrol to create a disaster, but five members of Florida's Group 17 did just that recently.

When the Mease Hospital in Dunedin held a disaster drill involving a simulated bus accident in which 28 high school students were injured, CAP members applied moulage (cosmetic injuries) to the "victims."

After completing the moulage, the CAP members served as observers as requested by the hospital and filed written reports with the administrator of training and education.

Taking part in the exercise were 2d Lt. William G. Warner and WO Edward J. Lorette of Headquarters 17; WO Mary E. Warner of Pinellas Senior Squadron and MSgt. Jean R. Kiefer and Florence Teepell of Suncoast Senior Squadron.

## Rats: All About Them

BALTIMORE, Md. — "A rat control lecture for Civil Air Patrol?" Members of the Northwest Composite Squadron (Maryland Wing) were asking the same thing recently.

The squadron received the briefing on the control of rats in metropolitan Baltimore from Clinton Nichols Jr., health educator and inspector with the Baltimore City Health Department.

Cadets and senior members heard all about the breeding, control and health hazards posed by the number one rodent as part of their unit's "Johnny Horizon Committee." The unit also plans a trip to a local sewage treatment plant as part of the program.

Mr. Nichols volunteered to chair the squadron's "Johnny Horizon Committee" which has been endorsed by the National Headquarters Chaplains Office.

## Special Safety Award Made

WAPPINGS FALLS, N. Y. — A member of the Southern Dutchess Squadron, CAP Lt. Alfred Mackay, was recently presented a special safety award by the National Aero Club for his ability to cope with a potentially dangerous situation.

After numerous systems failed in his rented aircraft, Lieutenant Mackay made a safe landing at New York's Stormville Airport.

John Karp, an accident prevention specialist with FAA, presented the award during a recent squadron meeting.

Mackay, a student pilot completed his solo flight late last year.

## 15 Get Free 'Ride'

BOYERTOWN, Pa. — As a part of its continuing responsibility to better prepare its members for participation in aerospace education and search and rescue missions, the Gen. Carl A. Spaatz Squadron of Boyertown recently flew 15 new members on orientation flights.

CAP pilots Douglas W. Binder and Fred Hart, both members of the Boyertown Flying Club, took turns piloting the club's Cessna Skyhawk on flights over the unit's search territory.

Prior to the flights the cadets and seniors were briefed on ground handling of aircraft, pre-flight inspections, use of controls while taxiing, safety precautions, normal take off, landing and flight attitudes of aircraft.

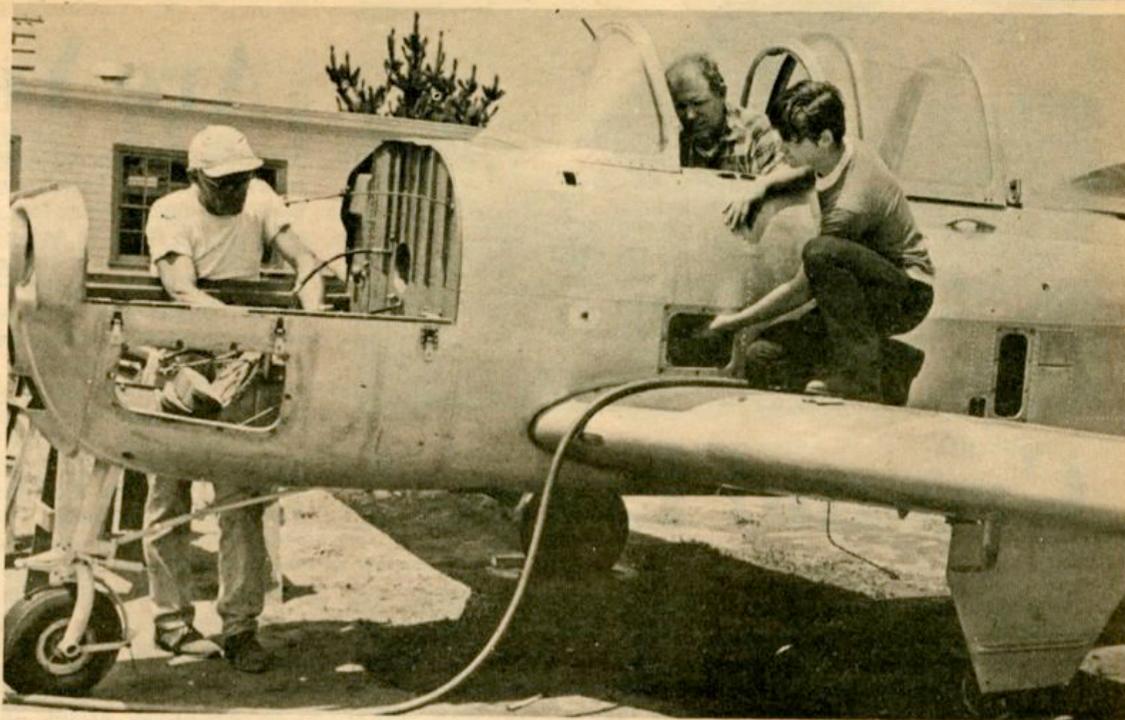
## Lt. Named GAN Director

AUGUSTA, Ga. — Civil Air Patrol's 2d Lt. Bob Young who serves as Information Officer for the Augusta Composite Squadron was recently elected director of the Georgia Association of Newscasters.

In addition, he was named to serve on the planning committee for GAN's annual workshop which will be held in May at the University of Georgia's Journalism School.

The workshop draws participation from radio and television newscasters throughout the Southeast.

He also serves as chairman of the Georgia Associated Press Broadcast Association's Wire Study Committee.



GOING BACK TOGETHER — Senior and cadet members of California's Santa Barbara Squadron 131 are reworking their Beech T-34 aircraft. The members benefited from this program by creating close technical rapport and developing teamwork and high motivation.

## Cadet Directorate Answers Questions

**PROBLEM:** Our drill team would like to be able to perform in competition with rifles so we could perform the manual of arms. Is this permitted?

**SOLUTION:** No. During the Aug. 14, 1971 NEC Meeting the CAP Corporation adopted the following resolution with respect to firearms as it applies to drill teams: "RESOLVED, that CAP personnel will not carry any firearms or sidearms while engaged in close order drill." Therefore, rifles are not approved for any drill.

**PROBLEM:** Is it true that the Advanced Cadet Transition (ACT) program is no longer in effect?

**SOLUTION:** True and false. A forthcoming change to CAPM 50-16, The Leader's Handbook for the Cadet Program will explain the Senior Transition Program (STP). At the December 1973 NEC a new policy was established with regard to cadets transferring to senior membership status. The Senior Transition Program (STP) permits any cadet 18 years of age or older to transfer to senior membership while still retaining cadet privileges of participating

in cadet special activities and the scholarship program until age 21. More details on the grade structure, application procedures, etc. will be outlined in Chapter 12, CAPM 50-16.

**PROBLEM:** Which form should I use to submit the names of participants at summer encampments?

**SOLUTION:** CAP Form 7, dated December 1973, is to be used to list cadets attending special activities or encampments. The form is self-explanatory, and please note the new date of the form, i.e. December 1973.

**PROBLEM:** I understand that there is an accounting system now maintained at National for cadet flight orientations.

**SOLUTION:** Chapter 15 of the revised CAPM 50-16 describes the CAPF 77, titled Cadet Flight Orientation Program Syllabus. This CAP form consists of a booklet of 6 cadet flight orientation record cards. All that is required upon completion of an orientation flight is for the cadet to fill in his charter number, serial number, name, month, and year. The cadet further certifies that he has received the orientation flight, and this is countersigned by the squadron commander or the aircraft commander. It is a self-addressed postcard type input to National Headquarters, and only requires a US postal stamp for mailing. The cadet monthly membership listing will reflect completion of orientation flights for those cadets for whom the record cards have been processed.

**PROBLEM:** It has been rumored that CAPR 50-9 is to be deleted. Is this true?

**SOLUTION:** Yes. The various procedures now covered in CAPM 50-9 have been rewritten and incorporated as chapters in CAPM 50-16. Specifically, chapter 16 deals with cadet special activities while chapter 17 will deal with the corporate matching funds program. It is anticipated that CAPM 50-16 will be in the field by March 1974.

**PROBLEM:** When my cadets are performing duty as color guard are they permitted to carry rifles or side arms?

**SOLUTION:** As mentioned earlier at the August 14 NEC it was further resolved "that CAP

personnel serving as color guard may use facsimile or deactivated firearms. A deactivated firearm is one in which ammunition cannot be placed, or which is rendered inoperative even if ammunition is inserted in the chamber. This may be done by welding the bolt, removing the firing mechanism, or any other action that will prevent the insertion of ammunition, or the firing of a weapon. A facsimile is a copy that is not capable of firing ammunition."

**PROBLEM:** I did not receive a copy of Dr. Kenneth Cooper's Aerobics book in my achievement packet No. 1. Was this a mistake or oversight?

**SOLUTION:** No. The aerobics book is now being placed in achievement packet No. 3. This procedure became effective Jan. 1, 1974.

**PROBLEM:** I did not receive the Navigation and Weather textbook and workbook when I received achievement packet 5. Although it has not delayed my progress in the cadet program, when should I expect to receive it?

**SOLUTION:** The paper shortage coupled with commercial printing delays exhausted our existing stock of Navigation and Weather. A new edition, revised 1974, is expected at any moment. For those cadets who did not receive these texts in achievement packet 5, a record has been maintained and shipment will be made as soon as the printer delivers the new text.



ON DISPLAY — This display, designed and produced by CAP Maj. Julius W. Appel Jr., shows what can be done to put the Civil Air Patrol in the eyes of the public. Major Appel, a member of Kentucky's Group 4, has this display in the Greyhound Bus Terminal in downtown Cincinnati, Ohio. More people should take Major Appel's "Plus 1" approach to the CAP program.

## Supply Officers

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**THE WINNER** — Mrs. Freda Solem (right), receives a muskrat fur parka with wolverine trim which she won in a drawing held by the Diamond Cadet Squadron (Alaska Wing) to raise money for cadet special activities and related projects. The drawing was made by Bob Reeve (center), famous Alaskan bush pilot and honorary member of CAP. Cadet Shirley Fletcher, cadet commander of the unit made the presentation.

## Cadet Exercise Held

WINSTON-SALEM, N.C. — Fifteen cadets of the Winston-Salem Composite Squadron

recently held an all cadet search and rescue exercise.

The mission, planned and executed by cadets with senior members acting only as advisors, was held at nearby Hanging Rock State Park.

The cadets broke into two teams with their objective being an old airplane crash. Despite the heavy underbrush and steep cliffs of the mountain terrain, one group was able to locate the crash site and guide the other group to the same location.

Portable radio backpacks and walkie-talkies were used extensively by the cadets for relaying position reports, giving instructions, and for directing the unit aircraft, piloted by a senior member, to the location of the crash.

The Cadet SAR mission proved to be an interesting and educational activity. Plans are already being made for a similar mission in the near future.



**TOP CADET** — John Gronemeyer happily displays the 1973 cadet of the year award for his unit. He recently received the award from his commander of the Mid-Cities Composite Squadron (Texas Wing). He was also selected as an outstanding cadet during a Type B encampment last year.

# CADET AWARDS

### MITCHELL AWARDS

December

- James H. Brady 01016
- Bruce A. Kincaid 01024
- Gretchen M. Hotmann 01034
- Kathryn L. Howar 01034
- Richard E. Woson Jr. 02040
- Joseph A. Colwell 02045
- Rand F. Drake 02085
- Patricia A. Alexander 04029
- Victor Cisneros 04051
- David C. Ward 04127
- Douglas C. Elton 04146
- George W. Rothweiler 04158
- Keith D. Brocksmith 04158
- David C. Rand 04240
- Eric A. Rand 04240
- Daniel W. Mason 04285
- Susie C. Sylvester 04363
- Bradley K. Jones 04381
- James A. Sinkiewicz 05051
- Cory D. Carroll 05051
- David E. Killion 05068
- Richard M. Thurlow 05130
- Sarelle L. Thurlow 05130
- Laura B. Balderree 06015
- Keith T. Jones 06022
- Thomas T. Reynolds 06041
- James E. Palmer 06058
- Dale E. Vanslambrook 07006
- David J. Heymann 08066
- Douglas A. Leas 08103
- Michael A. Shapiro 08117
- Timothy D. Watkins 08133
- Carlos R. P. Rogue 08159
- Karen L. Budzinski 08160
- Lorne S. Whiting 08160
- Jeremy Pearson 08160
- Kristin L. M. Glaff 08227
- Kevin E. Morrill 08237
- Walter H. Bevan 09072
- William N. Lema 11066
- Rachid F. Idriess 11090
- John P. Schweitzer 11172
- James G. Cantrell 11172
- Kathryn A. Thomas 11173
- Gregory D. August 11189
- Steven J. Puls 11189
- Wallace D. Wilfong 11223
- Robert W. Brown 11262
- Colleen S. Brown 11262
- Kathleen M. Hoff 11270
- Cheryl A. Hoff 11270
- Charlotte H. Fajardo 12084
- Michael E. McCoy 13041
- Douglas D. Freeseaman 14056
- Scott A. Curtis 15046
- Dennis R. Cole 15052
- Michael D. Partvka 18018
- Joseph V. Reza Jr. 18018
- Glenn A. Sliwinski 18021
- Paul J. Atelsek 18071
- Roy E. Souza 19003
- Robert M. Avjian 19012
- Marilyn C. Lovejoy 19022
- Gerry R. Wild 20038
- Mark C. See 20190
- Steven J. Block 20216
- Paula D. Sibert 20235
- Michael R. Meyer 20240
- Raymond B. Phillips 21048
- Mike J. Sharp 21066
- John P. Cochran 21080
- George E. Mars 22051
- Gregory L. Hampton 23004
- Katharine J. Giddens 23005
- Tamara S. Joseph 23057
- Terry W. Nilson 24008
- Bryon W. Collison 24037
- Gary M. Schwartz 25038
- Brian E. Arshawskv 25038
- Denise McClellan 26002
- William G. Marts 26002
- Holly J. Mohr 26010
- Ben F. Huebner 26038
- Wayne T. Cissell 28043
- George Mavromates 29067
- Joseph C. Portale 31022
- Igor Maximcic 31111
- Richard A. Calma 31131
- Steven Malara 31158
- Douglas G. Hancher 31173
- Philip A. Campanella 31228
- Robert J. Lawless 31290
- Edward P. Wade 31292
- Ralph E. Johnson 32047
- Stephan A. Sundeen 33010
- Brenda G. Zimmerman 34027
- Daniel M. Singleton 34037
- Todd R. Holzwarth 34078
- Perry J. Martin 34139
- Kevin S. Reardon 34139
- R. Brian Mitchell 34139
- M. F. Fitzpatrick 34166
- Cheryl J. Harman 34167
- Donald F. Ryan 36045
- Kevin D. Cochran 36045
- Marcus L. Montgomery 36046
- Darwin T. Low 36050
- Rachel R. Vucic 37025
- Gordon Gluck 37061
- Ronald K. Rosepink 37061
- Mary A. Moran 38009
- Mary A. Franklin 40031
- Alan D. Garness 40031
- Diana M. Vargas 42142
- Kyle W. Ramsey 42142
- Mark G. Sovern 42187
- S. Scott Kosharek 42258
- Norman C. Koger 42258
- Jerry D. Harness 42274
- C. E. Christmann Jr. 42333
- Michael A. Childs 42333
- Jeffrey C. Clements 43027
- Douglas L. Fisher Jr. 45002
- Penny K. Edwards 45002
- Dale E. Johnson 45056
- Timothy E. Collins 45095
- Joseph L. Parlas III 45101
- Barry L. Corson 46057
- Karla L. Hessler 46082
- James T. Cowan 47013
- Johnathan R. Bonds 47020
- George A. Arndt 48002
- Erin P. Noonan 48048
- Bill L. Wing 48150

- Bruce W. Steinert 48150
- Steven M. Stannard 48150
- Brent A. Johnson 50056
- Toai M. Fuimaona 51014
- Janet V. Nacino 51020
- Mike D. Bouchard 51028
- Pamela J. Mendonca 51030
- Leslie K. Yamashita 51045
- Gary C. Harris Jr. 51045
- Walter K. Kikugawa 51056
- Benjamin Rios 52061
- Luis Quinones 52079
- Ruben Rodriguez 52079
- William Brown 52079
- Jorge L. Lopez 52079
- Hector Areizaga 52079
- Thelma I. Mendez 52079
- Modesto J. Bas 52002
- Wilson Seda 52002
- Esther Cintron 52002
- Jorge Montes 52002
- Juan H. Sepulveda 52002
- Mario Toro 52002
- Rivera F. Lacourt 52002
- Vilma Montalvo 52002
- Grace Montes 52002
- Gaspar Morales 52002
- Antonio Rivero 52002
- Benjamin Toro 52015
- Rafael Pizarro 52015
- Gloria E. Castro 52015
- Roberto Maldonado 52015
- Felix L. Rivera 52015
- Juan A. Iglesias 52015
- Luz M. Santiago 52015
- Myrna L. Robles 52015
- Miguel A. Lind 52015
- Rafael Lopez 52015
- Mitzi A. Encarnacion 52015
- Lenna A. Encarnacion 52015
- Ortiz R. Santos 52015
- Luis J. Marciano 52015
- Miguel Rivera 52015
- Rafael Rivera 52015
- Lillian Rivera 52015
- Wilfredo Rivera 52015
- Juan Cotto 52015
- Eddie N. Laboy 52015
- Maria D. Munoz 52015
- Maria De L. Pagan 52015
- Juan R. Marquez 52015
- Alberto Ramos 52015
- Jorge L. Valle 52015
- Rosa M. Cruz 52015
- Ramon Lopez 52015
- Carlos Ortiz 52015
- Carmen L. Colon 52017
- Evelyn Colon 52017
- Kermit R. Santiago 52017
- Blanca I. Pagan 52017
- Yolanda Mendez 52017
- Evelyn N. Rodriguez 52017
- Natividad Lopez 52017
- Luis A. Torres 52017
- Vilma I. Santiago 52017
- Gladys M. Rosario 52017
- Pedro A. Escalera 52017
- Noel Mendez 52035
- Gregorio Cruz 52035
- Francisco Ugarte 52035
- Maria D. C. Rosa 52035
- Yolanda Soto 52035
- Nydia Areizaga 52035
- Manuel A. Ramus 52035
- Luis E. Ramos 52035
- Minerva Rodriguez 52035
- Vilma I. Aguiar 52035
- Maria E. Feliciano 52035
- Oscar Lopez 52035
- Ismael Cruz 52035
- Digna Castro 52035
- Roberto Morales 52045
- Jaime Zapata 52045
- Virginia Navarro 52045
- Diana Rodriguez 52059
- Emil Lorenzo 52060
- Vladimir Matos 52060
- Idalia Colon 52061
- Hector Negron 52061
- Edmundo Gual 52061
- Freddie Salabarría 52061
- Jose M. Lopez 52061
- Luis R. Ateca 52061
- Clemente Diaz 52061
- Ernesto Mahgual 52061
- Jose E. Linares 52061
- Hector Quinones 52061
- Nelson Gonzalez 52061
- Pascual Sevilla 52061
- Ricardo A. Esparra 52061
- Richard Rodriguez 52061
- Victor Jimenez 52061
- Elizabeth Gomez 52062
- F. Carrasquilla 52062
- Blanca E. Calcano 52062
- Felix A. Jurado 52062
- Victor L. Lopez 52062
- Orlando Osorio 52062
- Pedro R. Perez 52062
- Ivan Rios 52062
- Joseph A. Guzman 52062
- Sarah Garcia 52062
- Richard Correa 52062
- Jose A. Rodriguez 52062
- Jose A. Lugando 52062
- Jose U. Velazquez 52062
- Irma Pagan 52066
- Luis E. Santiago 52066
- Roberto Marquez 52066
- Antonio Bernier 52066
- Carmen I. Zapata 52066
- Rivera N. F. Ramirez 52066
- Mayra O. Castillo 52066
- Gerardo Torres 52066
- Gilbert Hernandez 52066
- Yvonne Meyer 52066
- Sigfredo Vargas 52066
- Harry Ramirez 52066
- Lillybeth Mercado 52066
- Ada I. Cruz 52066
- Radames Mercado 52066
- Ricardo Montalvo 52066
- Diego Rivera 52066
- Maureen Rodriguez 52066
- Luis A. Rodriguez 52066
- Gerardo Lago 52066
- Alvaro A. Gonzalez Jr. 52066
- Aracelis Toro 52066
- Rosa M. Crespo 52066

- Leticia Camacho 52066
- Candida Laracuente 52066
- Jose L. Camacho 52066
- Rafael Lugo 52071
- Juan Gomez 52071
- Edna L. Medina 52071
- Luciano Rodriguez 52071
- David R. Santos 52071
- Luis E. Arroyo 52071
- Orlando Ortiz 52071
- Eddie Tirado 52071
- Victor M. Alicea 52071
- Nelson J. Santana 52071
- Reinaldo Sanabria 52071
- Carmen E. Medina 52071
- Pablo L. Delgado 52071
- Hector R. Ocasio 52071
- Iris V. Ruiz 52071
- Jorge L. Ocasio 52071
- Gladys Ramus 52071
- Ramonita Duque 52077
- Juan H. Sepulveda 52077
- Miguel E. Ortega 52077
- Jose Lambov 52077
- Jerry Torres 52077
- Magda I. Minguela 52077
- Tomas Caraballo 52077
- Dean Collazo 52077
- Ramon B. Collazo 52077
- Milton Rosas 52077
- Rodriguez Wiseida 52091
- Francisco Moreno 52091
- Frank Rivera 52091
- Denis A. Tricoche 52091
- Antonio Colon 52091
- Carmen J. Ruiz 52091
- Miguel A. Pagan 52091
- Jose E. Vasquez 52091
- Johnie Roig 52091
- William Resto 52091
- Samuel Ramos 52091
- Maribel Acevedo 52091
- Eduardo Gonzalez 52091
- Lillian Rivera 52091
- Elba I. Rodriguez 52091
- Juan V. Rodriguez 52091
- Angel L. Serrano 52091
- Noemi Torres 52091
- Magda Ruiz 52091
- Frances Defensor 52091
- Lillian Torres 52091
- Felipe Ralat 52091
- Pedro Cardenas 52091
- Cesar Cordero 52091
- Hiram Mont 52091
- Miguel Cortes 52091
- Azalea Crespo 52091
- Carmen F. Vazquez 52091
- Irene Gonzalez 52091
- Roberto Rivera 52091
- Julio Santiago 52091
- Rodney Carrero 52091
- Wilfredo Rodriguez 52091
- Myrna A. Flores 52091
- Mary Garcia 52091
- Ruth M. Rivera 52091
- Victor M. Martinez 52091
- Gladys Rosario 52091
- Carmen M. Melendez 52091
- Luis A. Wharton 52091
- Jose L. Carrion 52091
- Julio L. Ortiz 52091
- Manuel A. Nieves 52091
- Cesar Melendez 52091
- Moises Donato 52091
- Jeanette Gauthier 52091
- Jimmy Cintron 52091
- Margaret Crespo 52091
- Lope L. Gomez 52091
- Oscar Rosario 52091
- Elsa I. Cruz 52091
- Ivan A. Rodriguez 52091
- Angeles M. Garcia 52091
- Sandra Casillas 52091
- Ruth E. Rivera 52091
- Doris Del. C. Vega 52091
- Theresa Mezo 52091
- Jose E. Garcia 52091
- Miguel A. Nieves 52091
- Fernando Ortiz 52091
- Josefina Melendez 52091
- Ana M. Camacho 52091
- Angel M. Castro 52091
- Lillian Camacho 52091
- Marshall E. Chamblin 52091
- Gabriel Diaz 52091
- Myrna Navarro 52091
- Maria B. Escibano 52091
- Roberto Torres 52091
- Carmen E. Ortiz 52091
- Carlos M. Diaz 52091
- Iris E. Sanchez 52091
- Evangelina Espendez 52091
- Feliciano Flores 52091
- Ruth I. Mestre 52103
- Carmen R. Gonzalez 52103
- J. Antonio Mojica 52103
- Roberto Sanabria 52103
- Reinaldo Acevedo 52103
- Ivan Santiago 52104
- Joaquin Sotomayor 52104
- Dinela Rodriguez 52104
- Anibal Montes 52104
- Rosa M. Garcia 52104
- Janette Vazquez 52104
- Jaime R. Rodriguez 52104

- Samuel F. Garcia 52104
- Julio E. Aponte 52104
- Jose I. Garcia 52104
- Abriel Roche 52104
- Juan O. Vazquez 52104
- Vladimir Barriera 52104
- Efrain De Jesus 52105
- Luz Arroyo 52105
- Edwin R. Ortiz 52108
- Jose A. Torres 52108
- Wilfredo Alicea 52108
- Ismael Bonges 52108
- Ovola J. L. Lopez 52108
- Mario A. Cruz 52108
- David Santos 52108

### EARHART AWARDS

December

- James R. Taylor 01016
- Mark E. Molden 01016
- Jerri J. Coursev 01034
- Ralph N. Bell 02071
- Kevin P. Bailey 03040
- Jay L. Weinsoff 04051
- Jeff L. Morris 04224
- Winona M. Jones 04383
- Mike L. Skaff 05026
- Charles R. Loftis Jr. 05051
- Anthony T. Sinkiewicz 05051
- Jeffrey A. Kingsburv 06004
- Anthony P. Gutowski 06015
- Kerry P. Coon 06041
- Leigh J. Reynolds 06041
- Richard S. Garber 07011
- Walter C. Kraujalis 08084
- Mark J. Camerino 08104
- Robin Mac Neil 08237
- Leviticus A. Lewis 09075
- Brian H. Kapple 11008
- Curt T. Edelmann 11056
- Anna K. Hovell 11061
- James P. Johnson 11090
- David A. Crowell 11154
- Jeffrey H. Bohleber 11172
- Donald A. Cantrell 11172
- Robert D. Blue 11205
- E. John Baker Jr. 11213
- Victor E. Cabot 11213
- Joseph M. Kaczynski 11223
- Dean Corsa III 11228
- Steven A. Snyder 11254
- Rickie L. Sexton 12012
- Laura J. Markiewicz 12165
- Vincent J. Krack 12176
- Janet K. Moll 14029
- Rodney W. Beeker 15007
- Stephen W. Grayson 15050
- Glen D. Ellis 15058
- William J. Owens 16005
- Raymond L. Horn 16005
- Kenneth J. Werling 16010
- Murvin R. Hymel Jr. 16059
- Gary R. Freeland 20238
- Stanley D. Pike 21034
- Randy P. Wostel 24003
- G. Hilary Gough 24012
- Kelley E. White 26002
- John C. Mcalpin Jr. 26055
- Judith A. Higgins 27040
- Michael Kazukiewicz 28037
- Edward J. Mvzie 29054
- Matthew L. Dever 29054
- Craig F. Badalaty 29067
- Erich E. Strebe 30049
- Mary S. Shepard 30060
- Richard D. Murrav 31076
- Ronald L. Atkins 31076
- Ernest R. Rubenstein 31111
- Ramon Sanchez 31164
- John A. Szulta III 31227
- Gregory V. Bowman 32082
- David D. Popa 34096
- Michael T. Isom 36037
- Greg W. Paetzhold 36045
- Tom J. Steele 36050
- C. M. Killian 37049
- Konrad J. Trautman 37060
- Ronald L. Riordan 37223
- Dale W. Flewelling 40027
- Daniel J. Page 40050
- John M. Hudson 41056
- Tommy E. Trippe 41094
- Richard L. Hudson 41094
- Glynn R. Firmin 42007
- Robert W. Edwards 42026
- James C. Montgomery 42142
- Paul S. Fielding 43047
- Kevin P. Logan 45025
- Michelle M. Kearns 45025
- Mary W. Dalev 45108
- Douglas B. Shippy 46002
- Patrick D. Kneeland 46018
- Kathy M. Hessler 46082
- Susan M. Fletcher 50056
- Svdney T. H. Chock 51030
- Victor Perez 52002
- Irizarri N. Zapata 52002
- Ruben Acosta 52002
- Hiram Miele 52035
- Mildred Navarro 52045
- Irving Vazquez 52059
- William Lin 52077
- Juan F. Fernandez 52094
- Fernando Diaz 52103
- Miguel A. Diaz 52103
- Carmen Silva 52103

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**Beetle Bailey** By Mort Walker

National Cartoonists Society





# CAP Is Ready To Respond

**EMERGENCY SERVICES:** A term synonymous with CIVIL AIR PATROL. When you think of one, the other immediately comes to mind.

During the past few years, the worst in mother nature has brought our the best in this all volunteer force.

In 1973 alone, this civilian auxiliary of the U. S. Air Force was responsible for saving the lives of 48 persons. They were also credited with locating another 274 persons who were either in downed aircraft or had become lost while hunting, fishing, hiking, etc.

The scope of the services provided by CAP vary from delivering urgently needed blood...to searching for an overdue aircraft...looking for a lost child...mercy airlift missions...assisting boats in distress...surveillance of flood conditions...providing vital communications links. The list goes on and on.

Civil Air Patrol is responsive to the USAF Aerospace Rescue and Recovery Service in conducting either a ground or

air search. In 1973, CAP logged 80 percent of all the hours flown in support of ARRS search missions in the United States.

In the disaster relief area, CAP's resources are made available through the Air Force Reserve, who has the overall responsibility for authorizing and monitoring the use of Air Force resources while conducting these operations.

A prime example of CAP's participation in a disaster relief operations was their support during floods along the Mississippi River in April and May of 1973. CAP members from three states put in 2,500 mandays in assisting stricken families and businesses while carrying out almost every task in the emergency services manual. They also committed 14 aircraft which where in the air 272 hours flying a wide range of missions

An even more significant mission took place in 1972 when Tropical Storm Agnes caused widespread damage and devastation in the

Northeast. CAP members provided 11,000 man-days in assisting Civil Disaster Relief officials, stricken families, and businesses. They also provided 33 aircraft with crews and flew 272 hours on relief missions.

CAP is also active in a number of "unofficial" responses to emergency services. Some of these unique missions includes collecting and measuring cloud samples; aerial scientific surveys; aerial reconnaissance during forest fires or lava flow; and taking aerial photos of bird sanctuaries to name but a few.

All of these missions and many other are performed each and every day of the year by volunteers who unselfishly sacrifice their time and personal resources to help others. Sometimes the cost is even greater. For instance, in July 1973 a member of the Arizona's Gila Bend Senior Squadron was killed in an aircraft crash near Blanding, Utah, while assisting in the search for a missing aircraft. The

observer, also with the Gila Bend Squadron, was seriously injured.

However, these unfortunate incidents don't slow down these volunteers. When the next call comes in, they are always ready and willing to do their part so "others may live."

As one member from the Ed Hauther Composite Squadron in Washington said.. "That's what the Civil Air Patrol is all about isn't it, saving lives?"

Emergency services is only one of CAP's missions. They are also deeply involved in aerospace education and motivating youth of America to the highest ideals of leadership and public service through the CAP Cadet Program.

If you have an interest in becoming involved in this going "outfit," discuss it with the individual who gave you this paper. Find out what his or her local unit is doing and where you can fit in.

Remember, the organization is **CIVIL AIR PATROL**. You really should be a part of it!

# Pilot Locates Downed Craft; Saves 4, Due to 'Good Luck'

**GLENWOOD SPRINGS, Colo.** — Four men who survived the crash of their light aircraft in snow-filled mountains near here had "just plain old good luck" to thank for their quick rescue, a Colorado Civil Air Patrol member said recently.

The four were spotted only 35 minutes after their single-engine aircraft crashed on a small flat area in the Flattop Springs airport 15 miles away on a business trip to Rawlins, Wyo.

A CAP plane on a flight from Delta, Colo., to Longmont, picked up emergency locator beacon signals from the downed craft.

"It was just a case of being in the right place at the right time, which doesn't happen very often," said CAP Maj. Jess Marshall. "We weren't even on the emergency frequency, but when we got the signal, we must have been right over the aircraft."

The CAP aircraft dropped some emergency supplies at the site and then flew to Glenwood Springs to alert authorities. The four men were removed by helicopter an hour and a half after crashing.

Aboard the aircraft were the pilot, John Reeves Sr., Ken Henderson, Bob Headricks and Dan Vlosich, all of Glenwood Springs. Vlosich suffered rib fractures, while the other three

men suffered minor cuts and bruises. Reeves said it seemed like only "about five minutes from the time of the crash until the CAP aircraft was overhead."

Temperatures in the area dropped to below zero overnight. "I'm very grateful," Reeves said. "We're very fortunate." The four saves make a total of six for CAP pilots during 1973.



**READY FOR ANYTHING:** This Montana cadet models the protective garb worn by the well-dressed CAP rescue specialist during winter operations.

# Minn. Wing Assists Tornado Stricken Area

**MINNEAPOLIS, Minn.** — Civil Air Patrol members from the Minnesota Wing recently responded immediately to a call for assistance when a tornado touched down five times destroying several resorts, two church camps and some private homes near Brainerd, Minn.

The first request of CAP from the county sheriff department was for an aircraft to pinpoint trouble spots and relay damage assessments.

Immediately following the tornado Lt. Col. Eugene Stanich, Group 2 commander was airborne covering the entire area for two hours alerting the sheriff by radio of damage and where aid was needed.

The Crow Squadron Commander, Lt. Herb Chapman and other CAP members joined authorities, official agencies and towns people from the area to clean the rubble, prevent looting and assist the residents to safety.

A CAP amphibian vehicle was utilized in searching for personal property and for possible victims.

CAP personnel on-the-scene pointed out that there were no fatalities and only a very few injured due to the excellent job done by Civil Defense and local media in alerting the public prior to the tornado touching down.

A total of 26 CAP members participated during the emergency operation working for some 155 hours.

# 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.



**MERCY MISSION** — The Air Patrol (Pennsylvania Wing) recently trip mercy mission return woman from Gaston Hospital County Airpark, N.J. CAP I assists Ed Stow of the Marlton Vivian Andres, of Marlton, N.J. to taking her to Cooper Hospital which was flown by Capt. R. Edges as co-pilot and Lt. ...

# Ninety-Nines Fly Successful SAR Mission

**PANAMA CITY, Fla.** — The 99th District Coast Guard Auxiliary was having its annual function here recently and most of the members had gone out on orientation cruise.

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 missing aircraft. Locating a CG observer seemed either impossible or just so, so Joyce Tomlin, another member of the Ninety-Nines, transferred to Betty's Arrow.

They flew their search route doing a creeping ladder back and forth on the sound, and reported in to Apalachicola for rebriefing on SAR tests had paid off.

St. Vincent is a game and will take refuge, without humans, but repulse with rattlesnakes, other poisonous reptiles, wild animals and numerous other mammals. Again utilizing her CAP knowledge, 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.

# CAP Assists Earthquake Victims

**WEIGH IN** — Warrant Officer Gene Davis of Group One, California Civil Air Patrol Wing, weighs a package prior to packing it on a pallet for shipment to Managua, Nicaragua.



# CAP Aids Snow-bound

**MAXWELL AFB, Ala.** — The snow was unusual, but business was usual for members of the Georgia Civil Air Patrol Wing, as they were called on to provide assistance during the snow storm which struck Georgia's Macon and Bibb Counties recently. Sixty-five CAP cadets and

senior members were called on to provide communications support and transportation for medical personnel in the hard-struck area. CAP flew more than 51 hours and provided 17 fixed and 15 mobile radios and 14 land vehicles during the one-day effort.

# CAP Search Nets Member

**HONOLULU, Hawaii** — A volunteer searcher, William Ridgeway, working with Civil Air Patrol members and other civilian agencies was so impressed by the seriousness of CAP's approach and the highly trained techniques they implemented, he applied for membership in CAP only one day after working with the Hawaii Wing during a ground and air search. The search was centered around the Koolau Mountains near the city of Honolulu where a missing hiker was reported by his father after the youth failed to meet him as planned.

# CAP Praised For Assistance To Red Cross During Crisis

**MAXWELL AFB, Ala.** — Civil Air Patrol recently won praise for their support of the American Red Cross during a period of crisis in 1972. In a letter to former Secretary of Defense Melvin R. Laird, the President of the American Red Cross, George M. Elsey stated, "I have been most impressed by the outstanding support the Red Cross has received from volunteers of the Civil Air Patrol."

He added, "CAP contributed more than 11,000 man-days during Agnes while providing what proved to be the only effective communication in and out of many of the affected areas during the initial emergency period. This service was of unestimable value to the Red Cross."

Secretary Laird commented, "Over the years the Civil Air Patrol has rendered valuable rescue and relief efforts in all

manner of emergency situations. It is gratifying to know that this past year is no exception." Relating to the praise, the Secretary of the Air Force said, "Please pass to all CAP personnel my thanks and appreciation for their dedicated efforts in addition to that expressed by the Secretary of Defense and the President of the American National Red Cross." The volunteer organization

was also lauded by Gen. John D. Ryan, USAF, Air Force Chief of Staff and Maj. Gen. John L. Locke, USAF, Headquarters General Ryan Command. "their prompt responsiveness and dedication to duty." General Locke added, "The Air Patrol are of inestimable value to the vast numbers of people benefiting from CAP assistance."

# CAP-Forest Service Sign Joint Agreement

**WESTMINSTER, Md.** — The Carroll Cadet Squadron of Westminister has signed a cooperative agreement with the Maryland Forest Service in an effort to detect forest fires by aerial observation.

Preliminary meetings to formulate the agreement began in October between squadron representatives and Carroll County Forest Wardens Gilbert Breeding and Harry Staley. These meetings investigated the possibility of CAP assisting the Maryland Forest Service on fire detection and control operations, and forestry conservation activities.

Succeeding meetings were held in December and January with John Riley, Northern Regional Forester and Osmar Hebert, chief of Forest

Protection for Maryland. The meetings developed the content of the agreement.

The Carroll Squadron will fly aerial patrols on request from the Maryland Forest Service. These patrols will include all of Carroll County and the immediate area in surrounding counties.

In addition to the aerial patrol, the agreement allows for the use of CAP ground vehicles for the transportation of fire fighting equipment to be used by CAP personnel in a non-hazardous capacity.

The unit's mobile communications center/command post may also be used by the Maryland Forest Service as a command post should there be a fire of a large magnitude requiring special coordinated effort to contain.

Joint training between the two organizations is expected to begin within 30 days. The agreement with Carroll Squadron is designed as a pilot program for a possible future state-wide agreement.

# Wing Provides Surveillance

**YPSILANTI, Mich.** — Civil Air Patrol members from the Michigan wing recently provided a surveillance team over a Cessna 310 which crashed in a southern residential area of Ann Arbor, Mich., killing all three occupants.

Among the first persons on the scene were Lt. Col. James Holloway, Michigan Wing Safety Officer and Lt. Col. R. W. Deatrick, wing medical officer and a Federal Aviation Administration official.

Further CAP assistance was requested to provide surveillance over the crash site during the night to preserve the wreckage for the FAA investigators who would arrive the following morning. Without such surveillance, many important parts of the aircraft could have been removed by souvenir hunters and curious spectators.

# Volunteers Save 47 During

**MAXWELL AFB, Ala.** — As 1973 came to an end all volunteer forces of the Air Patrol had flown more than 26,000 hours in search and rescue missions across the States and Puerto Rico. A total of 47 lives saved were also credited to the Air Patrol.

During the past year, logged 80 per cent of a flow in support of Air Rescue and Recovery search missions in the U.S. The most recent save credited to the Alaskan (See Page 16)

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

Nationwide over 13,000 were flown by CAP peering more than 7,000 cost and privately owned air. The air and ground effort had some 31,000 members part.



**SOAKED** — senior and junior members of the Air Patrol were rescued from floods in ...



## Cadets Aid In Rescue

MIAMI, Fla.—Civil Air Patrol, U.S. Air Force, American Red Cross and Florida Highway Patrol personnel combined rescue efforts during the recent Lockheed 1011 (Tri-Star) aircraft crash in the Florida Everglades.

The aircraft, enroute from Kennedy International in New York to Miami International, crashed and burned west of its intended destination.

The first CAP personnel arrived on the scene only 45 minutes after the aircraft crashed. They were used to assist in directing traffic and crowd control. In addition, the six CAP members aided by serving coffee and donuts to rescue workers, handling radio traffic for the Florida Highway Patrol and American Red Cross and directing airboats to survivors.

Medical Senior Squadron completed a 3,000 mile round-trip mission from Dallas, Texas, to Burlington, N.C. Lt. Lee Moler, RN (left), and Lt. Aid Squad settle Mrs. Moler in a stretcher preparatory to further treatment. The flight instructor, Lt. Aid Squad, Lt. Aid Squad and Lt. Aid Squad.

## It Like It Is!

Wash. — "That's what the Civil Air Patrol is all about."

received from a new senior member of the squadron (Washington Wing) when mission was made for a recent search. The question is: do you have planned for this weekend? We

may have had planned is not near as far as one's life. If I didn't believe this, I'd be in a bad way.

tell our story, this one could be it. It is the story of our Squadron, but that of Washington Wing across the nation. A rare breed, ready to help others may live. A little different for some, it is.

# CAP Works Hand-in-Hand During 4-State Flood Effort

MAXWELL AFB, Ala.—Civil Air Patrol members in Missouri, Iowa, Louisiana and Illinois have been working hand-and-hand with civil defense, state and federal agencies on emergency operations in connection with the flooding along the Missouri and Mississippi Rivers.

When the initial alert sounded, the Missouri members set up a CAP operating location at Hannibal, Mo., but officials soon realized that this one would not be adequate to handle the situation. Five days later the mission was expanded to include

CAP assets throughout the state according to Air Force Maj. Leland J. Ryan, USAF-CAP liaison officer.

Operating locations were established at Columbia Regional Airport, Weiss Airport in St. Louis, Cape Girardeau and Sikeston Airports in Missouri.

CAP's command post was established at Weiss Airport and land-line communications set up between the post and the state's emergency operating center at Jefferson City. Communications were established also with other CAP operating locations.

A fleet of corporate and privately-owned aircraft were busy with airlift and flood surveillance, along with CAP crews performing airlift support of state civil defense personnel in the flooded areas.

A great deal of flying time was point to point transportation, Major Ryan stated. For example, the first mission in Missouri was to transport the state director of civil defense from Jefferson City to St. Joseph. This town was not damaged, the major said, but several counties in the area were declared disaster areas.

Civil Air Patrol pilots also airlifted civil defense personnel from the state's emergency operating center at Jefferson City and personnel from the Department of Housing and Urban Development to other communities where they surveyed flood damage.

The Louisiana Wing was assigned missions which included aerial reconnaissance, airlifting of personnel who were assisting in the operation, levee patrol, surveys of the flood protection system and surveys of shipping and barge traffic along the Mississippi in the vicinity of Marksville, Baton Rouge, Jonesville, Norco, Burns and

Morgan City, La.

Information available at press time showed that this was accomplished by 49 personnel, seven aircraft, flying 33 sorties for a total of 59.4 hours, five vehicles and 21 communications units.

Eighteen aircraft and 113 personnel were drawn from the Missouri Wing. They flew 114 sorties logging more than 155 hours in search for stranded persons, surveillance of flooding conditions, levee patrol and communications.

In addition, they used 32 vehicles and 55 communications units.

Iowa Wing's mission was aerial surveillance and sand bagging. A total of 22.6 hours was flown during their 14 sorties in six aircraft. They also put into use eight vehicles and 15 communications units, manned by 53 personnel.

Members of Illinois squadrons, including Clinton-Scott, Granite City, Alton, Edwardsville, Collinsville and Group 19th Headquarters operated radio communications, performed levee patrol and filled sand bags.



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.

## Texans Aid Flood Victims

SAN ANTONIO, Tex.—Members of the Texas Civil Air Patrol recently responded within one hour and were on the scene to provide assistance to when residents of Schertz, Texas, parts of the town were flooded. The team assisted in the evacuation of residents and their belongings from a mobile home by flood waters. They also worked for three days assisting the American Red Cross on verification of damages. Members from the Randolph Composite Squadron, Kelly Flight, Brooks Composite Squadron and the 19th Group made up the team.



## New Yorker Cited For Life Saving

PEEKSKILL, N.Y.—Cadet Robert W. Wisker Jr., of the Hudson Valley Composite Squadron was recently awarded a Certificate of Recognition for Life Saving. The certificate was presented to Cadet Wisker for saving the life of three-year-old James Diaz, son of Mrs. Ruth Diaz of Peekskill, N.Y. The life saving incident happened as Robert, a member of the Peekskill Community Volunteer Ambulance Corps helped save James' life by giving mouth-to-mouth resuscitation in the back seat of a car on the way to the hospital. Robert has been in CAP for more than two years. He received the award from Capt. Thomas J. Gullerman Jr., commander of the Hudson Valley Composite Squadron.

## N. Mex. Units Join In Search For 'Larry'

MAXWELL AFB, Ala.—Units of the New Mexico Wing recently joined law enforcement personnel, national guardsmen and other volunteer organizations in the search for what was believed to be a seven year old boy who identified himself only as 'Larry' and said he was lost. The boy's radio distress calls were first picked up by citizens band operators. He reported that his father had collapsed at the wheel of their truck in New Mexico and the truck had overturned. Authorities curtailed the operation after almost a week of searching but did not discontinue it. During the six days of searching Civil Air Patrol

Units flew 62 sorties for over 174 hours. More than 180 CAP personnel were involved every communications stations in operation.

## Wing Cited For Part In Rescue Of Marines

PUERTO RICO, P. R.—The Puerto Rico Wing was recently cited for their participation in the rescue of 20 merchant marines from the M/V Lincoln Express which sank five miles north of Punta Chivato. In a letter to the Puerto Rico Wing, Capt. Jose A. Navarro of the Bahamas Line wrote, "After recovering from the effects of the sinking of my boat, I want to thank you from the bottom of my heart for your wonderful cooperation during the rescue operation. As I told the newsmen, every body should know of the very valuable job you do. We know it well. We owe our lives to you and the Coast Guard. In addition 19 pilots and a ground crew searched the area for more than 20 hours trying to locate a missing crewman, but to no avail."

## Md. Members Hunt For Tot

BALTIMORE, Md.—Maryland Wing's Group One cadets and senior members recently responded in the "wee hours" of the morning when requested by local authorities for their assistance in the search for a lost two-year-old child. The child had wandered away from her home and after several hours of searching by local volunteers Civil Air Patrol squadrons were activated. CAP set up their mission headquarters in the home of the child and communications were established. Cadets and seniors rolled out of their beds armed with walkie-talkie radios and flash lights and took to their vehicles to join the search. Approximately five hours later the child was found alive and well.

## Over 100 Hunt 3-Year-Old

MINNEAPOLIS, Minn.—More than 100 Minnesota Civil Air Patrol members recently responded to a call to search for a missing 3-year-old girl near Elk River, Minn. The little girl had wandered away from her parent's campsite near Elk River and had been missing since the previous evening.

## Alaskan Wing Testing Air-To-Ground Voice

ANCHORAGE — The Alaska Wing's Polaris Group is presently testing a new method to enhance their search and rescue efforts. The unit has installed two speakers on the struts of a T-41 aircraft with police-type amplifiers located in the craft. They have also installed a siren (electronic wailer) on the aircraft to attract the attention of anyone on the ground. The new method has proven highly successful in directing people known to be lost in a small area to a clearing or a river where they can be picked up. In tests run by the group, the pilot's voice could be heard clearly from a 2,000-foot altitude, and the siren from far greater distances. The unit believes that this new addition will greatly aid their SAR effectiveness.



SUCCESSFUL TEST — Looking over their recently tested air-to-ground voice communications system in the Alaskan Wing are (left to right) CAP Lt. Col. Russell Anderson, CAP Maj. Bill Waldron and Air Force Maj. George Eldridge.

## Unit Hunts For Tornado Victims

ORLANDO, Fla.—Seventy-four cadets and senior members from the West Orlando Civil Air Patrol squadron recently provided assistance in locating possible casualties following a tornado which struck this area recently. The squadron received the request for assistance from the Orange County Defense Civil Preparedness Agency. The CAP members used seven fixed and 15 mobile radios, nine vehicles and four auxiliary generators during their two-day service.

## 2 Fly Mercy Flight

CROWLEY, La.—Two Civil Air Patrol members recently responded to an emergency call from Civil Defense officials here. Lt. Col. Lennie Hensgens and Bill Carnes, both from the Acadia Community Senior Squadron flew the mercy mission. Blood was needed in McComb, Miss., for an emergency operation and only three pints of the rare AB positive blood could be found in Mississippi. After a series of phone calls the needed blood was located in Lafayette. Hensgens and Carnes flew the mission at night from Crowley to Lafayette to McComb without any problems and made it possible to proceed with the operation.



UT SAFE—A two-man rescue team—One cadet—rescued a marooned man during a search in Pennsylvania.

