

1975

ANNUAL REPORT TO CONGRESS

CIVIL AIR PATROL



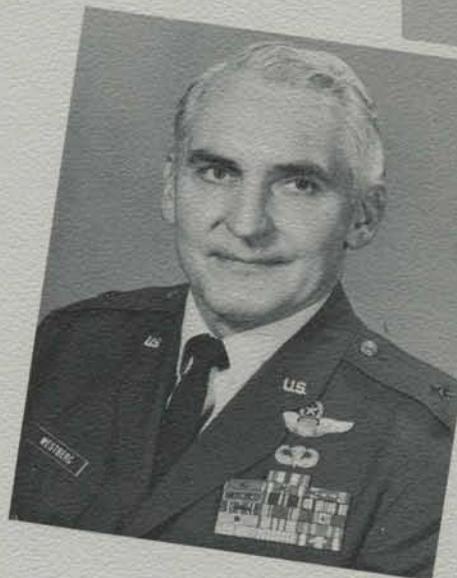
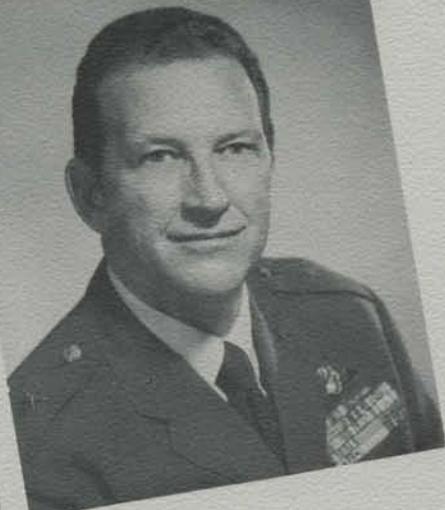


Survival Training. The Air Force Academy conducted the sixth annual Survival Training Course for CAP cadets during June. The course covers both land and water survival. Land survival training is conducted in Pike National Forest, high in the Rampart Range, west of the academy. The instructors are trained professional Air Force noncommissioned officers. Cadets are taught to live off the land using limited resources to secure food, shelter, and other necessities for survival. They also learn to read a contour map and to orient a compass to the map by landmarks. This training is accomplished during a daytime five-mile, cross-country, navigational hike and later tested during a nighttime hike. (Photo by William Madsen)



Communications Practice. North Dakota's Buffalo State Park was the site of the Fargo Moorhead Cadet Squadron communication team practice in readiness for the annual wing civil defense effectiveness test. It took less than twenty minutes for the cadet team to erect the three antennas required for FM, VHF, and single sideband operation. The Fargo Moorhead Squadron is sponsored by the 119th Fighter Group of the North Dakota Air National Guard and the American Legion Gilbert C. Grafton Post #2. (Photo by Kelly Vorachek)

**NATIONAL HEADQUARTERS
CIVIL AIR PATROL**
— USAF AUXILIARY —
Maxwell Air Force Base, Alabama 36112



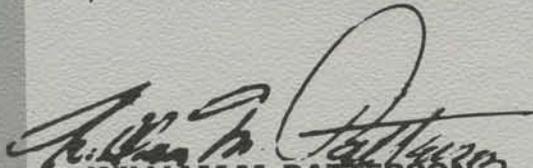
TO THE CONGRESS OF THE UNITED STATES

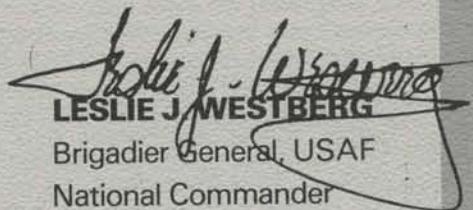
This is a report of Civil Air Patrol activities during the past calendar year. As the events of 1974 will shape the future of our nation, so will they shape the future of Civil Air Patrol.

The immediate and continuing effects of the energy crisis, recession and rising inflation were felt by individual Civil Air Patrol volunteers who were already serving at considerable personal expense. Additionally, the effects of Air Force budget limitations were felt by its civilian auxiliary in the form of reduction in some Air Force support areas.

Nevertheless, Civil Air Patrol has turned in another year of outstanding service to the nation, and its members and leaders are optimistic about the future prospects for both Civil Air Patrol and our nation.

This report of Civil Air Patrol proceedings and activities for calendar year 1974, with financial statements of the National Treasury of Civil Air Patrol for fiscal year 1974, is transmitted as required by Public Law 476.


WILLIAM M. PATTERSON
Brigadier General, CAP
Chairman, National Board


LESLIE J. WESTBERG
Brigadier General, USAF
National Commander

EMERGENCY SERVICES

SEARCH AND RESCUE

Responsibility for conducting search and rescue operations throughout the United States and its possessions is assigned to designated agencies by the National Search and Rescue Plan. The United States territories are divided into the three regions of Inland, Maritime, and Overseas to prevent conflicting and overlapping responsibilities. The US Air Force is the designated Search and Rescue coordinator for the Inland Region, and it discharges its responsibilities through the Aerospace Rescue and Recovery Service, Military Airlift Command (MAC).

During 1974, CAP flew 21,773 hours on search missions and was credited with locating 184 search objectives and saving 36 lives. Many other persons, although not in immediate danger of losing their lives, were assisted by CAP search forces. The number of search objectives located increased by 20% over 1973 while total search hours flown decreased by 20%. This increased efficiency is attributed primarily to CAP mission skill upgrade training programs and in part to the mandatory requirement for general aviation aircraft to be equipped with Emergency Locator Transmitters (ELT).

The ELT became mandatory equipment on 30 June 1974. Triggered by the pilot, or by G-forces in the event of a crash, the ELT transmits a signal that can be "homed-in" on by rescue forces. CAP has nearly 300 aircraft equipped with radio direction finders. The ELT is an important development but it is not a cure-all. In addition to their aviation use, ELT's are also used by hunters, boaters, campers, etc. Many times, users are unfamiliar with the operation of the electronic device and trigger them unknowingly. They also sometimes fall into the hands of persons who might deliberately cause them to send false signals. Because of this problem, rescue officials cannot launch a full-scale search every time an ELT signal is heard, but must carefully correlate each signal with other information available to determine whether or not the signal is coming from an aircraft in trouble.

The fuel shortage was another problem that caused some reduction in flying training programs, but fortunately did not seriously hamper the search and rescue effort, although available supplies ran dangerously low on several occasions. Fuel Allocation Managers, in

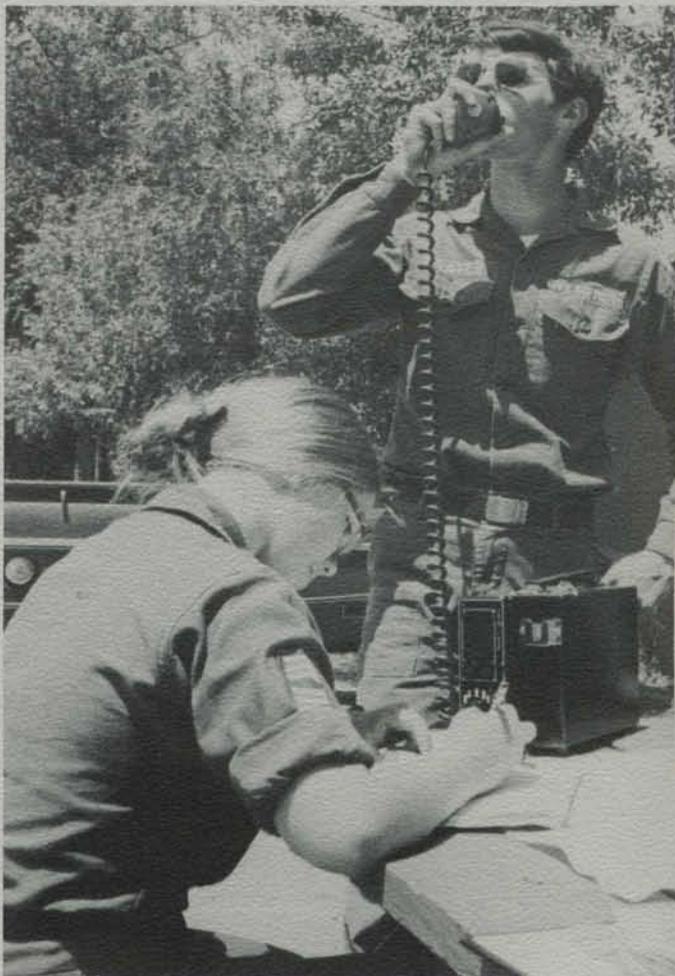
Fire Control Team. In an experimental program with the city of Los Angeles' Recreation and Parks Department, CAP's Santa Monica Squadron 9 provided an airborne/ground team to perform aerial fire surveillance over Griffith, Elysian, and Hansen Dam recreational areas. The CAP team located and reported several fires in time to prevent them from becoming uncontrollable. The CAP aircrew was also pressed into service by "water bombing" helicopters as a spotter while fighting a major fire. The experiment was eminently successful and has triggered the interest of both Los Angeles County and California Departments of Forestry officials. Ground support team members were (from left) Radio Operator — Terry Rocheford and Communications Officer — Fred Beaver.

every instance, cooperated fully to insure that fuel was available in these oftentimes life and death situations.

The following accounts of Air Force authorized Civil Air Patrol missions resulting in the saving of lives were extracted from official search and rescue mission reports submitted by Air Force Rescue Coordination Centers: (These are only a few of the many types of mercy missions involving CAP Rescue forces.)

TWO SAVED

Colorado. On 2 March, a light aircraft with seven people on board became overdue while enroute from Houston, Texas to Aspen, Colorado. A flight plan had not been filed. Skiers at Glenwood Springs reported that a twin-engine aircraft made two passes over the ski slopes in a southwest direction. After the second pass, an explosion was heard as the aircraft went out of sight over rugged terrain. CAP joined the search on 3 March. Air and ground search was hampered by extremely poor weather. On 4 March a CAP team interviewed a 9-year-old boy who had reported to his parents that while skiing on 2 March, he had seen an airplane apparently falter and crash. This incident was relayed to the sheriff who directed a helicopter into the area described by the boy. The barely visible wreckage was located and two boys, ages 11 and 8, were found





alive. The 8-year-old had been thrown free upon impact and was moving about. The 11-year-old was trapped in the wreckage. The boys were flown by helicopter to the Aspen Valley Hospital. The older boy's condition was critical with numerous fractures, frostbite, and internal injuries. The 8-year-old was listed satisfactory with some frostbite. Two saves were credited to the combined efforts of Colorado CAP and local law enforcement and civilian volunteers.

MISSING PROSPECTOR

Alaska. A prospector had been dropped off at his camp by an air taxi operator on 2 April, but was not present

at the prearranged time for pickup on 11 April. The air taxi pilot searched without success on 11 April and then reported the prospector overdue. A ground search team of Air Force and CAP personnel with tracking dogs and two CAP light aircraft for air search were dispatched to the area on 12 April. The missing man was located by an Anchorage CAP aircraft approximately three miles northeast of his camp. An Army National Guard helicopter with a physician on board was directed to the disoriented and totally exhausted man who was then flown to Providence Hospital for treatment. A save was credited to CAP due to the man's weakened condition and total lack of survival equipment.

LOST BIKER

Arizona. On 23 June, a woman became lost in the desert about 25 miles west of Buckeye, Arizona. She was last seen riding a motor-bike. Upon notification, CAP launched an aircraft and dispatched ten ground search vehicles, but the searchers found nothing. On 24 June, CAP committed 32 members, 6 aircraft, and 15 mobile radio-equipped vehicles for a joint search effort with the Maricopa County Sheriff's Department. The woman was found by the combined team. She was tired and dehydrated but in good condition. She was moved to a hospital by state police helicopter.

MISSING WOMAN

Pennsylvania. On 20 August, an elderly woman was reported missing from a nursing home. A search by local residents using tracking dogs failed so the Pennsylvania CAP was asked to assist. The Pennsylvania Wing coordinated the search efforts of 20 policemen, 65 firemen, and 70 local residents. The Buffalo Valley rescue squad located the victim in the Danville, Pennsylvania area. She was weak and not able to walk.

LOST SNOWMOBILER

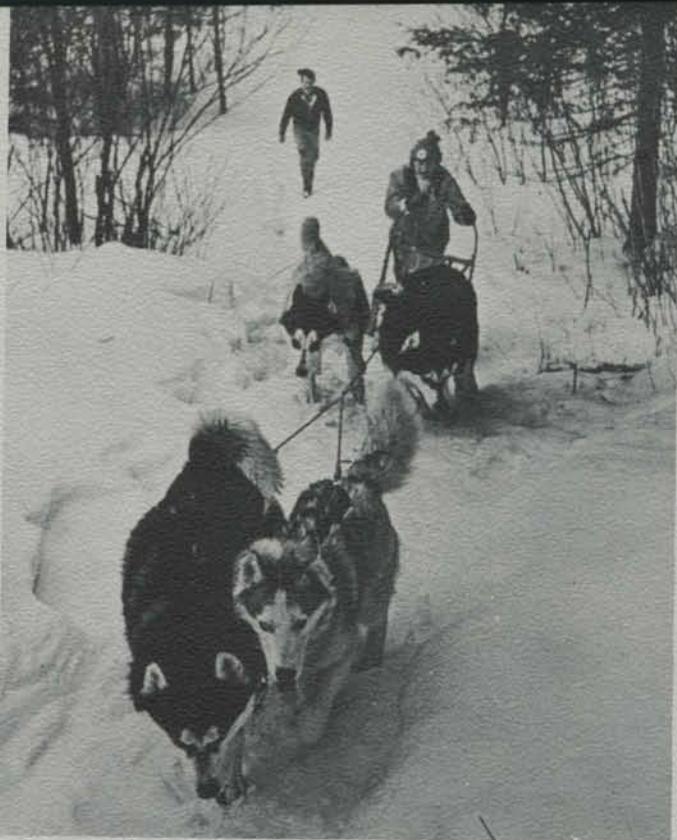
Alaska. A 22-year-old man became overdue on a two-day, 40-mile, cross-country snowmobile trip from Kivalina to Noatak, Alaska. A CAP pilot located the man on foot approximately 20 miles north of his intended course. A rescue team was directed to his position and he was transported to Kivalina. A save was credited to CAP due to the man's weak physical condition and chill factors of 65 degrees below zero.

GROUND TEAM FIND

Nevada. Nevada CAP was alerted to investigate reports of Emergency Locator Transmitter (ELT) signals. Both ground and air search were hampered initially because of low ceilings and snow showers in the area. A Nevada CAP ground search team was dispatched to where the ELT was pinpointed and the pilot was located in good condition with minor facial injuries. The survivor was flown to Ely, Nevada by Air Force helicopter. Nevada CAP and the helicopter crew were jointly credited for the save because of the remote location, waist deep snow, and freezing temperature.

PILOT WALKED OUT

Tennessee. A pilot walked out for assistance after his aircraft crashed in mountains near Gatlinburg, Tennessee. He stated that five people were still at the crash site and were alive when he departed. The Tennessee CAP dispatched search aircraft at first light and located the crash site after 14 minutes of search. CAP dropped survival equipment and directed a park service ground rescue team to the site. An attempted helicopter recovery of a woman survivor with a broken back could not be completed because of poor weather. The park service team recovered the survivors.



Dog Detail. Minnesota's Duluth Composite Squadron cooperated with the Heads of the Lake Dog Sled Association in search and rescue training exercise. CAP provided three aircraft for the air search while dog teams were used in the simulated land rescue.



Alaskan Assist. At the request of the Public Health Nurse, CAP emergency services pilots John Pickwell (left) and Dale Jepson evacuated a 15 year-old girl from Tyonek Village to Merrill Field, Anchorage. The girl who was in need of immediate medical help was taken by ambulance to the Alaskan Native Service Hospital.



Cooperation/Teamwork. Pennsylvania's CAP Group 90, and the US Army Reserve 302d Air Transport Unit teamed up with Montgomery and Bucks County Civil Defense Agencies to conduct a realistic disaster relief training exercise. Physicians from Suburban General Hospital in Norristown, Pennsylvania provided simulated emergency care and the "casualties" were airlifted by Army Helicopter to local hospitals. (kneeling from left) Dr James E. McHugh, Dr Jeffrey Bruner, and 903 Squadron member Thomas H. Krause. (In background, left) CAP Mission Operations Officer — Kenneth Hoser and Information Officer — Hugh Monahan.



Mountain Relay. A VHF radio relay station atop 8,300-foot Mt Piños served as the communications link between Southern California and San Joaquin Valley CAP units during the annual California Wing Civil Defense Effectiveness Test. Radio operators Allen Stoughten and Fred Beaver camped at the location overnight.

CRASH ON TAKE-OFF

Massachusetts. A CAP member observed an aircraft experience loss of control on take-off from the Norwood Massachusetts Airport. The Massachusetts Wing, having been alerted earlier for another mission, immediately dispatched a ground team and located the crash one mile from the end of runway, in dense foliage. Of the six passengers aboard, only the pilot's wife was severely injured. She was carried to a waiting ambulance and taken to the hospital.

MISSING BOY

Wisconsin. A 14-year-old Rockford, Illinois boy, reported missing, was last seen in a 10-foot boat on the Marengo River. The Bayfield County Sheriff ground search team requested Wisconsin CAP assistance. The boy was located by a CAP aircrew member and a CAP ground rescue team was directed to the site. The boy was turned over to the County Sheriff.

ELECTRONIC SEARCH

Utah. An aircraft became overdue enroute from Aspen, Colorado to Las Vegas, Nevada. It was last reported over Bryce Canyon, Utah. A night Emergency Locator Transmitter (ELT) search conducted by the Utah Wing pinpointed an ELT signal west of Bryce Canyon. At dawn, two CAP aircraft located the aircraft wreckage and directed a sheriff's ground party to the crash site. The pilot and three passengers were alive and in fair condition with broken bones and other injuries. Utah CAP was credited with a find and four saves.

MERCY MISSION

Idaho. A man in the Gritman Memorial Hospital in Moscow, Idaho suffering from a ruptured spleen, required emergency transfusion of a blood type not available locally. Idaho CAP was requested to assist. The blood was transferred from Spokane, Washington to the Washington/Idaho state line by Washington state police; from there to the airport at Coeur d'Alene, Idaho by Idaho state police. Idaho CAP then flew the blood from Coeur d'Alene to Moscow, where state police transferred it to the hospital. Since ground transportation would have been too slow, Idaho CAP was credited with saving the man's life.

DESERT LANDING

Arizona. A light aircraft with one person on board enroute from Grand Canyon, Arizona to Kingman, Arizona was reported missing. Fourteen CAP aircraft flew forty sorties in locating the downed aircraft. The aircraft had run out of fuel due to high winds and had made a forced landing in the desert. The pilot was uninjured, but did not have a water supply and was too far from civilization to have walked out. An Arizona Bureau of Land Management helicopter flew the survivor to Kingman.

OUT OF FUEL

New Mexico. An aircraft with three people on board enroute from Mound Ridge, Kansas to Santa Fe, New Mexico radioed a request for information on the type fuel available at Santa Fe airport. They were advised the fuel they required was not available at Santa Fe but was available at Albuquerque. The aircraft ran out of fuel and crashed while enroute to Albuquerque. The New Mexico Wing CAP conducted an electronic search and located the crashed aircraft 4 miles northwest of Gascon, New Mexico. Survivors were in good condition but were stranded in snow. An Army helicopter from Fort Carson, Colorado flew the survivors to Santa Fe, New Mexico.

AIRCRAFT CRASH

California. On 15 March an aircraft became overdue enroute from Navato, California to Riverside, California with a planned fuel stop at San Luis Obispo. The aircraft did not arrive at San Luis Obispo but a later report advised that the aircraft refueled at Monterey Airport and departed. After airfield ramp checks were completed, California CAP made visual and electronic searches along the planned route of flight. On 16 March, CAP aircraft were launched to investigate reports of an ELT signal. The signal was pinpointed ten miles north of Santa Barbara and the pilot of the missing aircraft was located with both legs, both arms, and a shoulder broken and with considerable internal injuries. The survivor was strapped into a litter by a

trained CAP ground rescue team, hoisted into an Air Force Reserve helicopter and taken to Goleta Valley Hospital. California CAP and the 37th Aerospace Rescue and Recovery Squadron were jointly credited for the life saved. The California search force consisted of 14 aircraft, 5 mobile and 7 fixed radios, and 35 personnel.

MISSING MAN

Wisconsin. On 28 June, Wisconsin CAP was requested to assist in the search for an elderly man missing from the Cedar Lakes Home for the Aged. First day search efforts were fruitless. On 29 June, a CAP ground team located the victim in a farm field where he had lain since suffering a heart attack on 27 June. His condition was critical. The team administered first aid before moving the victim to Menomonee Falls Hospital, where his condition was stabilized.

MERCY MISSION

Alaska. A woman in Hope, Alaska had stopped breathing and was being kept alive by mouth to mouth resuscitation. At the request of the Alaska State Troopers, a CAP aircraft flew the victim to Anchorage where she was transported to Providence Hospital by civilian ambulance. A save was credited to Anchorage CAP because of the rapid response to the emergency which was aggravated by the complete lack of proper medical facilities at Hope.



CAP Weathermen. Connecticut CAP members Barry Lutin (left) and Roger Ball check on the weather chart being received via radio on the MUIRHEAD facsimile weather chart recorder in the new CAP weather station at the Hartford Brainard Airport. The Connecticut Wing's 6069th Air Weather Squadron now operates two weather stations. The underlying reason for Connecticut CAP to enter the weather observation business was flying safety since weather is often a major contributing factor in aircraft accidents. (Photograph by the Hartford Courant)

Many Civil Air Patrol emergency services actions are initiated not because of official requests from the Air Force or other agencies, but because of the spontaneous actions of individual CAP members to assist persons in distress.

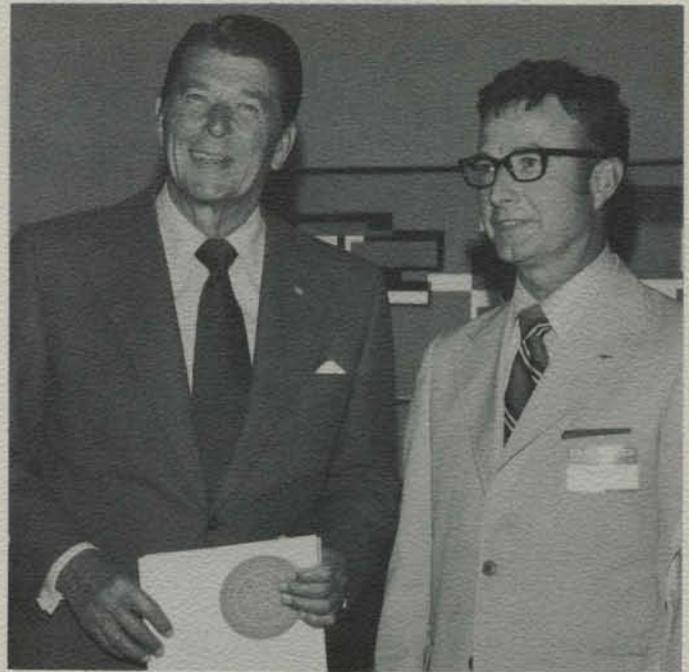
LOST STUDENT

Nebraska. A student pilot on a cross-country navigational flight in northern Nebraska became disoriented and her aircraft was running low on fuel. The Omaha Radar Operator instructed her to switch her radio to another frequency, and then was unable to make voice contact on the new frequency. An airborne Nebraska Wing CAP pilot who had been monitoring the distress frequency, switched to the new frequency and made contact. He instructed the student to hold down her radio mike button, enabling him to home in and intercept her plane using a DF-88 radio direction finder. The student pilot was then guided to a safe landing at the Council Bluffs Airport.

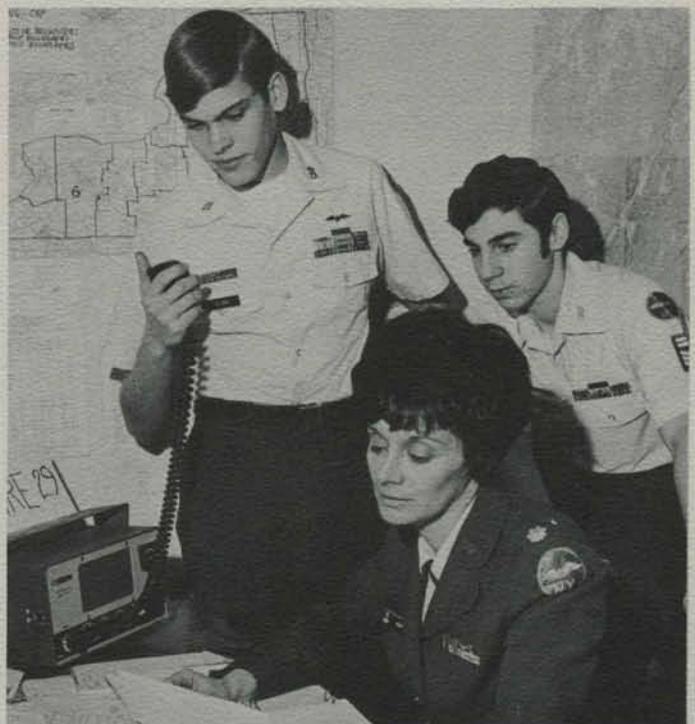
Not all searches result in location of the objective. In the following mission, 10,000 square miles of Virginia, West Virginia, and North Carolina were searched with 687 mandays, 134 aircraft days, and 527 flying hours expended in a fruitless effort. A flight plan had not been filed by the pilot. This fact combined with poor weather and mountainous terrain created almost overwhelming odds against search forces locating the aircraft.

UNSUCCESSFUL SEARCH

Virginia, West Virginia, North Carolina. On 2 May, an aircraft with only the pilot on board, enroute from Salem, Michigan to Wilkesboro, North Carolina, became overdue. A flight plan had not been filed and the aircraft was not equipped with an emergency locator transmitter. Response to an FAA Alert Notice issued upon request of the pilot's family, indicated that the pilot had arrived, refueled, and departed Charleston, West Virginia on 2 May. North Carolina, Virginia, and West Virginia CAP flew route searches on 3 May and began grid search on 4 May. On 5 May, search was continued in poor weather with ground teams following up on leads. On 6, 7, and 8 May, CAP continued to check out leads provided by hunters, forest rangers, and local residents in the three-state area. On 9 May, the mission was suspended because all leads had been checked. On 10 May, Virginia and West Virginia reopened the mission with a more intensive air search and a ground team search of areas that could not be effectively searched by air. On 12 May, North Carolina also reopened the mission to check on a report of an aircraft seen flying low and slow through gorges and valleys on the evening of 2 May; but a thorough search revealed nothing. The mission was again suspended on 13 May. On 29 May, the crashed aircraft with the deceased pilot was found by a local resident near Hickory, North Carolina. Hickory is approximately 30 miles beyond the original destination of Wilkesboro.



Aviation Chief. The new Chief of California's Division of Aeronautics, CAP Colonel William F. Shea (right), is a former commander of the CAP Vermont Wing and was a founder and Chancellor of Hawthorne College. He expressed appreciation for the extensive support of aviation education by Governor Reagan and Congressman Don Clausen. As chief of the division, Col Shea heads a staff of 25 who deal with all aspects of general aviation in California which has one-sixth of the nation's pilots and aircraft and over a thousand landing facilities.



Comm-Check. Cadet Christopher Flood (left), Communications Officer Ceil Hopper, and Cadet Paul Mowat of New York's Rockland County Group stand by to respond to the daily statewide CAP radio network check.

DISASTER RELIEF

The overall responsibility for military support to civil authorities in natural disasters within the United States is assigned to the Department of the Army. The Department of the Air Force is responsible for coordinating with the Department of the Army in disaster relief operations. The Commander, US Air Force Reserve, has the overall Air Force responsibility for Air Force participation in natural disaster relief operations. This responsibility has been further delegated to the three Air Force Reserve Regions. Procedures have been established whereby each Civil Air Patrol wing has made its personnel and resources available to assist the Air Force in fulfilling this responsibility.

During 1974, CAP responded to 10 natural disasters including floods and tornadoes in 11 states with more than 3,100 CAP member mandays supported by aircraft, radio networks, mobile command posts, emergency power generators, and emergency vehicles.

The following are examples of Air Force authorized Civil Air Patrol Disaster Relief missions extracted from official mission reports:

TORNADO

On 3 April, a series of tornadoes struck in Alabama, Kentucky, Indiana, and Ohio. In the immediate aftermath, CAP provided power generators for emergency lighting of several small communities and for the water supply facility in one community. CAP radio stations were soon operating in support of Civil Defense, Red Cross, Salvation Army, and other federal, state, and local disaster relief agencies. CAP assisted with aerial damage assessment flights, in ground rescue, and with cleanup operations for several days afterwards.

FLOOD

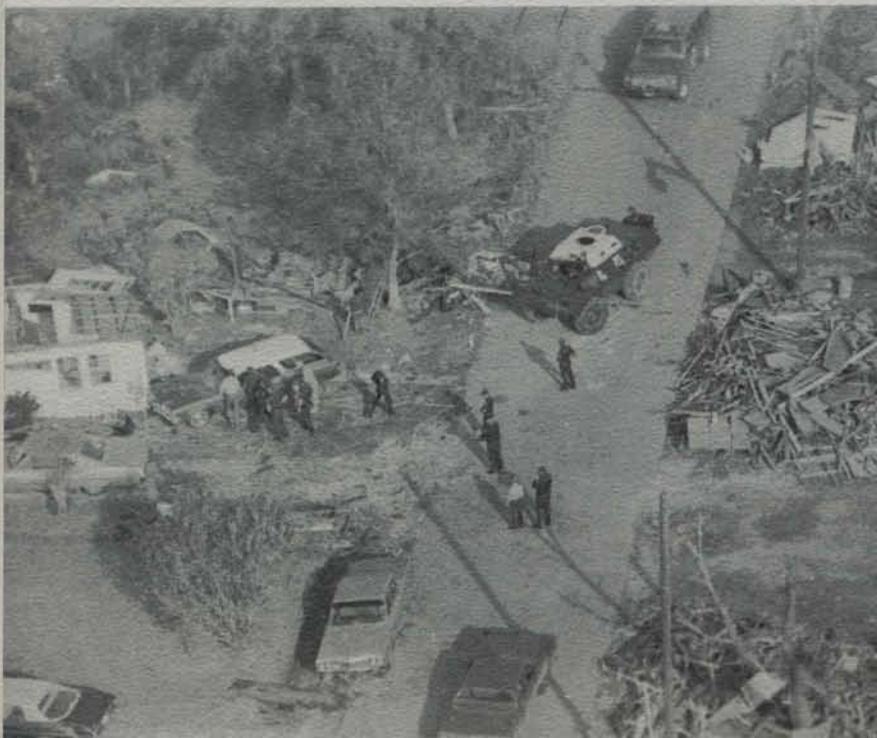
In January, heavy flooding in eight counties of northern Idaho resulted in St. Joe City being completely isolated by flood waters. A CAP trained field communications team went in by boat and helicopter, and for several days provided the community with its only outside contact. CAP also supported other disaster relief agencies in flooded areas with aerial surveillance flights and special communications assistance.

SENIOR MEMBER TRAINING PROGRAM

The Senior Member Training Program is designed to provide each CAP senior member with both general knowledge concerning Civil Air Patrol and specialized job-related training to enable the individual to enhance his role toward the accomplishment of the CAP mission.

During 1974 all 52 CAP wings conducted recurring weekend senior training clinics as part of this formal training program. These weekend clinics were of particular importance to the several thousand new CAP senior members. The specialized job-related training was designed to help the more experienced senior members. Job training opportunities in 18 different job specialties applicable to CAP units at all organizational levels are available to each senior member through a series of study guides and correspondence programs.

Notwithstanding the fact that each year several thousand new members join the CAP senior member ranks, at the end of 1974 approximately 65 percent of all active senior members had completed Level I training and progressed into the more specialized functional training encompassed by Levels II and III of the program.



Tornado Tragedy. On a rainy night in October, a tornado struck the town of Crowley, Louisiana, causing two deaths, seventy injuries, and destroying several city blocks of the residential area leaving hundreds homeless. The Commander of the Acadia Communications Senior Squadron mobilized squadron members by radio and had emergency power generators working and a complete radio communications unit established within minutes of the disaster. Lafayette and Lake Charles CAP units were notified and they sent in personnel and additional power generators to support the emergency operations of the city of Crowley. The Mayor of Crowley in expressing his appreciation for the fast and efficient response of CAP personnel said, "I fear to think how we might have fared without them."

CAP NATIONAL STAFF COLLEGE

The seventh annual CAP National Staff College was held at Maxwell Air Force Base, Alabama, in July. This week-long school was attended by 191 CAP officers and warrant officers representing 49 of the 52 CAP wings. It was the largest senior member student body in the history of the college.

The purpose of the college is: to prepare selected CAP personnel to more effectively execute the delegated and implied duties and responsibilities associated with command and staff positions; to provide leadership and management training; and to present concepts, methods, and ideas which will enable the students to more effectively accomplish the threefold CAP mission. The curriculum includes lectures, seminars, guest speakers, student-led practical problem solving, group discussions, and structured social activities.

As in past years, Maxwell Air Force Base provided outstanding support for this important activity, including billeting and messing facilities, transportation, and guest instructors.

In 1974 the CAP Pacific Region inaugurated the first region-level staff college. Fifty-five region members attended the week-long summer course, which was closely patterned after the CAP National Staff College. Plans call for this training program to be refined and the student body enlarged during 1975.

PILOT UPGRADE CLINICS

The primary aim of the Pilot Upgrade Clinic is to promote flying safety through improved pilot proficiency. The secondary aim is to provide CAP pilots increased opportunity to obtain additional Federal Aviation Administration (FAA) aeronautical ratings. Flying clinics are either generated by the CAP regions or wings, or sponsored by other groups such as FAA and Aircraft Owners and Pilots Association (AOPA). A typical internal flying clinic was conducted by the Pennsylvania CAP Wing on 11 May 1974. The clinic opened with a ground refresher course and an accident prevention and safety program conducted by a representative from the FAA General Aviation District Office. The clinic concluded on 12 May 1974 with nineteen members of the Pennsylvania Wing completing dual check flights with an FAA certified flight instructor.

Search Seminar. Federal Aviation Administration (FAA) officials Dick Drengel (left) and John Kemper met with California CAP Deputy Wing Commander Ray Johnson in preparation for a news media seminar on search and rescue operations. Media representatives from a four-county area around Los Angeles were briefed by CAP, Air Force, and FAA officials on the search and rescue responsibilities of the three organizations. The role of the emergency locator transmitter in search operations was explained and demonstrated.

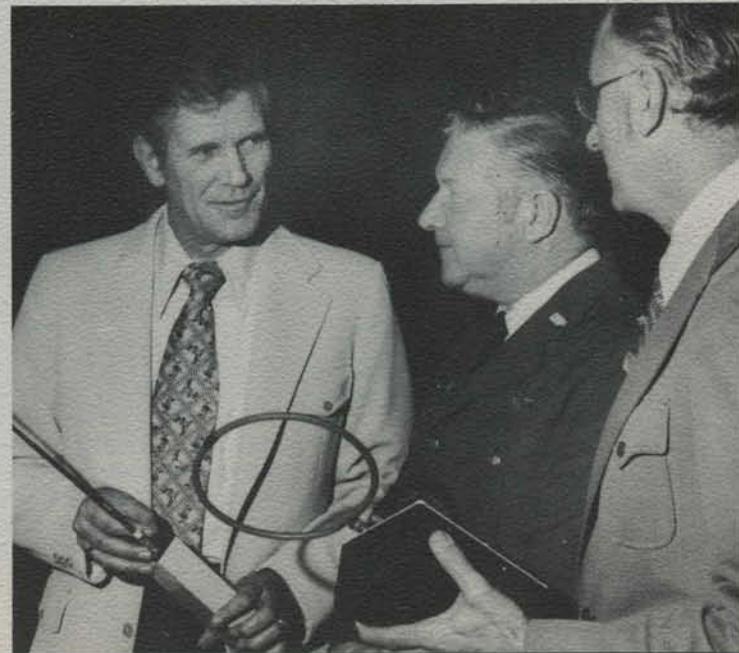
COMMUNICATIONS

CAP's efforts toward communications modernization in converting from Amplitude Modulation (AM) to Frequency Modulation (FM) on the CAP Very High Frequency (VHF) continued through 1974 with gratifying results. Of the 52 CAP wings, a total of 51 have achieved 100% conversion to all VHF-FM radio operations. Member and corporate owned VHF-FM radio equipment totaled 4,852 at the end of 1974, representing a significant increase of over 100% since the end of 1973. Further improvement of VHF-FM operations has been accomplished by the installation and licensing of VHF repeater stations which greatly increase the overall range of communications and immeasurably add to the overall effectiveness and reliability of all CAP VHF radio networks throughout the country. Since November 1971 CAP has installed and licensed a total of 64 VHF repeater stations; 26 of these stations were placed into service during 1974.

During 1974, CAP radio communication networks and resources consisting of more than 4600 land stations, 7000 ground mobile stations, 1000 air mobile stations, 3000 citizen band stations, and 740 aeronautical search and rescue stations played an important role in over 400 emergency service actions. In addition, CAP units conducted a minimum of 2500 region and wing net operations on a daily basis in support of operational and training activities necessary to command and control functions of the CAP organization.

The CAP Northeast Region conducted its sixth annual communications school at Kutztown State College, Pennsylvania, in August. The six days of intensive training and field practice in communications procedures was conducted in conjunction with a type "B" cadet encampment.

In addition to the Northeast Region School, the Oklahoma Wing conducted its first communications school also in August. It was a highly successful first year with a total of 20 senior and cadet members graduating.



THE CADET PROGRAM

With the advice and assistance of the United States Air Force, Civil Air Patrol's cadet program provides opportunities for personal development in an aerospace environment for young Americans in the 13-18 age group. The program's purpose is to produce enlightened citizens with a sound background in aerospace knowledge, leadership principles, moral awareness, physical fitness, and participation in group or individual activities.

Cadets progress through a series of 15 achievements within the program by participation, study, and performance in each of the five areas mentioned above. Each achievement covers a stepping-stone in all five factors, and satisfactory completion earns the cadet advanced rank, decorations, special awards, and eligibility to compete for national special activities and CAP scholarships and academic grants. The cadet program is organized and operated at the hometown squadron level under the leadership of dedicated CAP senior members who guide and assist the cadets in implementing and administering the program.

CADET ENCAMPMENTS

A prerequisite for earning the General Billy Mitchell Award is that a cadet attend a CAP encampment,

either at a US Air Force installation or at a community, state, or national facility arranged at the local level. Attainment of the Mitchell Award is the first major bench mark in the cadet program. It qualifies the cadet for participation in more advanced special activities and automatically earns him or her the rank of Airman (E-2), upon enlistment in the Air Force. Most importantly, however, is the impact of encampment attendance on the young cadet's future life, for in most cases it is the first exposure to working life in the aerospace world.

A particularly well organized and strongly supported CAP encampment in 1974 was the one conducted at Eglin AFB, Florida in August. A joint encampment for cadets of the CAP wings in the Southeast Region, it was attended by 164 cadets from Alabama, Florida, Tennessee, and Puerto Rico. An interesting sidelight was the first time participation of Virgin Island cadets as members of the Puerto Rico Wing. Among the exciting activities provided for the cadets while at Eglin were Sea Survival Training and a para-sailing demonstration. Civil Air Patrol is again deeply grateful to the commanders and personnel of the more than 65 Department of Defense installations across the country who so generously supported the vital encampment program in 1974.



Super Support. The cadet encampment hosted by Vandenberg Air Force Base for 240 California CAP cadets was a highly successful activity resulting from good planning and excellent Air Force base support. Sixty cadets received helicopter orientation flights, 210 cadets were provided an orientation flight in the base C-118 aircraft, and 46 cadets who had never flown before also received orientation flights in CAP light aircraft. Tours, demonstrations, and displays of Air Force facilities and functions were provided, and cadets were permitted to witness the launch of a NASA vehicle which placed the first cooperative United States - Netherlands Astronomical Satellite into orbit. (Photo courtesy of 1369th Photographic Squadron, Vandenberg AFB, California)



Frances First. Cadet Frances Defensor was chosen as the "Outstanding Cadet" of the 153 cadets from 45 CAP Wings attending the 1974 Cadet Officer's School at Maxwell Air Force Base, Alabama. Air Force Brigadier General Leslie J. Westberg, National Commander of Civil Air Patrol, made the presentation during graduation ceremonies. Frances is a member of Bayamon High School Cadet Squadron Three of the Puerto Rico Wing.

CADET SPECIAL ACTIVITIES

The CAP cadet special activities programs are incentives and rewards available to deserving cadets who have met prescribed achievement levels within the cadet program. In 1974, nearly 1,000 cadets participated in orientation, familiarization, and training courses at facilities throughout the country, or in exchange programs with 22 countries around the world. Civil Air Patrol gratefully acknowledges the support and assistance of the US Air Force, the National Aeronautics and Space Administration, the US Army, and the Federal Aviation Administration in conducting these activities. A national drill, physical fitness, and aerospace education competition was conducted in Dallas, Texas, in October. This event, the first of its kind in recent years, pitted cadet drill teams representing each of CAP's eight regions against one another in stiff, but friendly competition for national honors. The two new events in the competition tested each team's physical fitness in running a measured mile and their knowledge of aerospace education and the history and philosophy of CAP in a "College Bowl" type written and oral quiz.



Hands Across the Border. Washington Wing Cadet Janice Boucher (center) and Canadian friends inspect a US Army helicopter during summer encampment at Fort Lewis US Army Post near Tacoma, Washington. The eight-day activity for 120 CAP and 90 Canadian cadets was the fourth year of the joint program. During weekends in May and June, each year, Washington Wing CAP and Canadian cadets also participate in a "Hands Across the Border" exchange program.



Curious Cadet. North Carolina Cadet Pattie Moorfield investigates the stewardess' galley aboard a Boeing 737 during a career orientation tour of the Piedmont Airlines Maintenance Facility.



Illinois Indoctrination. Illinois Wing cadets receive flight simulator orientation during the week-long encampment at Chanute Air Force Base, Illinois.



IACE Anticipation. Oklahoma Wing Cadet Mary Jo Vargas and Cadet Dana A. Grams from the Texas Wing Bayou City Composite Squadron were among the American participants in the International Air Cadet Exchange who departed New York for three-week visits in the 22 participating countries. Mary Jo visited Israel while Dana was among the delegation to France.



Charity Cause. Cadet Randy Venable and other members of Missouri's St. Louis Composite Squadron One collected \$350 during the nationwide fund raising drive for the Muscular Dystrophy Association.

INTERNATIONAL AIR CADET EXCHANGE (IACE)

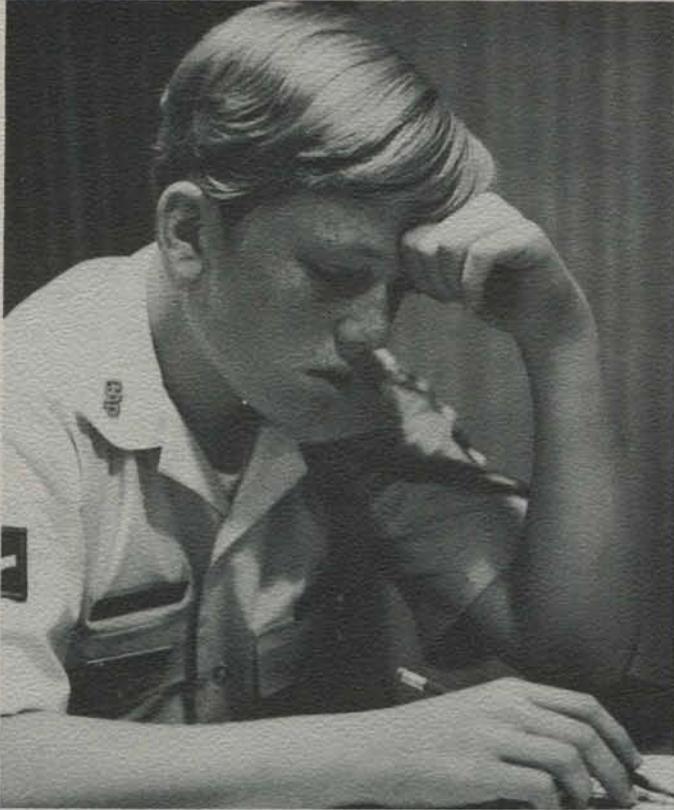
Since 1948, CAP has participated with similar organizations around the world in the annual IACE exchange program. During the 1974 IACE, 199 cadets visited for three weeks in 22 countries, including Canada, Israel, Western Europe, and the East Asia/Pacific area. While in the foreign host countries, the cadets enjoyed local sightseeing, tours of aerospace facilities and air force installations, orientation flying, actual flight training in gliders or powered aircraft, and several-day visits in the homes of local families. At the same time, an equal number of cadets from the 22 foreign nations were treated to similar activities in New York City, Washington, DC, and 19 CAP wings from Oregon to Massachusetts.

As a dues-paying member of the IACE organization, CAP and USAF officials represented the United States at the Annual IACE Planning Conference held during October in Tel Aviv, Israel. The 1974 conference was significant, not only in its location during troubled times, but also for an important administrative event. Since its establishment in 1964, the IACE Secretariat has been located in The Hague, Netherlands, and operated by the Royal Netherlands Aeronautic Association. However, upon the announced transfer of the long-time Dutch Secretary, the conference unanimously moved to transfer operation of the IACE Secretariat to Great Britain in 1975, there to be operated by the Air Training Corps and the Royal Air Force.

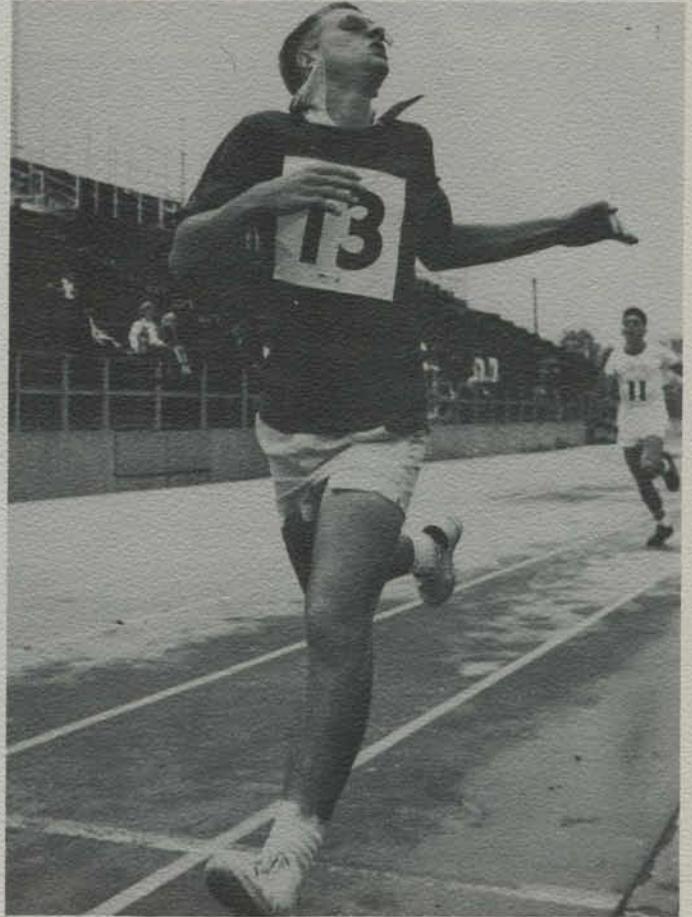


French Visitors. French cadets visiting this country through the IACE were hosted by the CAP California Wing. Air Force Captain Paul Lentz escorted the visitors during a tour of Vandenberg Air Force Base. (From left) Dominique Malbernat, Laure Balan, Daniele Mommoton, and Paule Lapina.

NATIONAL DRILL COMPETITION



Mind Bender. Fourteen year-old Colorado Cadet Robert G. Ford, from the Lowry Cadet Squadron, ponders a tough one during the 100-question written exam portion of the Cadet Bowl academic competition. Robert and his Colorado teammates, representing the Rocky Mountain Region, did not win in this event but they were unbeatable in the physical fitness competition in which each drill team competed as a unit for the lowest overall time in running a measured mile.



Extra Effort. A cadet competitor exhibits winning style with final kick as he crosses the finish line of a measured mile during the physical fitness phase of the National Drill Competition.



Michigan Marchers. The Michigan CAP Cadet Drill Team, representing the Great Lakes Region, won the inspection phase of the CAP National Drill Competition held in Dallas during October.

CADET FLIGHT TRAINING

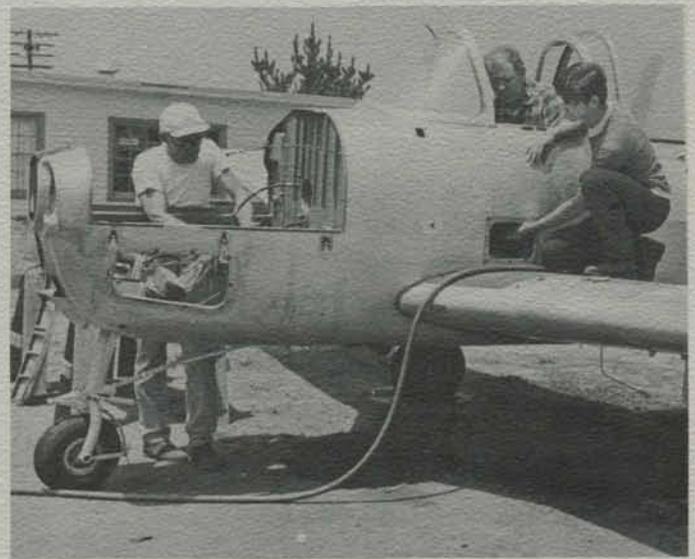
The Civil Air Patrol Corporation annually apportions some of its limited financial resources to provide flight training for its cadet members. During 1974, two flight training programs were in effect. For the first six months of the year the corporate matching funds program provided one-third of the cost to solo in glider and powered aircraft as well as to qualify for the private pilot certificate. The Corporation provided one-third of the funds with the remaining two-thirds provided by the Civil Air Patrol Wing and the individual cadet. In some cases, local sponsors absorbed the cadet's share of the cost. Approximately 400 cadets participated in this program. For the remaining six months of the year, 104 solo scholarships were provided to the 52 wings and the remainder of the dollars appropriated (\$70,000) was used to provide approximately 11,000 cadets with their first orientation flight.



Proud Mom. Cadet Mike Hartmus was presented his CAP Solo Flight Wings by his mother, Mrs. Edgar Hartmus, at the annual Awards Dinner for Virginia's Tri-City Composite Squadron.



Solo Success. After his first solo flight, Cadet Hilton Priddy loses his shirttail to his instructor, Holli Nelson. Both are members of North Carolina's Winston-Salem Composite Squadron. The squadron conducts a highly successful flying program for both seniors and cadets. The backbone of the program is the Cessna 150 aircraft which was purchased by squadron members.



T-34 Rehab. It took the combined efforts of seniors and cadets of California's Santa Barbara Squadron 131 to get the Squadron Beech T-34 aircraft back into top operating condition.

AEROSPACE EDUCATION

AEROSPACE EDUCATION WORKSHOPS

In the late 1940's Civil Air Patrol pioneered the establishment of aerospace education workshops for teachers. The original objective was to provide interested teachers with in-depth knowledge of the impact of aviation developments on our society. This was regarded as the most effective long-range plan to educate the American public and to ensure the continuing supremacy of this nation in aviation, and later in space developments. The impact of these efforts over the years is not measurable, but a large number of these teachers have integrated aviation and space material into their instruction in the traditional subject areas. Over the years more than 200,000 teachers have attended college-level aerospace education workshops supported by Civil Air Patrol. In 1974 this cooperative effort between Civil Air Patrol and colleges, universities, and school systems across the country resulted in about 9,000 teachers attending 180 workshops.

In 1974 Civil Air Patrol began new efforts to contribute to the success of existing annual workshops by an intensive program pointed towards better advertising of the workshops among teachers, granting limited scholarships to attendees, and providing resource personnel to the workshops. About 50% of the Civil Air Patrol wings provided small scholarships for workshop attendees; about 75% initiated planned workshop advertising programs; and an equal number of the CAP wing commanders and/or their staffs actually served on the programs of workshops.

NATIONAL CONGRESS ON AEROSPACE EDUCATION

In 1974 Civil Air Patrol again served as co-sponsor of the National Congress on Aerospace Education which was conducted in Las Vegas in April. Civil Air Patrol's partners in the annual function were the Federal Aviation Administration, the National Aviation and Space Administration, and the National Aerospace Education Association, with the State of Nevada serving as host. About 500 leaders in aerospace education attended the Congress, coming from every state in the nation and primarily representing government, education, and industry. The purpose of the activity is to exchange ideas and to motivate leaders in their effort to educate the American public on aviation and space activities, and to particularly impress on everyone the importance of the total impact of air and space developments on all aspects of society.

One segment of the program for 1974 was entitled, "Our Aerospace Heritage — A Gathering of Eagles." Among the outstanding individuals on the program were Brigadier General Charles (Chuck) Yeager, who became the world's first supersonic pilot in 1947; John A. Macready, who includes among his many achievements the first non-stop transcontinental flight (1923), perfection of the aircraft supercharger, initial demonstration of the feasibility of crop dusting, and the first photographic survey of the United States; and Dr. Jeannette Piccard, the first and only woman to qualify as a licensed free balloon pilot. In 1934 she piloted a

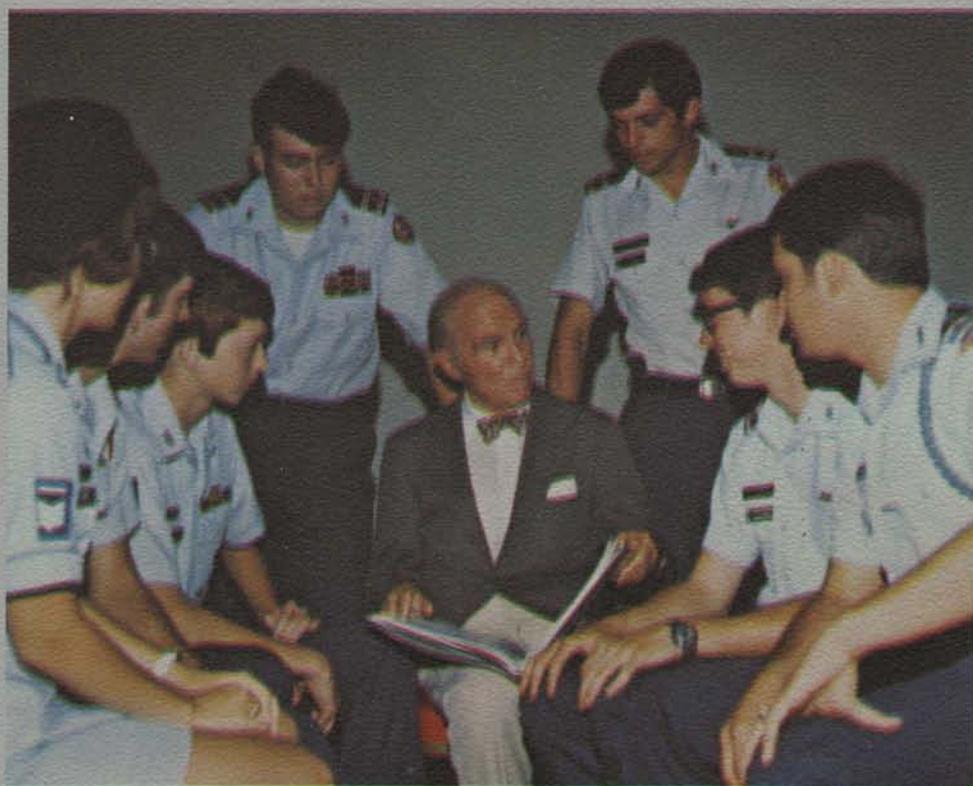


Education Congress. Cathy DeSantes (left) and Kathy Baker, students at Clark High School in Las Vegas, visit with Air Force Captain Kirk Brimmer during the National Congress on Aerospace Education at the Stardust Hotel during April. Capt Brimmer is the solo pilot with the Air Force aerobatic team, "The Thunderbirds". The purpose of the Congress is to exchange ideas and to motivate leaders in their efforts to educate the public on aviation and space activities.



Museum Visit. The Civil Air Patrol Hall of Honor is housed in the US Air Force Museum at Wright-Patterson Air Force Base, Dayton, Ohio. The exhibit pays tribute to leaders who were instrumental in establishing the organization and in its development over the years. (Photo by Frank Perry)

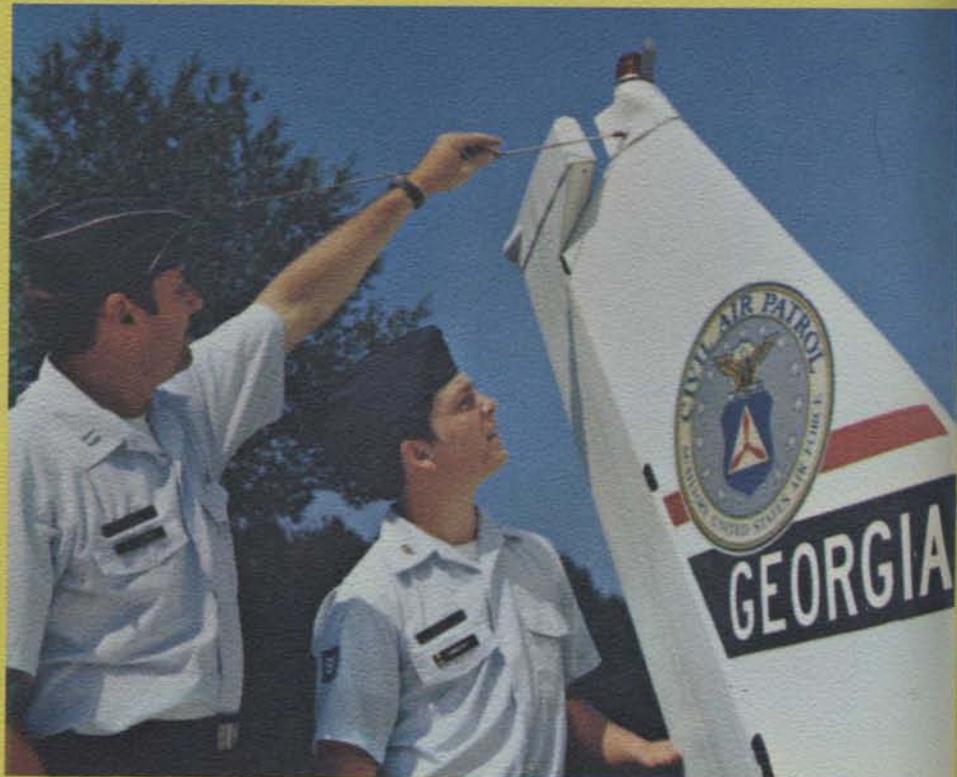
Aviation Pioneer. Cadets are an attentive audience as aviation pioneer Grover Loening reminisces about the early days of aviation. Mr. Loening's career spans from his early association with Orville Wright to his activity today as an author and consulting engineer. Mr. Loening attended the CAP Southeast Region Conference to present the newly established "Grover Loening Aerospace Award" to its first recipient. (Photo by Russ Brown)





Space Orientation. Cadets live in US Army facilities at Redstone Arsenal while attending the Space Flight Orientation Course at Redstone and at the George C. Marshall Space Flight Center, both located at Huntsville, Alabama. The course, conducted by personnel of the National Aeronautics and Space Administration, provides cadets with experiences and information that could motivate them toward careers in aerospace and its allied sciences. (Photo by Russ Brown)

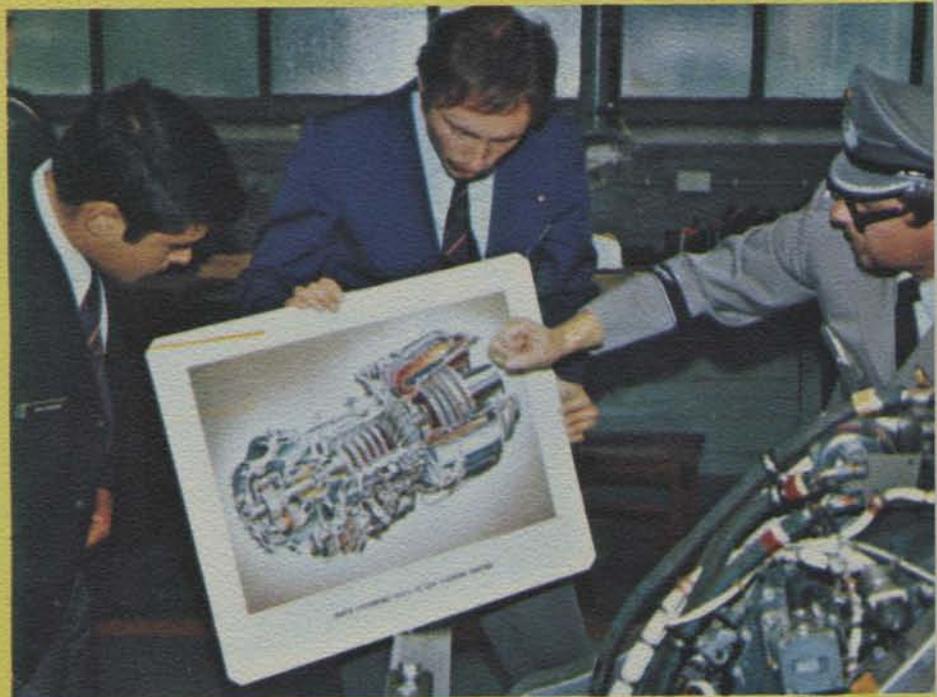
Flight Orientation. Upon joining CAP, cadets become eligible to qualify for a series of six 30-minute orientation flights. Satisfactory advancements through cadet program requirements is the prerequisite for participation in the orientation flight program. This activity provides many cadets with their first flight experience. (Photo by Russ Brown)





Distress Signal. If this were an actual aircraft crash, the red and yellow signal panel would convey to the airborne observer that medical help is needed. Signal panels designed and constructed by New Mexico Wing personnel are carried in all of the wing's search aircraft. The panel, along with instructions for its use, is specially packaged for air drop to persons in distress. In addition to its primary function, the signal panel can also be converted into a shelter. (Photo courtesy of 4900th Flight Test Group, Kirtland Air Force Base, New Mexico)

IACE Tour. Rigoberto Maldonado (left), a member of the Bayamon High School Cadet Squadron of the Puerto Rico Wing, along with eighteen other cadets, visited West Germany as guests of the German Air Force and the Club der Luftfahrt during the 1974 International Air Cadet Exchange. First Lieutenant Wolfran Thone (center), a fighter pilot in the German Air Force, escorted the American cadets during their visit. During a tour of an Army helicopter base near the town of Celle, an Army helicopter pilot explains how the same engine provides both forward thrust and lifting power. The group was later provided orientation flights in the UH-1D Iroquois helicopter. (Photo by Alan Creighton)





Chapel Visit. These North Dakota cadets were key participants in the North Central Region Chaplain/Youth Laboratory conducted at Offutt Air Force Base, Nebraska. This educational laboratory provided a setting for cadets and chaplains to explore issues relevant to modern youth in such areas as "Standards of Morality," "Parents and Authority," "Drug Abuse," and "Why Religion at All." The famous Memorial Window in the Strategic Air Command Chapel is in the background. (Photo by Kelly Vorachek)

Medical Orientation. Cadets from across the nation participate in the Medical Services Orientation Program conducted annually at Sheppard Air Force Base, Texas. This program provides career information on the various fields of medical services, highlighted by actual involvement and on-the-job experience within the various functional departments of the USAF Regional Hospital.



hydrogen balloon to an altitude of 57,559 feet. Paul E. Garber, historian emeritus of Smithsonian's National Air and Space Museum and an individual unsurpassed in his knowledge of our aerospace heritage, was also a featured speaker at the 1974 National Congress on Aerospace Education.

LIAISON WITH EDUCATION LEADERS

Among the many efforts of Civil Air Patrol to provide an aerospace education for the public is an organized effort to enlist the support and assistance of the chief school officer in each state. In 1974 Civil Air Patrol briefed this individual or his key staff members on the aerospace educational program and/or secured his written endorsement for such a program in the schools in his state.

In many cases this has led to active promotional work in aerospace education by the superintendent's staff. This has contributed in many cases, directly and indirectly, to state support of aerospace education workshops, allocation of special funds for them, advertising of workshops, the initiation of courses in high schools, state assistance in aerospace education text procurement, establishment of aerospace education teacher certification standards, accreditation of aerospace education courses, establishment of state aerospace education committees and directors, etc.

HIGH SCHOOL PROGRAMS

For a number of years Civil Air Patrol has recognized the interest of young people in having aerospace education courses in their schools, and have encouraged the establishment of an elective course in its contacts with junior and senior teachers, administrators, and school board members. Also Civil Air Patrol has attempted to further stimulate this interest through exhibits at such national meetings as the American Association of School Administrators, the National Association of Secondary School Principals, and the National Educational Association.

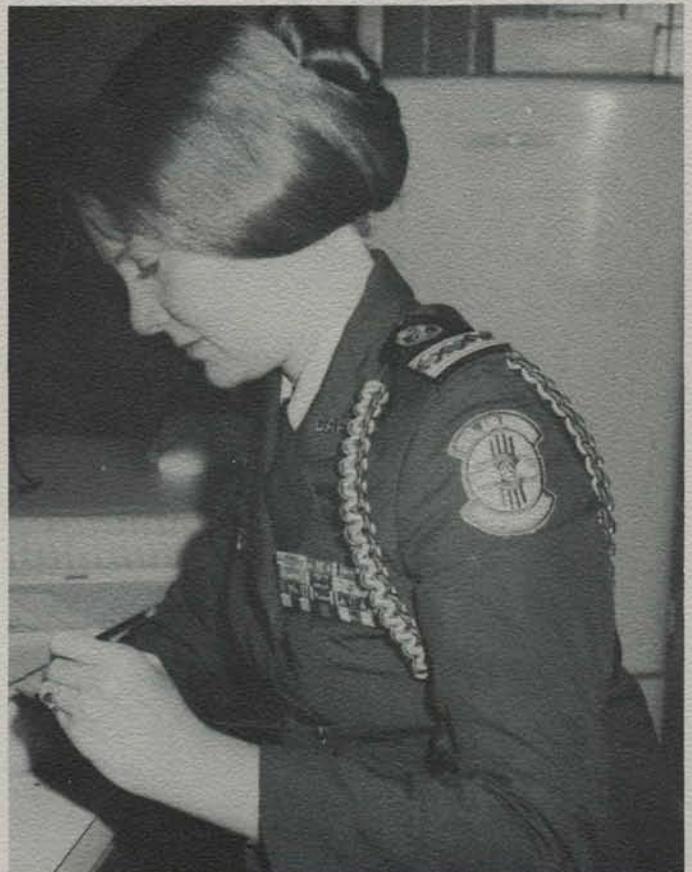
However, it has been only in the last three years that the organization has focused the attention of each of its members on their own local schools and the need for them to persuade their own local teachers and administrators to establish such courses. Today Civil Air Patrol knows of over 1600 high schools teaching some kind of aerospace education course, and of particular significance, there seems to be a growing interest in this idea.

THE SCHOLARSHIP PROGRAM

In 1974, The Civil Air Patrol Corporation contributed \$43,000 to 68 of its young members as college and vocational-technical scholarships. These range from the young cadet interested in learning to be an aircraft mechanic to those interested in advanced degrees in aeronautical engineering. These grants and scholarships are part of the Civil Air Patrol national scholarship program. In addition, an untold number of grants and scholarships of various types are provided by local and state level CAP units.



Space Study. Air University's Institute for Professional Development at Maxwell Air Force Base, Alabama provides a five-day course each quarter to provide students a familiarity with the fundamentals of space operations and an appreciation of the total US space effort. Approximately 30 CAP senior members attend annually on a quota basis. The course is especially beneficial to CAP Aerospace Education and Cadet Training Officers. (from left) James A. Gedra, Ohio; Roy D. Harrelson, North Carolina; James E. Walsh, New Jersey; and Charlie B. Bradford, Alabama.



Scholar Skye. New Mexico CAP Cadet Skye M. Mitchell is a CAP scholarship winner and a premed student at the University of New Mexico where she is a member of the CAP Albuquerque Composite Squadron and is enrolled in the Air Force Reserve Officer Training Corps (AFROTC) Program at the University

ASSOCIATION WITH OTHER ORGANIZATIONS

A volunteer organization can be successful only if its objectives are worthwhile. Even then, its success is still dependent upon dedicated volunteers who contribute their time, talents, and resources in support of a common cause. Also, organizations sometimes unite in support of common interests. CAP's association with other organizations and agencies ranges from the international to the community level, from the Air Training Corps of Great Britain to the local American Legion Post sponsor of a CAP cadet squadron.

ROYAL AIR FORCE AND THE AIR TRAINING CORPS OF GREAT BRITAIN

In 1947, the Air Training Corps of Great Britain and the Air Cadet League of Canada commenced an exchange of cadets between the United Kingdom and Canada. Upon United States entrance into the exchange program in 1948, Civil Air Patrol began its long and rewarding relations with the Air Training Corps and the RAF. A common interest in aerospace matters and young people, nurtured through continuing participation in the annual International Air Cadet Exchange program, has provided a perpetual medium for meaningful dialogue across the Atlantic.

AIR CADET LEAGUE OF CANADA

Through participation in the International Air Cadet Exchange over the years, Civil Air Patrol has established sound working relations with similar organizations in many countries. An especially close relationship has developed between CAP and the Air Cadet League of Canada since the first exchange took place between the two organizations in 1948. A mutual interest in youth and aviation provides a firm basis for a meaningful exchange of ideas and information.



Preparedness Planning. Defense Civil Preparedness Agency (DCPA) Director, Governor John E. Davis (center), along with CAP National Board Chairman, Brig Gen William M. Patterson (left) and CAP National Commander, Air Force Brig Gen Leslie J. Westberg, enter into a Memorandum of Understanding outlining areas of mutual cooperation between DCPA and CAP in relation to state and local civil preparedness.



Public Support. Mr Milton Bigham (right), Vice President of the Hartford Insurance Group, and CAP member Barry Lutin examine a new cloud measuring device to be used in the Connecticut Wing's new weather reporting station in Hartford. Mr Bigham made a donation on behalf of his company for the purchase of needed equipment.

DEFENSE CIVIL PREPAREDNESS AGENCY (DCPA)

The DCPA working under the direction, authority, and control of the Secretary of Defense, coordinates with other Federal agencies and, through its eight regional offices, with state and local governments to develop, execute, and administer civil preparedness programs. Under the 1974 Memorandum of Understanding between CAP and DCPA, Civil Air Patrol plans to expand CAP Wing support of state and local civil preparedness agencies. The mutual agreement encourages state and local governments to develop civil preparedness agreements with CAP wings and local CAP units providing for types of CAP support available to these agencies during emergencies. Under these agreements, CAP would provide support for search and rescue, radiological monitoring, transportation, communications, reconnaissance, and damage assessment. CAP would have representation in state and local emergency operations centers (EOCs) during test exercises and would be permitted to use its own radio equipment for training purposes.

FEDERAL AVIATION ADMINISTRATION (FAA)

The FAA assists in all three of CAP's mission areas: the FAA Orientation Program for CAP cadets is conducted each year at Will Rogers Field; FAA sponsored flight clinics conducted throughout the country are well attended by CAP pilots; and CAP and FAA jointly sponsor many national aerospace education projects.

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION (NASA)

The NASA sponsored Space Flight Orientation Course for CAP cadets is conducted annually at the Marshall Space Flight Center and Redstone Arsenal in Huntsville, Alabama. CAP also works closely with NASA in joint aerospace education projects, with special emphasis on aerospace education workshops for teachers. The Director of NASA's Educational Programs Division, is a member of the CAP National Aerospace Education Advisory Committee.

VETERANS OF FOREIGN WARS (VFW)

The 75th National Convention of the VFW adopted a resolution recognizing the cooperation of CAP along with other organizations in the development of youth, safety, and patriotic programs. The relationship between the VFW and CAP at the national level has resulted in VFW post sponsorship and assistance to CAP cadet squadrons at the community level throughout the country.

SALVATION ARMY

The Civil Air Patrol and the Salvation Army continued their mutual support relationship as agreed upon in the 1973 Statement of Cooperation between the two organizations. The agreement permits CAP to provide emergency service assistance in the areas of communications, ground transportation, air transportation, and personnel in support of Salvation Army disaster relief operations.

AMERICAN LEGION

Through its National Aeronautics and Space Committee, the American Legion is associated with CAP in cooperative programs. The organization urges all of its departments and posts to provide the fullest support possible to the aeronautics and space education programs of Civil Air Patrol.

AIR FORCE ASSOCIATION (AFA)

The AFA participates in the National Congress on Aerospace Education each year and meets with CAP on joint projects of interest in Aerospace Education. In September at the AFA convention in Washington, D.C., an AFA resolution was adopted to support the Department of Defense proposal to Congress (CAP Supply Bill HR 13884) that additional funds be allocated for the reimbursement of CAP members for aircraft operational expenses incurred during authorized missions and for new equipment for air search operations.

OPTIMIST INTERNATIONAL

The Optimist International urges Optimist Clubs throughout the nation to extend and enrich their services to their communities by sponsoring Civil Air Patrol Cadet Squadrons.

US AIR FORCE RESERVE

The Reserve Assistance Program has continued to be a valuable source of assistance to CAP through the experience and skills of Air Force Reserve officers and noncommissioned officers. The Air Force allocated 9,428 reserve man-days to support CAP programs during fiscal year 1975 as compared to 11,402 in fiscal year 1974. Reserve personnel assisted in conducting such programs as the Cadet Officers School, Cadet Flying Encampments, Cadet Summer Encampments, Aerospace Education Workshops, National Staff College, International Air Cadet Exchange, Civil Defense Exercises, and Search and Rescue Exercises. However, the heart of the Reserve Assistance Program is the work accomplished at unit level where the reservists help train cadet and senior members to perform the CAP missions.

FEDERAL COMMUNICATIONS COMMISSION (FCC)

The FCC has been extremely helpful in providing guidance on their rules and regulations and in assisting CAP in its continued efforts to improve its communications program. A representative from the Aviation Services Division of FCC is a member of the CAP National Communications Committee and assists by providing technical and administrative guidance relative to FCC requirements.

AMERICAN RED CROSS

A Statement of Cooperation between the American National Red Cross and the Civil Air Patrol was signed in 1972. The agreement expanded the mutual support pledged by both agencies to improve disaster relief capabilities while mutually involved in humanitarian missions. This initial effort has now been further expanded to include the CAP squadrons and the local Red Cross chapters. This action has further strengthened the excellent working relationship which already exists between the two organizations.



Exchange Club Honor. California's Group 11 Deputy Commander L.H. Powell and Cadet Michael Ulin accept a donation from Mike Polley, Awards Chairman for the Santa Monica Exchange Club, during a club luncheon honoring Civil Air Patrol. The donation was for support of the CAP Cadet Encampment Program.

CAP CHAPLAINCY

Civil Air Patrol Chaplains provide the leadership and guidance of their professional background in this volunteer service. They enter this special appointment at their own request, with permission of their local or regional church superiors, and through the denominational endorsement of their church's national commission on chaplains. They are ministers with allegiances; to their church, their community, and the CAP membership. CAPs 1100 chaplains are augmented by nearly 500 visiting clergy who serve local squadrons without membership in the organization.

74 HIGHLIGHTS

The Thomas C. Casaday Ministerial Grant was introduced to be awarded to CAP cadets who are high school seniors for use toward an education in the field of the ministry.

Ties with the Military Chaplains Association were strengthened, and 155 CAP chaplains are entered in full membership in that professional society.

The CAP Values For Living moral leadership curriculum materials were judged by the Valley Forge Freedoms Foundation and awarded the Honor Certificate in the governmental unit category. This material is written annually by professional clergy authors in an effort to keep the program meaningful and relevant to our youth.

A chaplains radio net was expanded to provide additional communication between chaplains.

One hundred chaplains and ecclesiastical endorsing agency representatives met in conjunction with the CAP National Board at its annual meeting in San

Francisco, California. The seminar topics of the chaplain committee meeting were centered around the recruiting, motivation, and retention efforts of CAP, as well as methods to work with the membership more effectively.

CAP CHAPLAINCY MAJOR DENOMINATIONAL REPRESENTATION

Advent Christian	Episcopal
Seventh Day Adventist	Evangelical Congregational Church
American Evangelical Christian Church	Evangelical Free Church of America
Assemblies of God	Friends
Associated Gospel Churches	Gospel Mission Corps
General Association of Regular Baptists	Greek Orthodox
American Baptists	Independent Churches
Southern Baptists	Independent Fundamental Churches in America
Conservative Baptists	International Church of the Foursquare Gospel
Bible Baptists	Jewish
General Conference Baptists	Latter Day Saints
National Baptists	Lutheran
Brethren	Mennonite
Roman Catholic	Methodist
Christian	Nazarene
Christian and Missionary Alliance	Open Bible Standard
Christian Reformed Church	Pentecostal Holiness
Christian Science	Pilgrim Holiness
Church of Christ	Presbyterian
Church of God	Reformed Church in America
Congregational Church (Christian)	Russian Orthodox
Council of Community Churches	Salvation Army
Disciples of Christ	United Church of Christ



Caribbean Chaplain. Chaplain Alvin J. Stewart (left), of Puerto Rico's Mayaguez Senior Squadron, was recognized as CAP's Unit Chaplain of the Year by CAP National Board Vice Chairman, Colonel Thomas C. Casaday. Chaplain Stewart is a clergyman with the Seventh Day Adventist Church and Chaplain to the Bella Vista Hospital in Mayaguez. (Photo by Russ Brown).

ACQUISITION OF DOD EXCESS PROPERTY

The value of DOD excess property acquired for CAP during calendar year 1974 was estimated at \$1,600,000. This estimate is 20 percent of the original DOD acquisition cost since the property is normally well used before it is transferred to CAP. This represents a 24 percent decrease from acquisitions in calendar year 1973. This includes one aircraft, which is a decrease of 51 aircraft when compared to calendar year 1973.

PROPOSED AMENDMENT TO CAP SUPPLY BILL (10 USC 9441).

The 1968 Civil Air Patrol Report to Congress indicated a need to amend Section 9441 of Title 10, USC (The CAP Supply Bill). The bill is awaiting congressional approval. It was introduced in the House as HR 13884 in April 1974 and referred to the Armed Services Committee. DOD has approved the bill as part of the DOD Legislative Program for the 94th Congress.

During the last two years there has been a significant reduction in the usable DOD excesses which Civil Air Patrol is authorized to procure. If support for Civil Air Patrol's humanitarian mission is to remain at least equal to past years, then their authority for support must be expanded. Passage of the CAP Supply Bill will expand the base from which they are allowed to obtain support and will help to ease the heavy financial burden placed on volunteer members of Civil Air Patrol. This is an essential element for maintaining Civil Air Patrol's current capability to perform its vital volunteer service to the nation.

If approved, the amendment will:

Authorize CAP to obtain property from the Air Force that is excess to any other federal department or agency, including excess government owned property in the hands of contractors. The current law authorizes CAP to acquire property that is excess only to the military departments.

Authorize the Air Force to provide uniforms for Civil Air Patrol cadets under procedures similar to those now in effect for Air Force Junior ROTC Programs.

Authorize the Air Force to reimburse, in a fixed amount per flying hour above fuel and lubricant costs, the Civil Air Patrol while they are flying specifically authorized missions subject to such limitations as may be prescribed, and expand reimbursement authority to include operational unit capability testing and approved training missions.

Authorize the Air Force to reimburse members of Civil Air Patrol for the payment of travel expenses and subsistence while they are assigned to authorized specific missions subject to such limitations as may be prescribed.

Expand the use of services and facilities needed by the Civil Air Patrol to carry out its mission, to include the services and facilities of the other federal departments or agencies as considered necessary.

DOD FACILITIES SUPPORTING CAP ENCAMPMENTS



OCCUPANCY OF DOD FACILITIES

The use of Department of Defense facilities offers some financial relief to Civil Air Patrol and provides for maximum utilization of the DOD facilities. Civil Air Patrol units occupied 345,687 square feet of DOD building and office space at 114 DOD locations as of December 1974. Although this is an increase over 1973, it still represents less than 10 percent of the Civil Air Patrol units who need better facilities. With the reduction of DOD real property, there is less and less opportunity for CAP to utilize DOD facilities. Immediate relief could be achieved with enactment of the proposed amendment to the CAP Supply Bill, HR 13884. Civil Air Patrol units would then be authorized to utilize the services and facilities of other federal departments or agencies rather than just DOD property.

CAP SUMMER ACTIVITIES



STATISTICAL SUMMARY

STATE SUPPORT

Thirty-three states appropriated \$1,094,566 in support of Civil Air Patrol wings in 1974. In addition to this support, Ohio provides cost free license plates for Civil Air patrol vehicles, and Montana's Division of Aeronautics provides \$1,000 annually in support of the CAP cadet flight training program. This local support is needed and deeply appreciated.

Wing	Amount
Alabama	\$ 25,000
Alaska	98,800
Arizona	50,000
Arkansas	27,000
Colorado	44,197
Connecticut	10,500
Hawaii	75,000
Illinois	84,100
Kentucky	2,500
Louisiana	20,000
Maine	5,000
Maryland	93,514
Massachusetts	20,000
Michigan	50,000
Minnesota	30,000
Mississippi	15,000
Nevada	30,000
New Hampshire	22,050
New Mexico	5,500
New York	60,925
North Carolina	36,980
North Dakota	19,950
Pennsylvania	25,000
Puerto Rico	30,000
Rhode Island	9,000
South Carolina	87,500
South Dakota	16,700
Tennessee	29,350
Utah	15,000
Vermont	5,000
Virginia	30,000
West Virginia	18,500
Wyoming	2,500
33 States	\$1,094,566

TEN YEARS IN REVIEW

YEAR	NO. WINGS	AMOUNT
1965	28	\$ 513,156
1966	27	535,225
1967	27	570,262
1968	26	599,672
1969	27	721,304
1970	29	861,123
1971	29	823,868
1972	31	889,295
1973	33	1,088,078
1974	33	1,094,566



Field Test. Louisiana Cadets Karen Bode (left) and Clare Cowen provided administrative support for the wing's annual search and rescue test conducted at the Acadiana Regional Airport in New Iberia during June.



Chaplain Chief. Chaplain, Major General, Henry J. Meade posed with CAP Cadet Reda Beck of Alabama's Maxwell Air Force Base Squadron during a visit to CAP's National Headquarters. Chaplain Meade is a former CAP cadet, having joined the program in 1942 while attending St Anselm's College in Manchester, New Hampshire. He is now Chief of Air Force Chaplains and the highest ranking former CAP cadet serving in the Air Force. Chaplain Meade was updated on the activities of the CAP Chaplaincy which is made up of over 1,100 ordained clergymen serving in a volunteer, nonpaid capacity. (Photo by Russ Brown)

Wing Participation in Search and Rescue

1 Jan 74 through 31 Dec 74
(USAF Authorized Missions)

	sorties	hours		sorties	hours
Alabama	72	98	Nat Capital	4	10
Alaska	952	1,888	Nebraska	116	194
Arizona	419	938	Nevada	222	459
Arkansas	40	61	New Hampshire	175	221
California	1,412	2,203	New Jersey	119	227
Colorado	1,016	1,943	New Mexico	430	880
Connecticut	18	22	New York	257	482
Delaware	1	2	North Carolina	504	1,032
Florida	369	633	North Dakota	17	27
Georgia	350	627	Ohio	79	204
Hawaii	35	74	Oklahoma	69	86
Idaho	62	128	Oregon	51	80
Illinois	46	74	Pennsylvania	1,174	2,250
Indiana	32	64	Puerto Rico	0	0
Iowa	60	105	Rhode Island	1	1
Kansas	13	16	South Carolina	74	120
Kentucky	101	191	South Dakota	81	187
Louisiana	28	49	Tennessee	395	680
Maine	22	26	Texas	550	1,245
Maryland	138	233	Utah	435	989
Massachusetts	177	355	Vermont	185	228
Michigan	105	266	Virginia	328	558
Minnesota	73	165	Washington	373	659
Mississippi	20	62	West Virginia	144	287
Missouri	50	93	Wisconsin	109	225
Montana	8	12	Wyoming	46	114
			TOTAL	11,557	21,773

Finds and Saves

The following shows CAP wing credits for finds (objectives located) and saves (lives saved) during 1974 while participating in missions authorized by the USAF Aerospace Rescue and Recovery Service for inland search and the Commander PACAF for search and rescue in Hawaii.

STATE	FINDS	SAVES	STATE	FINDS	SAVES
Alabama		2	Montana	1	
Alaska	53	12	Nebraska	9	1
Arizona	5	2	Nevada	3	1
Arkansas	1		New Jersey	1	
California	16	1	New Mexico	3	3
Colorado	10	2	New York	4	
Connecticut	3		North Carolina	5	
Florida	2		North Dakota	3	
Georgia	5		Ohio	2	
Hawaii	1		Oregon	1	
Idaho	*3	3	Pennsylvania	5	1
Illinois	1		South Carolina	1	
Indiana	3		South Dakota	1	
Iowa	1		Tennessee	3	1
Kansas	1		Texas	6	
Louisiana	3		Utah	5	4
Maine	1		Virginia	1	
Massachusetts	4	1	Washington	*3	
Michigan	2		West Virginia	2	
Minnesota	2		Wisconsin	5	4
Missouri	1		Wyoming	1	
			TOTAL	184	36

*1 Find shared with another wing.

Vital Statistics

31 December 1974

	1973	1974
Membership		
Cadets	25,188	26,176
Seniors	34,937	35,271
Total Membership	60,125	61,447
Organizational Units		
Regions	8	8
Wings	52	52
Groups	195	189
Senior Squadrons	295	292
Cadet Squadrons	420	421
Composite Squadrons	947	918
Flights	68	66
Total Units	1,985	1,946
Aircraft		
Corporate Owned	785	725
Member Owned	5,424	5,641
Total Aircraft	6,209	6,379
Pilots	18,334	18,841
Communications (Radio Stations)		
Fixed Land	4,352	4,616
Ground Mobile	6,800	7,097
Air Mobile	938	998
Citizen Band	3,097	3,542
Aeronautical Search and Rescue	649	732
Corporate Aeronautical	502	725
Total Radio Stations	16,338	17,710
Search and Rescue Missions (USAF Auth)		
Missions	429	460
Flights (Sorties)	13,992	11,557
Hours Flown	27,284	21,773
Search Objectives Located	154	184
Lives Saved	48	36
Effectiveness Tests		
Search and Rescue	51	52
Civil Defense	50	52
Encampments		
Host Bases	50	65
Cadets Attending	6,500	6,758
Seniors Attending	1,134	1,197
Total Attendance	7,634	7,955
Cadet Awards		
Mitchell Awards	1,645	1,658
Earhart Awards	577	573
Spaatz Awards	57	55

FINANCIAL STATEMENT FISCAL 1974

**TOM SMITH &
ASSOCIATES**

CERTIFIED PUBLIC ACCOUNTANTS

Third National Bank Building/Heads-Up, Tennessee 37219

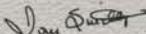
August 30, 1974

National Board
Civil Air Patrol
Maxwell Air Force Base, Alabama

Gentlemen:

We have examined the balance sheets of The National Treasury of Civil Air Patrol as of June 30, 1974 and 1973, and the related statements of income, fund balance, and changes in financial position for the years then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying balance sheets and statements of income, fund balance, and changes in financial position present fairly the financial position of the National Treasury of Civil Air Patrol and the results of its operations and changes in its financial position for the years ended June 30, 1974 and 1973, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.


TOM SMITH & ASSOCIATES

The National Treasury of Civil Air Patrol Balance Sheet

		ASSETS	
		June 30, 1974	June 30, 1973
CURRENT ASSETS			
Cash on hand and in banks		\$ 78,690	\$ 154,971
Accounts receivable (due within one year) — Note 2		109,147	81,497
Inventories (at lower of cost or market)		216,929	166,469
Investments (savings accounts and certificate of deposit)		740,728	590,826
Prepaid expenses		14,648	3,972
		<u>1,160,142</u>	<u>997,735</u>
OTHER ASSETS			
Accounts receivable (due after one year) — Note 2		70,696	60,811
T-41 aircraft reconditioned		—0—	21,119
		<u>70,696</u>	<u>81,930</u>
FIXED ASSETS — Note 1			
Equipment		89,983	89,983
Less: Accumulated Depreciation		(61,651)	(52,659)
		<u>28,332</u>	<u>37,324</u>
		<u>\$1,259,170</u>	<u>\$1,116,989</u>
LIABILITIES AND FUND BALANCE			
CURRENT LIABILITIES			
Notes payable — bank (due within one year) — Note 2		\$ 61,590	65,240
Accounts payable		12,384	862
Deposits and refunds due		77,622	84,803
Due to national scholarship fund		68,510	38,745
Accrued payroll taxes		1,640	1,570
		<u>221,746</u>	<u>191,220</u>
OTHER LIABILITIES			
Notes payable — bank (due after one year) — Note 2		70,696	59,536
Finance reserve fund		26,340	23,200
		<u>97,036</u>	<u>82,736</u>
FUND BALANCE — Note 3		<u>940,388</u>	<u>843,033</u>
		<u>\$1,259,170</u>	<u>\$1,116,989</u>

The National Treasury of Civil Air Patrol Statement of Fund Balance

	For the Years Ended June 30,	
	1974	1973
Balance at June 30, as previously reported	\$ 843,033	\$ 768,909
Excess of income over expenses for the period	97,355	74,124
Balance at June 30	<u>\$ 940,388</u>	<u>\$ 843,033</u>

The accompanying notes are an integral part of these financial statements.

**The National Treasury of
Civil Air Patrol
Statement of Income**

**The National Treasury of
Civil Air Patrol
Notes to Financial Statements
June 30, 1974**

	For the Years Ended June 30,	
	1974	1973
INCOME		
Members dues and charter fees	\$ 498,281	\$ 517,970
Members contributions	35,536	33,795
Interest earned	29,765	22,144
Sale of educational material	291,633	279,679
Amarillo Depot receipts	173,961	64,180
Other	6,688	5,761
	1,035,864	923,529
EXPENSES		
Cadet activities	162,197	162,546
Senior activities	11,111	10,076
Subscriptions	34,486	34,100
Public relations	10,972	6,814
Insurance	81,398	83,265
Machine rental	47,165	46,672
Corporate employees	27,285	25,535
Regional and national chairman fund	13,482	15,216
Administrative support	20,819	20,229
Equipment maintenance and expense	13,400	16,658
Contingency reserve	6,631	14,104
Art and art supplies	2,979	4,104
Awards	6,285	6,065
Other equipment operations and maintenance	1,839	3,255
Administrative	12,963	12,409
Protocol	343	566
Professional salaries and expense	27,789	23,782
Self-insurance expense	175	1,489
National scholarship fund	29,765	22,144
Budget items, 1973 and 1972 respectively	11,368	27,668
Publication production expense	239,822	239,473
Depreciation	8,992	7,708
Business members expense	176	463
Hall of Honor expense	10,376	—
Amarillo Depot expenses	156,691	65,064
	938,509	849,405
Excess of Income Over Expenses	\$ 97,355	\$ 74,124

NOTE 1 — Summary of Significant Accounting policies

Basis of Reporting — The financial statements include the accounts of The National Treasury of Civil Air Patrol and do not include the accounts of the regions, wings, nor the units below wing level.

Fixed Assets — Fixed assets are recorded at cost which is depreciated over the useful life of the asset. Depreciation expense for 1974 and 1973 of \$8,992 and \$7,708, respectively, is computed on the straight-line method.

Revenue Recognition — All sales are recorded upon passage of title to the member which generally coincides with physical delivery and acceptance. Members dues and contributions are recorded as received.

Income Taxes — Civil Air Patrol is exempt from income taxes under the provisions of Internal Revenue Code 501 (c)3.

NOTE 2 — Notes payable — bank amounting to \$132,286 and \$124,776 for 1974 and 1973, respectively, are due to the First American National Bank, Nashville, Tennessee. These notes are secured by accounts receivable from Wings under the aircraft acquisition program amounting to \$140,008 and \$126,178 for 1974 and 1973, respectively. The notes are due in monthly installments and are classified on the balance sheet as follows:

	June 30, 1974	June 30, 1973
Due within one year	\$ 61,590	\$ 65,240
Due after one year	70,696	59,536
	\$132,286	\$124,776

NOTE 3 — The fund balance account represents the excess of assets of The National Treasury over liabilities. The balance arose from the excess of income over expenses accumulated over the years.

The accompanying notes are an integral part of these financial statements.

NATIONAL EXECUTIVE COMMITTEE

Brig. Gen. William M. Patterson, CAP
 Brig Gen Leslie J. Westberg, USAF
 Col Thomas C. Casaday, CAP
 Brig Gen Samuel H. duPont, Jr., CAP Chairman
 Emeritus
 Brig Gen Lyle W. Castle, CAP, Chairman Emeritus
 Col Julius Goldman, CAP
 Col Jonathan H. Hill, CAP
 Col Robert H. Herweh, CAP
 Col Oscar K. Jolley, CAP
 Col William H. Ramsey, CAP
 Col Luther C. Bogard, CAP
 Col Clarence M. Fountain, CAP
 Col Howard L. Brookfield, CAP

Chairman, National Board
 National Commander
 Vice Chairman, National Board

 National Finance Officer
 National Legal Officer
 Northeast Region Commander
 Middle East Region Commander
 Great Lakes Region Commander
 Southeast Region Commander
 North Central Region Commander
 Southwest Region Commander
 Rocky Mountain Region Commander
 Pacific Region Commander

Executive Director
 Gordon T. Weir

CAP Wing Commanders

AL Col Harry J. Howes, CAP
 AK Col James V. Brown, Jr., CAP
 AR Col Bob E. James, CAP
 AZ Col Eugene G. Isaak, CAP
 CA Col Warren J. Barry, CAP
 CO Col Thomas G. Patton, CAP
 CT Col Joseph B. Witkin, CAP
 DE Col Louisa S. Morse, CAP
 FL Col Henri P. Casenove, CAP
 GA Col Richard A. Naldrett, CAP
 HI Col Thomas S. Evans, CAP
 ID Col Mary C. Harris, CAP
 IL Col Robert H. Wilson, CAP
 IN Col James N. Mahle, CAP
 IA Col William B. Cass, CAP
 KS Col Arlyn F. Rowland, CAP
 KY Col John F. Price, CAP
 LA Col William H. Cahill, CAP
 ME Col Richard T. Davis, CAP
 MD Col Stanley F. Moyer, Jr., CAP
 MA Col Carl J. Platter, CAP
 MI Col Edward L. Palka, CAP
 MN Col John T. Johnson, CAP
 MS Col John A. Vozzo, CAP
 MO Col William T. Winkert, CAP
 *MT Lt Col Cecelia A. Patterson, CAP

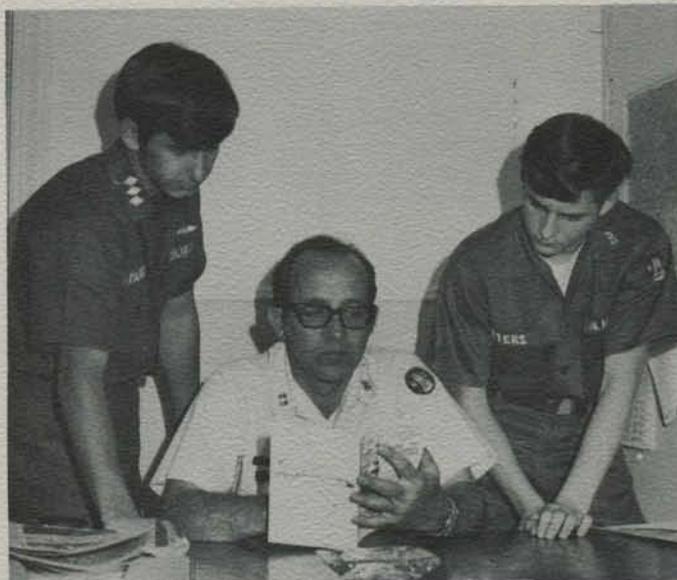
NCAP Col Charles X. Suraci, Jr., CAP
 NE Col David P. Mohr, CAP
 NV Col Joseph Ferrara, CAP
 NH Col John M. Piane, Jr., CAP
 NJ Col Frederick S. Bell, CAP
 NM Col Richard A. Damerow, CAP
 NY Col Paul C. Halstead, CAP
 NC Col Ivey M. Cook, Jr., CAP
 *ND Lt Col Kermit K. Schauer, CAP
 OH Col Leon W. Dillon, CAP
 OK Col Johnnie Boyd, CAP
 OR Col Roy G. Loughary, CAP
 PA Col A.A. Milano, CAP
 PR Col Rodolfo D. Criscuolo, CAP
 RI Col Edgar M. Bailey, CAP
 SC Col E. Lee Morgan, CAP
 SD Col Lester W. Snyder, CAP
 TN Col William C. Tallent, CAP
 TX Col Joseph L. Cromer, CAP
 UT Col Larry D. Miller, CAP
 *VT Lt Col Robert E. Benoit, CAP
 VA Col Randolph C. Ritter, CAP
 WA Col Kenneth K. Kershner, CAP
 WV Col Robert E. Gobel, CAP
 WI Col Ben D. Silko, CAP
 WY Col Albert D. Lamb, CAP

* Interim Commander

RECOGNITION OF EXCELLENCE

Squadrons of Distinction. This annual award was established to recognize the top ten cadet or composite squadrons in the nation for distinctive accomplishments in the cadet program during the preceding calendar year. To be eligible for this award, a squadron must have at least 25 cadet members as of 31 December and excel in cadet achievement contract completions, cadet encampment attendance, and qualification of cadets for Mitchell, Earhart, and Spaatz Awards. The two top squadrons were honored at the CAP National Board meeting in San Francisco. A common theme revealed through interviews with the commanders of these top ten squadrons was that the success of the program is dependent upon the support and guidance of interested, dedicated, and knowledgeable senior members. The senior leaders and cadet members of these units are commended for this achievement, especially, Lt Col Joseph W. Bendzinski, Commander of the Number One, New Britain Cadet Squadron who was the 1974 recipient of the F. Ward Reilly Leadership Award.

- (1) New Britain Cadet Squadron, Connecticut
- (2) Winston-Salem Composite Squadron, North Carolina
- (3) Smith Field Composite Squadron, Indiana
- (4) Kaimuki High School Cadet Squadron, Hawaii
- (5) Offett Cadet Squadron, Nebraska
- (6) Bayshore Composite Squadron, New Jersey
- (7) Bethesda-Chevy Chase Cadet Squadron, Maryland
- (8) London Composite Squadron, Kentucky
- (9) Wilmington Cadet Squadron, Delaware
- (10) Cherokee Composite Squadron, Illinois



Trying Harder. North Carolina's Winston-Salem Composite Squadron was first runner-up in the National Squadron of Distinction race. Squadron Commander Jack D. Moorefield, Cadets Marty J. Parrish (left) and Michael Peters were among those responsible for this success. Marty attended the CAP National Convention in San Francisco to accept the award.

Cadet of the Year. Donald E. Parman from Roseville, Michigan was selected as the Outstanding Civil Air Patrol Cadet of 1974. Cadet Colonel Parman's selection was based upon his various achievements and high level of attainment in the cadet program. He has soloed in powered aircraft, qualified for his FCC radio-telephone operator permit, was selected as the Michigan Wing's Outstanding Cadet, and has earned CAP's highest achievement honor, the General Carl A. Spaatz Award. He is also a recipient of the 1974 Freedom Foundation Award. In recognition of his selection as Cadet of the Year honor, Cadet Parman received a \$500 CAP educational grant and the Air Force Association Special Award, which were presented at the CAP National Board Meeting in San Francisco.



Parman Picked. Michigan Wing Cadet Donald E. Parman (center), selected as CAP's Outstanding Cadet of the Year, receives some serious advice from Air Force Major General Ralph S. Saunders (right) and CAP Brigadier General William M. Patterson. General Saunders, Commander of the US Air Force Aerospace Rescue and Recovery Service, attended the CAP National Board Meeting to express Air Force appreciation for the superior achievement of all CAP members in support of the national search and rescue mission. (Photo by Russ Brown)

AWARDS 1974

Senior Member of the Year. Col Obed Donaldson, who was Commander of the CAP Oregon Wing from 1966 to 1970, was selected as the Outstanding Senior Member of 1974. Col Donaldson served as Commandant of Students at the 1974 CAP National Staff College.

Wing Commander of the Year. Col Stanley F. Moyer, Jr. of the Maryland Wing and Col John A. Vozzo of the Mississippi Wing were jointly honored as Wing Commander of the Year.

Region Commander of the Year. Col Luther Bogard, former Texas Wing Commander (1968-1970) and Southeast Region Commander since November 1970 was selected as the Region Commander of the Year.



Top Award. Cadet Steven A. Doerner of Delaware's Brandywine Cadet Squadron was presented the General Carl A. Spaatz Award by, then Vice President, Gerald Ford and Air Force Vice Chief of Staff, General Richard H. Ellis. The Spaatz Award is the highest achievement in the CAP Cadet Program.

General Carl A. Spaatz Award Winners. These cadets are recognized for successfully completing all phases of the structured Civil Air Patrol cadet program.

Alabama

Michael J. Ericksen (#274), Mobile Comp Sq, 3800 Hilton Drive, Mobile 36609
Robert L. Hinman (#256), Maxwell Cdt Sq, 3414 Crescent Circle, Montgomery 36105
Cavender C. Kimble (#262), Muscle Shoals Comp Sq, PO Box 2147, Muscle Shoals 35660
Donald J. McKinney (#294), Muscle Shoals Comp Sq, PO Box 2147, Muscle Shoals 35660
Sherrie L. Soustek (#287), Muscle Shoals Comp Sq, PO Box 2147, Muscle Shoals 35660

Arizona

Kelly B. Hegarty (#292), Sky Harbor Intl Cdt Sq, 2735 E. Airlane, Phoenix 85034

Arkansas

Craig C. Harbuck (#293), El Dorado Comp Sq, 3805 W. Hillsbor, El Dorado 71730

California

Steven A. Catron (#308), Oxnard Comp Sq, PO Box 144, Oxnard 93030

Connecticut

Michael W. Rogers (#275), New Britain Cdt Sq, 6 Dalewood Rd, Newington 06111
David L. Wright (#267), New Britain Cdt Sq, 6 Dalewood Rd, Newington 06111

Delaware

Steven A. Doerner (#261), Brandywine Cdt Sq, PO Box 1446, Wilmington 19899

Florida

Jose R. Carrizales (#295), West Miami Cdt Sq, PO Box 431661, South Miami 33143
Randall J. Cason (#806), Cutler Cdt Sq, PO Box 430043, South Miami 33143
David K. Graham (#270), Cutler Cdt Sq, PO Box 430043, South Miami 33143
Sandra L. Graham (#309), Cutler Cdt Sq, PO Box 430043, South Miami 33143
George P. Nelson (#259), Orlando Cdt Sq, PO Box 20123, Orlando 32814
Jacqueline M. Pearson (#307), Cutler Cdt Sq, PO Box 430043, South Miami 33143

Georgia

Robert M. Baldwin (#300), Athens Comp Sq, Athens Airport, Athens 30601
Jon V. Caples (#278), Savannah Comp Sq, PO Box 13501, Savannah 31406
Marguerite Frick (#291), Georgia Wing, PO Box 3117 Dobbins AFB 30060
Leviticus A. Lewis (#277), Savannah Comp Sq, PO Box 13501, Savannah 31406

Illinois

Michael L. Baumgartner (#265), Collinsville Thunderbird Sq, PO Box 40, Collinsville 62234
Edmund H. Stern (#268), Skokie Valley Comp Sq, 803 Glenwood Lane, Glenview 60025

Iowa

David J. Froiseth (#302), Cedar Rapids Optimist Comp Sq, PO Box 921, Cedar Rapids 52406

Kansas

Lawrence P. Retz (#271), Wichita West Comp Sq, 601 W. Exchange Place, Wichita 67213

Maryland

Kevin A. Parks (#281), Towson Comp Sq, York Road and Beltway, Towson 21204

Michigan

Thomas P. Hurley (#305), Lansing Cdt Sq 15-1, PO Box 681, Lansing 48903
Jeffrey S. Lawrence (#304), Muskegon Comp Sq, 3842 Applewood Lane, Muskegon 49441
Donald E. Parman (#282), South Macomb Sq 3-2, 29580 North River Rd, Mt Clemens 48043
Michael G. Weddle (#284), Livonia Comp Sq 21-2, 20777 Randall, Farmington 48024

Minnesota

William F. Pagel (#279), Skyhawk Comp Sq 506, 8037 Garfield Ave, Bloomington 55420

Mississippi

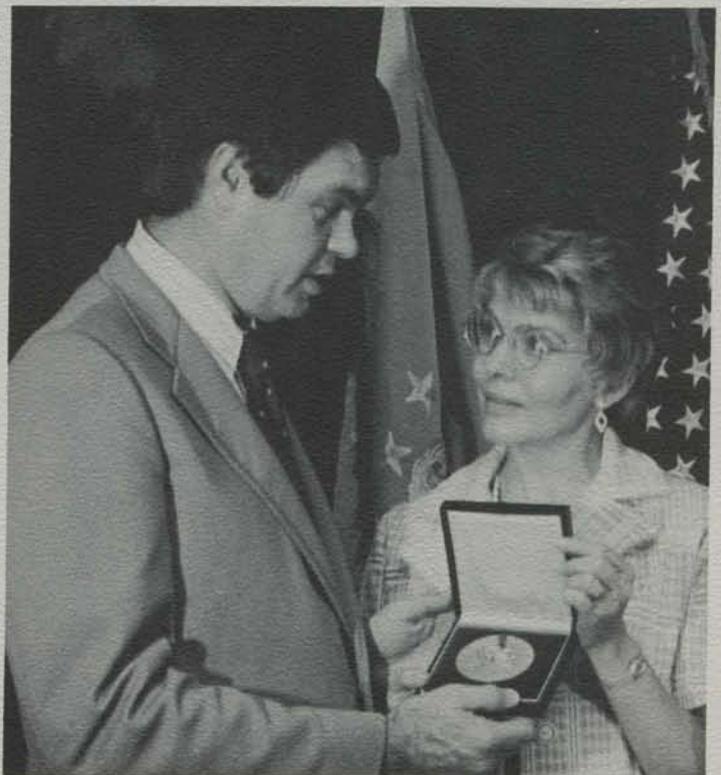
Julian D. Allen (#288), Jackson Cdt Sq, 553 N. Park Lane, Jackson 39206
Ted F. Bowlds (#290), Golden Triangle Comp Sq, 203 Cherry Hill Lane, Starkville 39759
Jack L. Gill (#289), Jackson Cdt Sq, 553 N. Park Lane, Jackson 39206

Montana

Randall P. Wostel (#269), Helena Cdt Sq, 906 11th Ave, Helena 59601

National Capital

Keith E. Davenport (#266), Andrews Comp Sq, 9115 Marlboro Pike, Upper Marlboro 20870



Proud Moment. The Carnegie Medal was posthumously awarded to CAP 2d Lt Harold P. Parsons for his selfless heroism in rescuing the injured pilot of a plane that crashed and burned at an air show near Alabaster, Alabama in 1972. Lieutenant Parsons was killed in an aircraft accident in 1973. Mrs Jean S. Parsons accepted the medal from Alabama Lieutenant Governor Jere Beasley.

New Hampshire

Donald L. Roy (#257), Wright Brothers Comp Sq, PO Box 120, Manchester 03105

New Jersey

Thomas E. Giordano (#263) New Jersey Wing, PO Box 1969, North Brunswick 08902

New York

Reinaldo Hernandez (#298), Bronx Cdt Sq, PO Box 29, Jerome 10468

Dana W. Moss (#303), Albany Comp Sq, 30 Willow Street, Cohoes 12047

North Carolina

Charles M. Link (#286), Winston-Salem Comp Sq, PO Box 4224, Winston-Salem 27105

Mark L. Tuten (#264), Winston-Salem Comp Sq, PO Box 4224, Winston-Salem 27105

Ohio

Ronald J. Gizzi (#310), Warren Comp Sq, PO Box 2094, Warren 44484

Harry L. Harting, Jr (#273), Dover Bay Cdt Sq, 24910 E. Oakland Road, Bay Village 44140

Deborah A. Loewer (#285), Springfield Sq, PO Box 1244, Springfield 45502

Oregon

Gregory A. Freeman (#280), Beaverton Comp Sq, PO Box 372, Tualatin 97062

Pennsylvania

Gary P. Standorf (#299), Allentown Optimist Comp Sq, 127 S. 16th Street Allentown 18102

South Dakota

Daniel J. Page (#301), Sioux Falls Cdt Sq, 2100 W. Russell Street, Sioux Falls 57104

Tennessee

Jay W. Cook (#276), Dallas Bay Comp Sq, PO Box 12, Hixson 37343

Charles H. Tollett (#260), Memphis Cdt Sq, PO Box 16572, Memphis 38116

Thomas E. Trippe (#296), Dallas Bay Comp Sq, PO Box 12, Hixson 37343

Texas

Robert E. Herd (#283), Wichita Falls Cdt Sq, 2804 Southridge, Wichita Falls 76032

Washington

Richard A. DeChaineau (#272), Renton Comp Sq, PO Box 692, Renton 98055

Wisconsin

Frank E. Pleli (#258), Milwaukee Comp Sq, 2806 W. Oriole Drive, Milwaukee 53209

Puerto Rico

Nancy Melendez (#297), Isla Grande Comp Sq, PO Box 10994, Caparra Heights, 00922



Debra's Day. Cadet Debra A. Sickels is presented the General Carl A. Spaatz Award by Maj Gen Jeanne M. Holm, Director of the Secretary of Air Force Personnel Council. Debra is a junior at the Virginia Commonwealth University and a member of the National Capital Wing's Potomac Composite Squadron.



Happy Occasion. Brigadier General E. Ann Hoefly, Chief of the Air Force Nurse Corps, (now retired) poses with National Capital Wing cadets during presentation ceremonies for the General Billy Mitchell Award. Earning the Mitchell Award is a major milestone in the CAP Cadet Program. (from left) Duain L. Perry, Charles P. Roe, Susanne E. Page, Webb A. Beulah, Antwone Hunt, and Daniel A. Hoefly.

CAP SCHOLARSHIPS

Scholarship Winners. Civil Air Patrol scholarships and grants amounting to more than \$43,000 for academic year 1974-75 were awarded to 68 of CAP's outstanding young men and women who are attending colleges throughout the nation.

Arkansas

Craig C. Harbuck, \$500, 1330 N. Madison, El Dorado 71730 (Hendrix College)

California

Theresa A. Ashcraft, \$500, 635 Stanford, San Luis Obispo, 93401 (California Polytechnic State University)

Colorado

Kirk D. Dameron, \$750, 465 South Eliot Street, Denver, 80219 (Tulane University)
Cary F. Veith, \$1000, 3080 So. Elm Street, Denver, 80222 (University of Colorado)

Connecticut

Paul J. Gurecki, \$500, 24 South 3rd Street, Meriden, 06450 (Nebraska Wesleyan University)

Delaware

Amy P. Gier, \$1000, 4639 Bailey Drive, Wilmington, 19808 (University of Delaware)
Jeff E. Messing, \$500, 1414 Drake Road, Green Acres, Wilmington, 19803 (University of Delaware)

District of Columbia

John H. Campbell, \$500, 3428 34th Street, Wash, DC 20008 (Georgetown University)

Florida

Michael A. Fisher, \$500, 113 La Riviere Road, Cocoa Beach, 32931 (University of Florida)
Barbara A. Kirkpatrick, \$1000, 14500 SW 89th Ave, Apt 107, Miami, 33157 (University of Miami)
Carol G. Rosch, \$500, 941 Plover Avenue, Miami Springs, 33166 (University of Miami)

Hawaii

Curtis E. Cowell, \$500, 113 Nimitz Street, Hickam AFB, 96553 (Honolulu Community College)

Illinois

Mark D. Bergen, \$500, 1949 W. Superior Street, Chicago, 60622 (University of Illinois)
Karen M. Golz, \$1000, 4546 West 88th Place, Hometown, 60456 (University of Illinois at Urbana-Champaign)
Mary Ann Hartmann, \$750, 36 Minnie Drive, Belleville, 62223 (Avila College)
Mark E. Kennedy, \$500, 5453 Cortez, Chicago, 60651 (Georgetown University)
Leonard A. Palka, \$750, 9 So. 171 Farmingdale Drive, Darien, 60559 (Lewis University)
George G. Roy, \$500, 8176 So. Knox, Chicago, 60652 (Lewis University)
Carl I. Soderland, \$500, Thorn Creek Lane, Crete 60417 (Purdue University)

Indiana

Stephen G. Atkins, \$1000, 7102 Carlsen Avenue, Indianapolis, 46224 (Indiana University)
Christine O. McKannon, \$500, 147-3 Arnold Drive, West Lafayette, 47906 (Purdue University)
Judith A. Shotwell, \$500, R.R. #2, Box 386, Batesville, 47006 (Butler University)

Maine

Jeffrey K. Ellis, \$500, 60 School Street, Veazie, 04401 (University of Maine)

Maryland

Teresa M. Berezny, \$500, 965 St. Agnes Lane, Baltimore, 21207 (The Catholic University of America)
Howard F. Eisinger, \$500, 248 Congressional Lane, Rockville, 20852 (Duke University)
Michael S. Schwartz, \$500, 3965 Wendy Court, Silver Spring, 20906 (University of Maryland)
Ronald P. Ward, \$500, 776 Charing Cross Road, Baltimore, 21229 (University of Maryland)

Massachusetts

Russell H. McCarter, \$500, 29 Bridge Street, Millis, 02054 (Bentley College)

Michigan

Joseph E. Baka, \$750, 27063 Avondale, Inkster, 48141 (Michigan State University)
Charles J. Lauer, \$500, 16600 Warwick, Detroit, 48219 (University of Michigan)
Donald E. Parman, \$500, Ypsilanti, 48197 (Eastern Michigan University)
Patti A. Rogers, \$750, 26320 Pattow, Roseville, 48066 (Wayne State University)

Minnesota

Debra J. Wilson, \$500, RR 1, Box 161, Bovey, 55709 (Moorhead State College)

Missouri

Jeanette K. Rockey, \$500, 8528 E. 81st Terrace, Raytown, 64138 (Penn Valley Community College)

Montana

James J. Peterson, \$500, 409 W. Broadway, Butte 59701 (Lewis and Clark College)

New Hampshire

Sheila J. Parkhurst, \$500, R.F.D. 2, Colebrook, 03576 (Colby College New Hampshire)

New Jersey

Lyndsay A. Campen, \$500, 1 Knox Blvd, Marlton, 08053 (Douglass College)

New Mexico

Skye M. Mitchell, \$750, 601 Wagontrain Drive SE, Albuquerque, 87123 (University of New Mexico)

New York

Heidi Kapanka, \$750, 8 Mary's Lane, Centerport, 11721 (Boston University)
Suzanne B. Rapp, \$500, 1061 Monroe Avenue, Rochester, 14620 (State University of New York at Albany)

North Dakota

Ann M. la Plante, \$750, 922 Kittson Avenue, Grafton, 58237 (University of North Dakota)

Ohio

Douglas A. Daley, \$750, 271 N. Fernwood Drive, Lima, 45805 (University of Notre Dame)
Deborah A. Loewer, \$1000, 2226 Meadowbrook Drive, Springfield, 45506 (Wright State University)
Michael A. Schubert, \$1500, Rt. 1, Cheshire, 45620 (Ohio University)

Oregon

Jeanette M. Commons, \$500, 113 Glen Drive, Grants Pass, 97526 (Southern Oregon College)

Pennsylvania

Don C. Deno, \$1000, 110 Sussex Place, Berwyn, 19312 (Rensselaer Polytechnic Institute)
Eileen F. MacKrell, \$750, 1022 W. 26th Street, Erie, 16508 (University of Notre Dame)
George S. Rose, \$1000, 3710 Meadow Drive, Erie, 16506 (Parks College of Aeronautical Technology of St. Louis University)
Mark L. Sweeney, \$500, 9198 Fox Hunt Road, Pittsburgh, 15237 (Purdue University)
Robert J. Tidona, \$500, Beechwood Dr., RD #2, Kennett Square, 19348 (Princeton University)

Puerto Rico

Martha G. Cruz, \$500, Bo Polo Norte Box 207, Ceiba, 00635 (Humacao Regional College)
Nayda L. DeJesus, \$500, Box 163, Parcelas Aguas Claras, Ceiba, 00635 (Colegio Regional de Humacao)

South Carolina

Barbara S. Clark, \$500, 1608 Goldfinch Lane, West Columbia, 29169 (Spartanburg Junior College)

Tennessee

Eric P. Dahl, \$500, 3862 Graceland, Memphis, 38116 (University of Mississippi)

Texas

Robert E. Herd, \$500, 4603 Melody Lane, Wichita Falls, 76302 (Texas Tech University)
Penelope A. Rhude, \$500, PO Box 115, Combes, 78535 (University of Texas at Austin)
Roger D. Ritter, \$500, 209 Sunset Avenue, Del Rio, 78840 (Southwest Texas State University)
Peter O. Shull, Jr., \$1000, 4003 Elderwood Drive, Seabrook, 77586 (Princeton University)

Utah

Steven W. Smith, \$500, 3253 So. 475 West, Bountiful, 84010 (University of Utah)

Virginia

Paul J. Ackman, \$500, 1603 Treboyn Avenue, Richmond, 23226 (Massachusetts Institute of Technology)
Jan K. Bateman, \$500, 4578 Hampshire Avenue, Norfolk, 23513 (University of Virginia)
Joseph C. Bateman, \$500, 4578 Hampshire Avenue, Norfolk, 23513 (University of Virginia)
Christopher Wist, \$500, 11565 Links Drive, Reston, 22090 (University of Virginia)

West Virginia

Sarah J. Groves, \$500, 118 Barbour Street, Buckhannon, 26201 (West Virginia Wesleyan College)

Wisconsin

Pamela J. Olp, \$750, 1424 Marhill, Green Bay, 54303 (University of Wisconsin)
Jeffrey C. Wachs, \$1000, PO Box 63, Rockfield, 53077 (Central Bible College)
Jo Ann Wierzchowski, \$500, 4155 S. 58th Street, Milwaukee, 53220 (The University of Wisconsin-Madison)
Marilyn C. Engler, \$500, 2806 West Oriole Drive, Milwaukee, 53209 (Columbia Hospital School of Nursing)

National Commander's Citation. This is the highest award attainable in the Senior Member Training Program. In addition to acquisition of the Gill Robb Wilson Award and three years service in a CAP command or staff position, recipients of the National Commander's Citation must have successfully completed the USAF Air War College Correspondence Course conducted by Air University, Maxwell Air Force Base, Alabama. Citation numbers 22, 23, and 24 were achieved by the following senior member officers during 1974:

William R. Breeze, HQ Mississippi Wing, P.O. Box 20061, Jackson MS 39209

Frank L. Swaim, HQ Rocky Mountain Region, P.O. Drawer C, Lowry AFB CO 80230

Betty W. McNabb, HQ Florida Wing, Bldg 186, McCoy AFB FL 32812



Wheel Like No Other. CAP scholarship holder Curt Deno is a junior majoring in biomedical engineering at Rensselaer Polytechnic Institute. A participant in the Rensselaer Accelerated Master's Program, he will earn both his BS and MS degrees in four years. Curt's engineering studies have been in the machines and structures division of the School of Engineering. A recent work project was refining the design of and constructing and testing a toroidal all-metal elastic wheel for use on a model of a Martian Roving Vehicle. The MRV is being designed and built under a NASA contract and is one of four prototype vehicles under development in the country. One of the prototype designs may be selected by NASA for an unmanned landing and investigation of the Martian surface in the next decade. Biomedical engineering is the application of engineering theories and solutions to health care problems. As an extra activity, Curt is working with a neurosurgeon at Albany Medical College on the development of an intracranial pressure transducer. Upon graduation in 1976, Curt plans to go on to medical school, hopefully Johns Hopkins University. As a physician, he wants to be able to apply technology to the practice of medicine. Curt is from Berwyn, Pennsylvania where he was a member of the Upper Main Line Composite Squadron. He is now associated with Group 100, near Philadelphia. (Photo courtesy Rensselaer Polytechnic Institute News).

CAP AWARDS 1974 CONTD

Gill Robb Wilson Award. This award, given in the name of a founder of Civil Air Patrol, was presented to thirty-two senior members in recognition of their efforts to further the cause of aerospace. Gill Robb Wilson Award recipients for 1974 were as follows:

Alabama

Elizabeth B. Howard, HQ Alabama Wing, 908 South 20th St, Birmingham 35205

California

Christopher S. Cloud, North Hollywood Cadet Squadron 3, P.O. Box 311, North Hollywood 91603
Lawrence W. Markham, Merced Co Comp Sq 147, Box 203, Atwater 95301
Antony M. Upton, Los Angeles GP 1, 7834 Haskell Ave, Van Nuys 91406

Colorado

Frank L. Swaim, HQ Rocky Mountain Region, P.O. Drawer C, Lowry AFB 80230
Charles W. Thompson, Colorado Spgs Cdt Sq, 5410 Del Rey Dr, Colorado Spgs 80918

District of Columbia

Reba C. Stith, HQ National Capital Wg, OMR Box 428, Bolling AFB 20332

Florida

Linwood P. Wilson, HQ Group 31, P.O. Box 8777, Jacksonville 32211

Georgia

Ronald C. Howard, HQ Georgia Wing, P.O. Box 3117 (GA/DA) Dobbins AFB 30060

Illinois

Ronald W. Westholm, Sky Haven Sr Sq, 9S104 Aero Dr, Naperville 60540

Indiana

Marcia D. Emmons, HQ Indiana Wing, Grissom AFB 46970
Glenn B. Knight, HQ Indiana Wing, Grissom AFB 46970

Kentucky

John F. Price, HQ Kentucky Wing, P.O. Box 20271, Louisville 40220

Michigan

Edward W. Keehn, HQ Michigan Wing, 9505 Groh Rd, Grosse Ile 48138

Mississippi

William R. Breeze, HQ Mississippi Wing, P.O. Box 20061, Jackson 39209

Missouri

Pauline S. Woods, Marshall Comp Sq, Box 163, Marshall 65340

Montana

David D. Smith, HQ Montana Wing, Ft Harrison 59636

New York

Richard L. Bifulco, HQ Northeast Region, P.O. Box 175, WL Station, New York 10005
Edward V. Le Feber, Niagara Frontier Gp, 29 Woodlawn Ave, Lancaster 14086
Frank H. Rockwell, HQ New York Wing, 817 Stewart-Rear, Garden City 11530
Leonard E. Simon, N. Castle Comp Sq, West Co A/P HNGRA, White Plains 10604

Ohio

John A. McClure, HQ Ohio Wing, 4900 Sawyer PCA/P, Columbus 43219
Nick Shira, Cincinnati Comp Sq 101, 4565 Sycamore Rd, Cincinnati 45236

Oklahoma

John J. Higgins, Jr., Moore Cdt Sq, P.O. Box 6322, Moore 73160

Oregon

Anna C. Bridge, HQ Oregon Wing, Bldg 221, Portland AB, Portland 97218
Frank B. Bueneman, Jr., Beaverton Comp Sq, P.O. Box 372, Tualatin 97062

Pennsylvania

Richard F. Blom, Central PA Gp 30, P.O. Box 971, York 17405

South Carolina

Larry B. Leaphart, HQ South Carolina Wing, 3301 Air Line Dr, Columbia 29205

Tennessee

Clarence C. Grant, HQ Group III, P.O. Box 6065, Chattanooga 37401

Texas

Bobby J. Everling, Randolph Comp Sq, P.O. Box 176, Randolph AFB 78148
Forest L. Hashbarger, HQ Southwest Region, P.O. Box 957, Grand Prairie, 75050

Utah

Richard O. Abbott, Utah Telcomm Flt, Bldg 105, Room 208, Ft Douglas 84113

Brewer Aerospace Memorial Awards. The Frank G. Brewer — CAP Memorial Aerospace Award is annually presented to a senior member, a cadet member and an organization for noteworthy achievement contributing to aerospace advancement or understanding. The 1974 winners were:

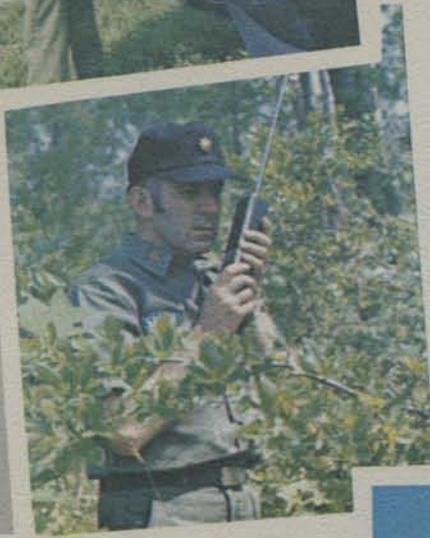
Cadet Member Category — Craig H. Johnson, St Paul Composite Squadron, St Paul, Minn.

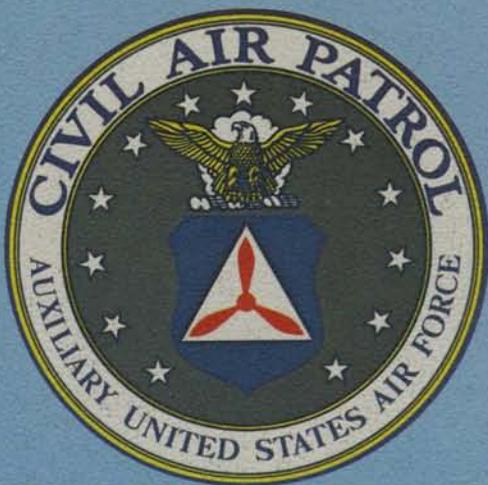
Senior Member Category — James R. Oliver, Director of Aerospace Education, Lafayette, Louisiana 70501

Individual or Organization Category — Dr. K. Bealer Smotherman, Middle Tennessee State University, Murfreesboro, Tenn.



California's Best. At the annual California CAP Wing conference, outstanding individuals in four categories were recognized, (from left) Outstanding Cadet — Winona Jones; Outstanding Commander of a Cadet Unit — Pat Smith; California Wing's Distinguished Citizen of 1973 — Maj Gen Evelle J. Younger, USAFR; and Outstanding Senior Member — Barbara Ferguson. General Younger is Attorney General of California.





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