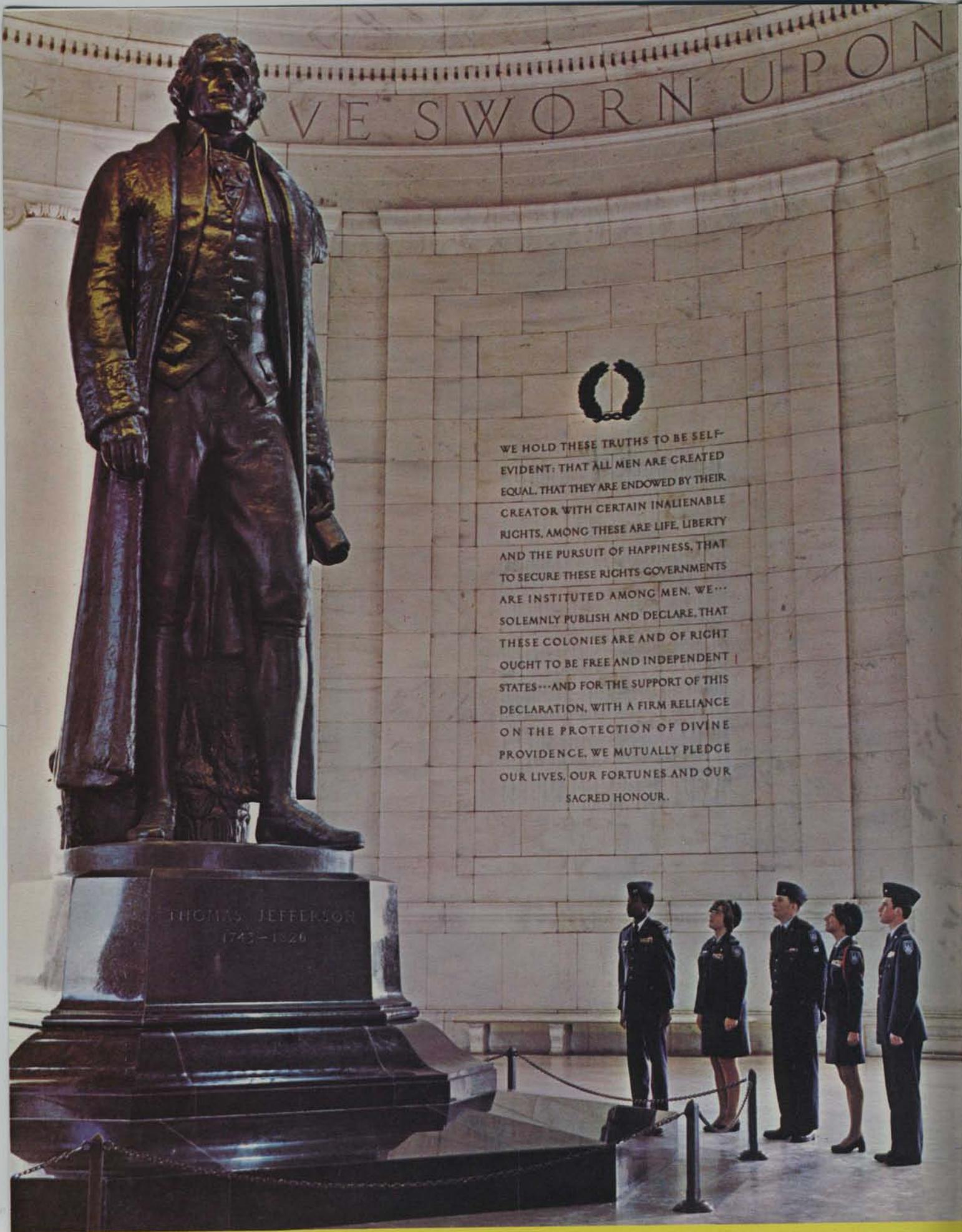


CIVIL AIR PATROL
ANNUAL REPORT
TO CONGRESS
1976





I HAVE SWORN UPON



WE HOLD THESE TRUTHS TO BE SELF-EVIDENT: THAT ALL MEN ARE CREATED EQUAL, THAT THEY ARE ENDOWED BY THEIR CREATOR WITH CERTAIN INALIENABLE RIGHTS, AMONG THESE ARE LIFE, LIBERTY AND THE PURSUIT OF HAPPINESS, THAT TO SECURE THESE RIGHTS GOVERNMENTS ARE INSTITUTED AMONG MEN. WE... SOLEMNLY PUBLISH AND DECLARE, THAT THESE COLONIES ARE AND OF RIGHT OUGHT TO BE FREE AND INDEPENDENT STATES...AND FOR THE SUPPORT OF THIS DECLARATION, WITH A FIRM RELIANCE ON THE PROTECTION OF DIVINE PROVIDENCE, WE MUTUALLY PLEDGE OUR LIVES, OUR FORTUNES AND OUR SACRED HONOUR.

THOMAS JEFFERSON
1743-1826





**NATIONAL HEADQUARTERS
CIVIL AIR PATROL**

— USAF AUXILIARY —
Maxwell Air Force Base, Alabama 36112



TO THE CONGRESS OF THE UNITED STATES

Civil Air Patrol entered its thirty-fifth year of service to the nation on 1 December 1975. Created on 1 December 1941 as a stopgap force to augment the nation's military defenses, Civil Air Patrol has since continued to serve as the volunteer civilian auxiliary of the United States Air Force.

The organization's continued vitality is evidenced by its record-breaking search and rescue activities during 1975. Civil Air Patrol was called upon by the Air Force Aerospace Rescue and Recovery Service on 694 separate occasions during which it located 304 search objectives and was officially credited with saving 57 lives.

Civil Air Patrol completed another year of outstanding service in all mission areas in spite of economic factors that have dictated adjustments in several ongoing and planned CAP programs. These revisions are being accomplished in ways that insure all programs will be continued and their quality maintained.

This report of Civil Air Patrol activities for calendar year 1975, with financial statements of the National Treasury of Civil Air Patrol for Fiscal Year 1975, is submitted as required by Public Law 476.

William M. Patterson

WILLIAM M. PATTERSON
Brigadier General, CAP
National Commander

Carl S. Miller

CARL S. MILLER
Brigadier General, USAF
Executive Director

EMERGENCY SERVICES

The general objective of the Civil Air Patrol Emergency Services program is to save lives and relieve human suffering while safeguarding the lives of CAP personnel rendering these services. The Civil Air Patrol Emergency Services Mission includes search and rescue operations in support of the Aerospace Rescue and Recovery Service, and Civil Defense and disaster relief activities in support of local, state, and national Civil Defense organizations. Civil Air Patrol cooperates with local civil officials and rescue organizations in search and rescue operations and has a mutually supportive relationship with the American Red Cross, Salvation Army, and other humanitarian organizations in conducting disaster relief operations.

SEARCH AND RESCUE

The United States Air Force is assigned responsibility by the National Search and Rescue Plan for coordinating search operations in the inland region of the United States. The Air Force discharges its responsibility through the Aerospace Rescue and Recovery Service (ARRS) of the Military Airlift Command. As the civilian auxiliary of the U.S. Air Force, Civil Air Patrol provides the primary resources available to ARRS in fulfilling this responsibility.

In 1975, Civil Air Patrol participated in 694 search missions, flew 24,500 hours, was credited with locating 304 search objectives and saving 57 lives. CAP search forces also assisted many other persons who were in distress but not in immediate danger of losing their lives.

The number of search objectives located increased by 65% over 1974, while the total flying hours expended increased only 13%. This is interpreted as an increased efficiency of search forces that is attributed to CAP's continuous mission skill upgrade training programs and the mandatory use of Emergency Locator Transmitter (ELT) by all general aviation aircraft. The number of CAP missions increased by 51% over 1974. This increase in activity was generated, in part, by the requirement to locate ELTs that have been inadvertently activated. In spite of initial problems of educating pilots in the proper use of the ELT, the device plays a crucial role in saving the lives of crash survivors.

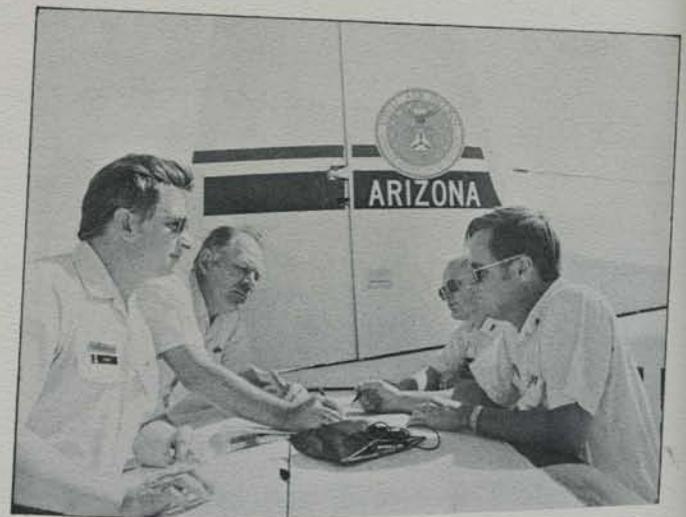
The ELT is designed to reduce the time required to locate the crash site. Time is the key factor for survival. At least half of all persons found alive in downed aircraft are rescued within the first 12 hours. Another 25 percent are rescued within the next 12 hours. After that, the probability of survival dwindles sharply.

The following are representative summaries of Air Force authorized Civil Air Patrol missions for which Civil Air Patrol was credited for the saving of lives:

AIRCRAFT CRASH

Oklahoma, Texas, New Mexico, Colorado. On 9 February 1975, a light aircraft enroute from Duncan, Oklahoma to Angel Fire, New Mexico, with four people on board was reported overdue. A VFR flight plan had been filed with route of flight from Duncan, Oklahoma, to Lawton, Oklahoma, to Dalhart, Texas, to Angel Fire, New Mexico. After

initial phone and airfield ramp checks were completed with negative results, Civil Air Patrol was alerted and the Oklahoma, Texas, New Mexico, and Colorado CAP wings commenced the search. On 10 February, two Colorado CAP aircraft equipped with Direction Finders (DF) picked up an Emergency Locator Transmitter (ELT) signal in the valley between Eagle Nest and Ute Park, New Mexico. Ground teams equipped with DF equipment worked throughout the night but were unable to locate the source of the signal. On 11 February, a New Mexico CAP aircraft located the crashed aircraft. Two injured women survivors were taken to the hospital in Raton, New Mexico, by a US Army helicopter from Ft. Carson, Colorado. Two deceased men were recovered by state police. CAP resources committed to the mission included 23 aircraft, 31 ground vehicles, 28 mobile radio stations, seven ground search teams and a total of 141 personnel.



SEARCH TEST. Arizona Wing Civil Air Patrol officials and Air Force advisors prepare to commence the wing's annual Search and Rescue Effectiveness Test which will be conducted under the scrutiny of an Air Force Evaluation Team. The test reconfirmed the high degree of professionalism and skill of the wing's emergency services force.

GROUND SUPPORT. Ground teams are a key factor in the success of most search and rescue operations. They often can begin the mission and continue it when weather conditions preclude or interrupt air search. Ground teams also perform the interrogation function of investigating leads which often provides invaluable information to aid the mission coordinator in directing air search. They usually are first to arrive at an accident site to provide life-saving first aid and assist with evacuation of casualties (if requested). Trained and equipped CAP ground teams also provide disaster relief assistance in cooperation with other humanitarian organizations such as the Salvation Army and American Red Cross. (Photo by Harry Blakeman)



THIN ICE

Alaska. A Fairbanks resident flew to a lake 100 miles west of Fairbanks in his ski equipped aircraft to work on his cabin. A friend arriving later to assist with the repairs also landed his aircraft on the lake. Both aircraft broke through the thin ice and sank. CAP was alerted when the first aircraft was reported overdue. A Fairbanks CAP pilot located the stranded men by ELT signals from their downed aircraft. They were recovered by Air Force helicopter to Eielson Air Force Base for medical observation.

LOST CHILD

Idaho. A 20-month-old boy became lost when he wandered away from his parents' campsite at the Beauty Bay, Idaho, campgrounds. The Idaho CAP bloodhound team was asked to assist. The child was located uninjured and asleep downstream from the campground and was safely returned to his parents.

TORNADO VICTIMS

Louisiana. Six persons were reported missing following a tornado that struck Sabine Parrish, Louisiana, on 8 May 1975. The Sabine Parrish Sheriff's Department requested CAP assistance. Three of the six missing persons had survived the tornado and were located in the Toledo Bend Reservoir by CAP air search and were recovered by a Sheriff's Department boat. Louisiana's Sabine Composite Squadron was credited with three lives saved because of their quick response. Search aircraft were airborne 15 minutes after request for assistance was received and the first of the three survivors was located 10 minutes later.

TRAIN COLLISION

Alaska. Alaska CAP worked with the Air Force's 504th HES, the Army's 222d Aviation Battalion, and the 120th Aviation Company in assisting the victims of a two-train collision that occurred 115 miles north of Anchorage. Medical supplies, doctors, nurses, medical technicians, and para-

rescuemen from the 71st AARSQ were airlifted to the accident site. Alaska CAP aircraft provided airborne communications in support of the operation. Sixty-three injured personnel were airlifted to Elmendorf AFB Hospital and Providence Hospital in Anchorage. Nine lives saved were credited to Air Force and Army helicopter units and one life saved was credited to Alaska CAP.

STRANDED HIKERS

Oregon. Five hikers became stranded on Heahkahnne Mountain, north of Mehalem, Oregon. Oregon's Hood River Alpine CAP Squadron was asked to assist the Tillamook County Sheriff and local mountain rescue personnel in the recovery. Working together they were successful in recovering three of the hikers using a hydraulic winch. The Coast Guard provided a helicopter to assist in the recovery of the last two hikers. Although apparently uninjured, the hikers were transferred to a local hospital for observation.

MERCY MISSION

Idaho. At the request of the Idaho State Policy, a CAP aircrew flew from Coeur d'Alene to Spokane, Washington, to pick up and return badly needed blood for a victim of internal bleeding at the Bonner's Ferry Community Hospital. Because of the critical nature of the medical emergency, Idaho CAP was credited with saving the patient's life.

AIRCRAFT CRASH

Colorado, New Mexico. A light aircraft with three persons on board was reported overdue on a flight from Colorado Springs, Colorado, to Grand Canyon, Arizona, via Durango, New Mexico. The search was conducted with eight Colorado CAP aircraft and two New Mexico CAP aircraft. Colorado CAP located the crash site near Alamosa, Colorado, by homing on voice communications from the survivors. The survivors, who were not injured, were returned to Colorado Springs by an Army helicopter from Fort Carson.

MISSING MAN

Wisconsin. At the request of the Vilas County Sheriff, Wisconsin CAP aircrews searched for and located a missing 74-year-old man. The man was found alive lying prostrate in a swamp, and was recovered by a ground team.

MISSING AIRCRAFT

Louisiana. A mayday call was intercepted by the Houston FAA Air Traffic Control Center and was plotted as coming from an area approximately 55 miles west of Alexandria, Louisiana. An investigation revealed that the aircraft had departed Orange, Texas, on a flight to Kansas City, Missouri, and a flight plan had not been filed. A Louisiana CAP aircrew located the down aircraft near Vernon Lake with the pilot alive inside the wreckage.

LOST HIKERS

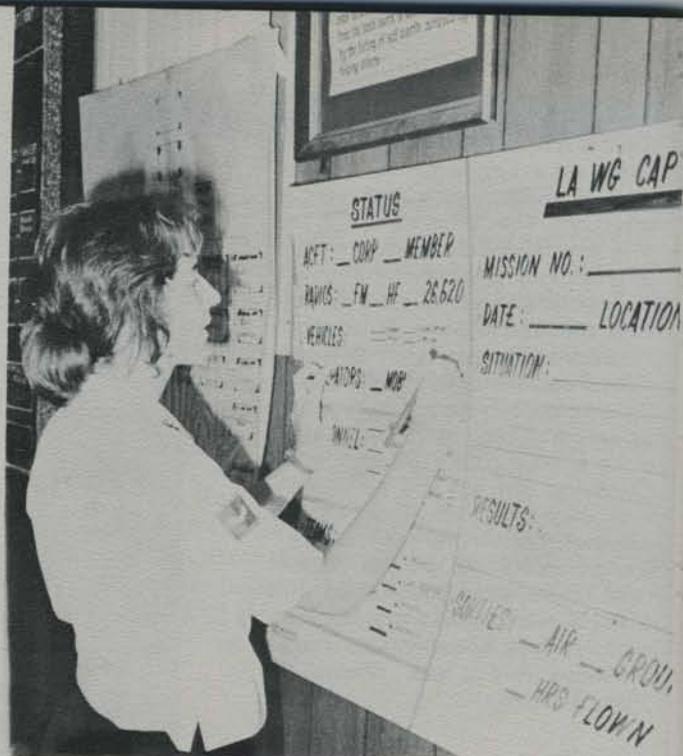
Colorado. The Gunnison County Sheriff requested Colorado CAP to search for two hikers who were overdue and believed to be lost. A Colorado CAP aircrew located the hikers and directed the Aspen Search and Rescue Ground Team to the site. The hikers were recovered by snowmobile and taken to the Aspen Hospital.

HUNTING ACCIDENT

Alaska. The Alaskan Air Command Rescue Coordination Center received word through a bush radio station that a man had been severely mauled by a bear while hunting in the Talkeetna Mountains 100 miles northeast of Anchorage. Because of severe weather conditions with wind gusts of 30 knots, military and civilian helicopters were grounded and Civil Air Patrol was asked to assist. A CAP pilot airlifted the injured man to the Glenallen Hospital where his condition was judged to be critical.



MONTANA MISSION. Montana and Wyoming cadets set up field operations in Decker, Montana, in preparation for a joint search and rescue exercise. Montana's Billings Composite Squadron and the Natrona County Cadet Squadron of the Wyoming Wing joined forces with 50 cadets and seniors involved. Senior members observed while cadets conducted the entire successful exercise.



LOUISIANA TEST. Cadet Tracey Comeaux was among the 79 cadet and 39 senior Louisiana CAP members participating in the wing's two-day search and rescue test conducted at Lake Charles. Some cadets served as members of ground search teams while others were given emergency services classroom training.

LOST HUNTER

Wyoming. A 22-year-old man became separated from his father while hunting. The father notified the local sheriff who searched all day with ground teams with no results before requesting CAP assistance. Wyoming CAP positioned ground teams during the night to begin search at first light. The man was located by a CAP ground team in good condition although a light snow had fallen and temperatures were near freezing. Because the man was mentally retarded and had spent the night out in the elements he was taken to a local hospital for observation.

ACCIDENT VICTIM

Alaska. Alaska CAP, at the request of the Alaskan Air Command Rescue Coordination Center, airlifted a car accident victim from Clear Air Force Station to Fairbanks International Airport. The patient was then carried to Fairbanks Memorial Hospital by ambulance. The attending physician stated that due to the critical nature of the patient's injuries, the Alaska Wing should be credited with saving his life.

COYOTE CHASE

Wyoming. On 12 March 1975, two men in a light aircraft were chasing coyotes near Rawlins, Wyoming, when they hit air turbulence, pulled up and experienced an accelerated stall which caused the aircraft to pancake. Both men suffered broken backs and other injuries. Wyoming CAP located the crash area through Emergency Locator Transmitter (ELT) signals picked up during a night search. At first light on 13 March, search aircraft located the crash and a private helicopter was dispatched to recover the victims to a local hospital.



SUPER SENIOR. Salvation Army Brigadier Luther M. Smith and Mrs. Smith attended the Civil Air Patrol National Board Meeting in St. Louis where his selection as Civil Air Patrol Senior Member of the Year was announced. Brigadier Smith is Salvation Army City Commander for Birmingham, Alabama, and also a Civil Air Patrol Lieutenant Colonel serving as Region Chaplain for CAP's Southeast Region. Chaplain Smith joined CAP in 1954 and has since served in five different states working in all phases and at every echelon of the CAP program. His service includes Mission Pilot, Mission Coordinator, Communicator, Radiological Monitor, IACE Escort, Encampment Chaplain, Squadron Chaplain, Group Chaplain, Deputy Wing Chaplain, Wing Chaplain and Region Chaplain.

BOAT IN DISTRESS

Alaska. On 6 January, Alaska CAP was requested to assist in the search for a missing Coast Guard motor lifeboat, last heard from when the crew reported early on 5 January that it was taking water and had gone aground after rescuing a family of four from their private vessel. Weather conditions at the time were extreme cold, winds up to 60 knots, and sea swells of 20 feet. The grounded boat was located at Whitestone Harbor in Icy Strait by a Juneau CAP aircrew. The four Coast Guard crewmen and the family of four, two of which were children — six months and two years of age — were safe on shore near the boat. A Coast Guard helicopter recovered the survivors to a hospital in Juneau. Eight saves were credited to CAP due to the extreme temperatures and a chill factor of minus 40 degrees.

INJURED PILOT

Idaho. On 24 January 1975, a light aircraft with two people on board became overdue on a flight from Idaho Falls to Boise, Idaho. On 25 January, the Idaho Department of Aeronautics flew route search with three aircraft with negative results. Upon request, Idaho CAP joined the search with 11 aircraft on 26 January. Idaho CAP located the aircraft wreckage and the pilot 10 miles north of Rupert, Idaho. The pilot suffered pelvic and bladder injuries and peritonitis, but survived below freezing temperatures. The passenger had previously walked to a nearby town, but was incoherent and unable to assist in locating the crash site.



FAA SEMINAR. CAP Colonel Edwin Lyons and Bonnie Tiburzi were among the attendees at a three-day flight seminar conducted in Farmingdale, New York during February. The seminar was co-sponsored by CAP's Northeast Region and the Federal Aviation Administration (FAA) for the purpose of revalidating flight instructors and bringing all pilots up to date on FAA regulations. The seminar was attended by 200 individuals, including airline captains, flight engineers, and flight controllers.



CAP RECEPTION. Congressman Lester L. Wolff of New York (left), Air Force Chief of Staff, General David C. Jones (center), and Congressman Thomas E. Morgan of Pennsylvania exchange good humor during the reception preceding the Civil Air Patrol Congressional Dinner held in Washington, D.C. in March. Congressman Wolff is a CAP member and Commander of the CAP Congressional Squadron.

UNREWARDED EFFORT

In spite of the tremendous efforts and dedication of search forces, sometimes the objective cannot be located by air search. In conducting the following mission, 17,000 square miles of California and Nevada were searched, expending 360 mandays, 134 aircraft days and 504 flying hours in a hazardous but fruitless effort. A flight plan had not been filed by the pilot and the ELT on board the downed aircraft failed to activate on impact. These facts combined with the hazardous mountain terrain, midwinter weather conditions and the unpredictability of the pilot's choice of a flight route created overwhelming odds against search forces locating the downed aircraft.

California, Nevada. On 31 December 1974, a Cessna 172 aircraft with two people, husband and wife, on board became overdue on a flight from Las Vegas, Nevada, to San Jose, California. A flight plan had not been filed and no radio calls or position reports had been received. The family of the couple could only surmise the probable route of flight. Early on 1 January 1975, air search commenced with California and Nevada CAP, China Lake Naval Air Station, US Army at Fort Huachuca, Clark County Sheriff's Department, and Las Vegas Police aircraft participating. California CAP's initial efforts were directed to the most logical route of flight which was Las Vegas — Trona — Tehachapi — Bakersfield to San Jose. Nevada CAP and the other Nevada search forces searched possible routes into the Sierra Nevada Mountains. With the responsibility for

most of the area to be searched. California CAP launched an all-out effort and by the third day of the mission had 25 aircraft flying route and grid searches along the eastern side of the Sierra Nevada Mountains and checking and re-checking mountain passes considered to be possible routes of flight. Ground teams were also busy following up on leads and checking mountain passes. An Army aircraft made infrared photo flights between Beatty, Nevada, and Bishop, California. At times, the search was severely hampered by low ceilings, high winds, and snow. On 9 January, after searching the western side of the Sierra Nevadas and mountainous areas southeast of San Jose, the search was suspended. The reasons for suspension were that the most probable routes had been searched, all leads had been checked, and the chance that there were survivors was considered remote.

On 24 May 1975, a persistent Emergency Locator Transmitter (ELT) signal was reported by pilots in southern California. Although no overdue aircraft had been reported, a California CAP mission was opened to locate the source of the ELT transmission. A California CAP aircraft equipped with a Direction Finder homed in on aircraft wreckage barely visible under melting snow. The wreckage proved to be the missing Cessna with the remains of the missing couple. For unknown reason, the ELT had not been triggered upon impact and had somehow become activated almost five months later. The crash had occurred in the Sequoia National Park in the Sierra Nevada Mountains 60 miles east-southeast of Fresno.

DISASTER RELIEF

United States military forces are responsible for providing support to civil authorities to relieve the suffering of victims of floods, storms, fire earthquakes or similar catastrophes. Overall Air Force responsibility for coordinating Air Force participation in natural disaster relief operations has been delegated to the three Air Force Reserve Regions (AFRR). Each Civil Air Patrol wing commander has entered into an agreement with his respective AFRR to make CAP personnel and resources available to assist in fulfilling this mission. The agreement insures that wing capabilities and responsibilities are known prior to assignment of a mission.

During 1975, Civil Air Patrol responded to 10 natural disasters including floods, snowstorms, tornadoes, and hurricanes in 9 states with more than 2,100 CAP member mandays supported by aircraft, radio networks, mobile command posts, emergency power generators, and emergency vehicles.

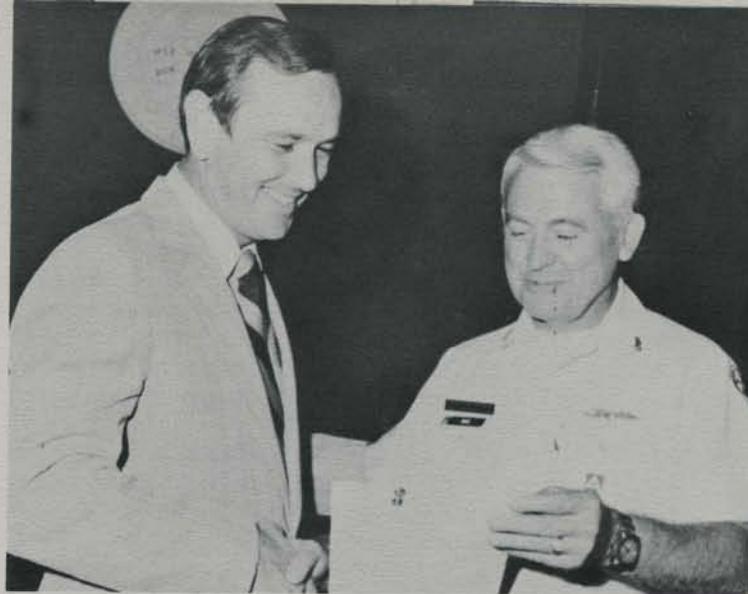
The following examples of Air Force authorized-Civil Air Patrol Disaster Relief missions were extracted from official mission reports:

TORNADO

Nebraska. A violent tornado struck the City of Omaha late in the afternoon of 6 May, cutting a block-wide swath through seven miles of residential and business property. The destructive storm killed three, injured 300, and caused an estimated damage of 210 million dollars. Within the hour, Nebraska CAP activated a communications center in the local Red Cross Chapter House and a command post, collocated with the City Civil Defense Agency. For the next five days, CAP members worked 24 hours a day. The CAP communications center functioned as a clearing house for the thousands of incoming calls from Red Cross Chapters throughout the nation seeking information on the status of friends, relatives and property. Cadet and senior members operated CAP radios and teletype equipment in the Civil Defense REACT Center on a 24-hour basis throughout the entire period. CAP aircraft flew photo-recon missions at the request of local Red Cross officials to help evaluate the storm's path and extent of destruction. The busy CAP cadets also found time to assist in unloading Red Cross food trucks, distribution of the food, and to collect over a thousand dollars for a Salvation Army relief fund drive conducted by a local radio station.

FLOOD

Michigan. Gale force winds accompanied by heavy rains falling on already saturated ground caused overflow of river beds and extensive strain on several flood control dams in Genesee, Shiawassee, and Ingham Counties, Michigan. Damage was estimated at 65 million dollars. CAP assistance was requested by Civil Defense officials in the three affected counties. Scores of CAP personnel worked around the clock for five days providing aerial surveillance, emergency communications, transportation, sandbagging and emergency evacuation of hundreds of residents of low lying areas along flood swollen streams. CAP aerial reconnaissance flights were flown to locate debris blockages in the river which were causing rising water levels. The



GOVERNOR GRADED. Georgia Wing Commander Lindsey V. Rice (right) tells Georgia Governor George T. Busby of the Governor's promotion to Lieutenant Colonel in Civil Air Patrol. Governor Busby is a long-time active member of the Albany Composite Squadron.

blockages were subsequently dynamited and water levels lowered. CAP sandbagging to halt erosion of the foundation of Byron Dam was credited by County Civil Defense Director with saving the dam from breaking.

HURRICANE

Puerto Rico. Hurricane Eloise struck Puerto Rico on 13 September causing 28 deaths and 50 million dollars in property damages. At the request of the U.S. Coast Guard Rescue Coordination Center, Puerto Rico Civil Air Patrol conducted aerial search of the interior of the island for stranded flood victims and provided an assessment of flood damages.



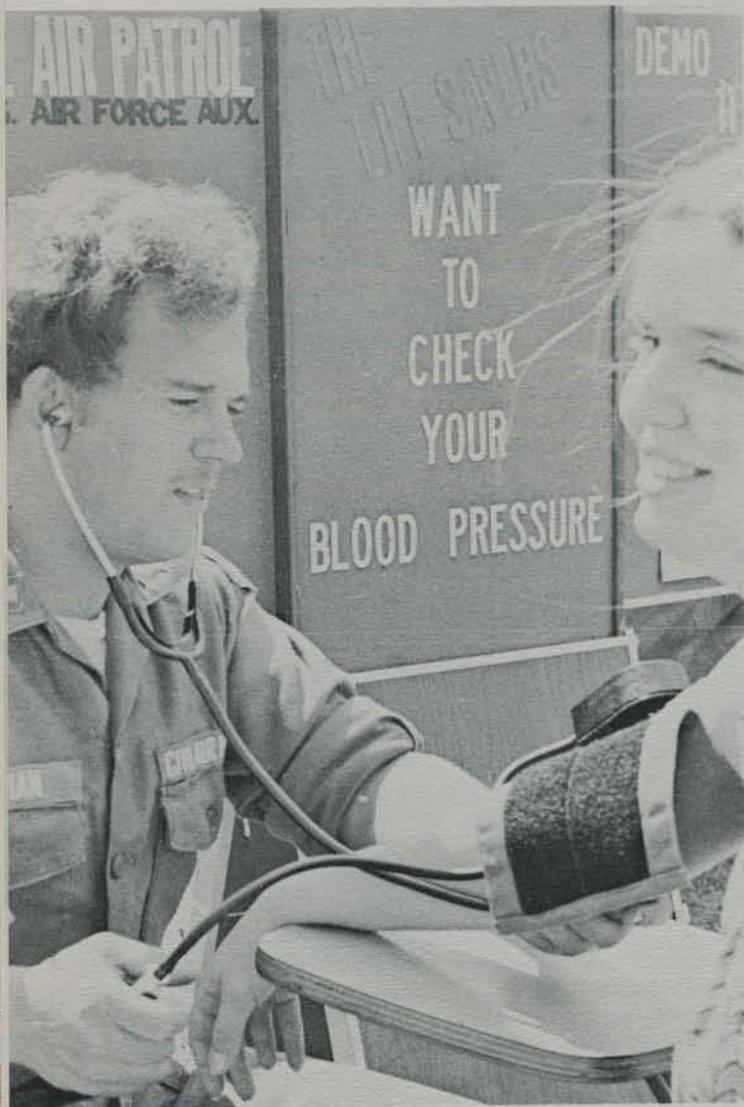
FLOOD RELIEF. Over a three-day period in February, heavy rains and melting snow caused the western branch of the Susquehanna River and its tributaries to overflow resulting in extensive flooding in Lycoming County, Pennsylvania. At the request of the County Civil Defense Director, 125 CAP cadet and senior members assisted by evacuating families and household goods and relocated mobile homes from flood stricken areas. CAP mobile communications units were dispatched to strategic locations to take and transmit river level readings to the County Civil Defense Director. CAP aircraft were used for aerial survey of flooded areas. Pennsylvania CAP contributed 250 mandays to this effort.

SNOWSTORM

Colorado. On 26 March, northeastern Colorado was hit by one of the worst late winter snowstorms on record. The storm with its sub-zero temperatures and winds in excess of 60 knots did not abate until 28 March, at which time CAP assistance was requested by the Colorado Emergency Operations Center. CAP provided communications support and flew aerial surveillance to assist in locating stranded motorists, downed transmission lines, and stranded cattle. Prompted by the discovery of a traveling party frozen on a nearby highway in Nebraska, Colorado's Adjutant General requested that CAP support be continued on 29 March. At termination of the mission, Civil Air Patrol was credited with assisting 25 persons in distress and helping to save several hundred cattle.



COMMAND AWARD. CAP Colonel Johnnie Boyd (right) was named Civil Air Patrol Wing Commander of the Year. The selection was announced by Brigadier General William M. Patterson (left), CAP National Commander, at the CAP National Convention in St. Louis. Colonel Boyd joined CAP as a cadet in 1943 and became Commander of the Oklahoma Wing in 1973.



HEALTH SERVICE. Visitors to the Milwaukee Air Show were provided free, professionally supervised, blood pressure checks by Mark Coolman and other members of Wisconsin's Group Ten Land Rescue Team. More than 100,000 were in attendance and viewed the CAP rescue unit's equipment display.

SENIOR MEMBER TRAINING

The Senior Member Training Program presents an orderly progression of training to enable members to acquire overall knowledge of the organization, learn specific duty skills, and prepare for leadership positions.

Weekend training clinics are conducted continuously within each CAP wing to provide Level I entry training for all new members, except former cadets who may qualify for waiver based on previous training. The basic training provided is primarily an orientation on the organization, mission, history, and customs of Civil Air Patrol.

Level II Skill Acquisition Training enables a member to qualify in one or more of 19 CAP specialities through self-study and on-the-job training. As a member advances through the three progressive skill ratings of his chosen speciality, he then becomes eligible for grade advancement.

Level III Command and Staff Training is accomplished through selective reading, self-study and completion of the CAP National Staff College and other courses such as the National Search and Rescue School.

Although several thousand new members enroll annually, at the end of 1975, approximately two-thirds of all active senior members had completed Level I and progressed into the more specialized Levels II and III training.

FLYING CLINIC PROGRAM

Almost 19,000 Civil Air Patrol senior members are rated pilots and 5,500 are aircraft owners. The CAP Flying Clinic Program is designed to promote flying safety through increased pilot proficiency and to provide CAP pilots oppor-

tunities to obtain additional Federal Aviation Administration (FAA) aeronautical ratings. Flying clinics are either organized and sponsored by CAP regions or wings or co-sponsored with other groups such as the Federal Aviation Administration and Aircraft Owners and Pilots Association (AOPA). To encourage CAP pilot participation, the CAP Corporation provides funds on a matching share basis to defray the cost of conducting and attending flying clinics.

A typical flying clinic was conducted by the Nebraska CAP Wing during October. 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 culminated with 22 members of the Nebraska Wing completing dual flight checks with an FAA certified flight instructor.

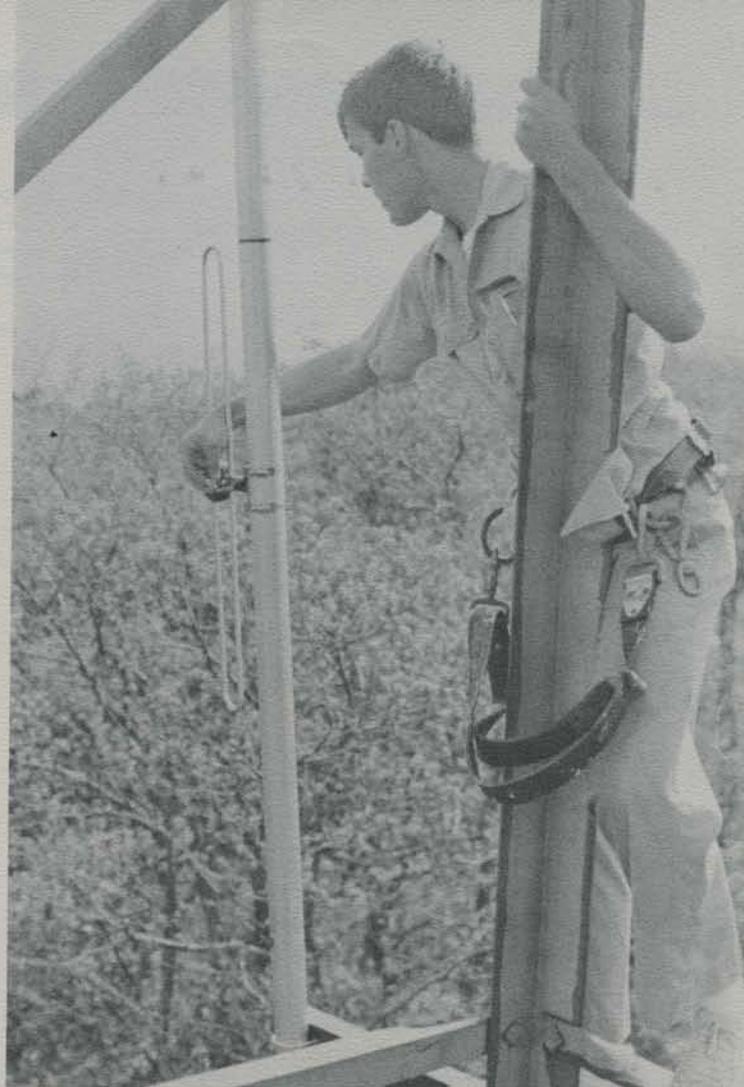
COMMUNICATIONS

Civil Air Patrol radio communications continue to improve in effectiveness and reliability as demonstrated in annual evaluation tests of each region and wing. Areas of evaluation include frequency management, records management, radio operator proficiency and network control. The continued improvement in CAP communications is due, primarily, to the interest and enthusiasm of the communicators who purchase radio sets at their own expense, and actively participate in radio nets.

The equipment modernization program's five-year goal was achieved well in advance of the projected completion date and additional radio sets are being acquired at a much faster rate than previously anticipated. During 1975, CAP had 18,126 licensed radio sets in operation; to include 4,683 land stations, 7,396 ground mobile stations, 1,005 air mobile stations, 853 aeronautical search and rescue stations, 543 corporate aircraft stations, 3,652 citizens band stations, and 84 repeater stations. Repeater stations provide increased communications range of low-powered mobile units and hand-held walkie talkies and are used to great



GOVERNOR'S SUPPORT. Louisiana Governor Edwin Edwards (right) is presented CAP's Exceptional Services Award by Louisiana Wing Commander William H. Cahill. Governor Edwards who is also a member of Civil Air Patrol was cited for his efforts in promoting CAP throughout the state.



COMMUNICATIONS COVERAGE. Cadet Wesley Googe of North Carolina's Winston Salem Composite Squadron assists in installing a repeater station antenna above a fire observation tower atop Sauerton Mountain. Repeater stations increase the range of low powered communications units and hand held walkie talkies and thereby greatly enhance communication support during search missions and natural disaster emergencies.

advantage on search missions and during emergency conditions.

The CAP Northeast Region conducted its seventh annual communications school and the Oklahoma Wing conducted its second annual school of this type. The courses include six days of intensive training and field practice in communications procedures and are so popular that other regions and wings are planning to start similar schools.

A petition submitted to the Federal Communications Commission was approved authorizing radioteleprinter operations on the 4 megahertz frequencies assigned to CAP. In this mode of communications, messages are transmitted either by typing or by the use of a pre-punched tape and are automatically typed on printers at the receiving locations.

Emergency locator transmitters operating on training frequencies are used for training both airborne and ground search teams to gain proficiency in direction finding search techniques for locating downed aircraft.

THE CADET PROGRAM

"... Our son attended Encampment Vandenberg '75 this past August and he had a wonderful experience. He has a new outlook on life... is more enthusiastic about everything he does... walks straight and tall where before he slumped... is not as shy as he used to be... He has found that he is capable of doing things that before he would not try for fear of of failure..."

— Mother of a CAP Cadet

The Civil Air Patrol cadet program is designed to provide personal development in today's aerospace environment. Open to young Americans from the seventh grade to age 18, it provides opportunities for learning, maturing, and partaking in the responsibilities of our society under the guidance of enlightened adult citizens. With advice and assistance from the United States Air Force, the Air Force Reserve, and CAP senior members at the national, regional, state and local levels, cadets are exposed to a structured program of aerospace education, leadership, physical fitness, moral and ethical values in group and individual activities.

As a cadet progresses through this structured program, he or she accomplishes a series of 15 achievements, each involving study and performance in the five program areas. Upon completion of each achievement, the cadet earns increased cadet rank, decorations, awards, eligibility for national special activities, and an opportunity for scholarships and grants. The grass roots cadet unit is the hometown or neighborhood squadron, where cadets develop and advance under the leadership and guidance of dedicated CAP senior members.



UNIT AWARD. Cadet Mark P. Wnuk attended the CAP National Convention in St. Louis to accept the Squadron of Distinction Award on behalf of all members of Connecticut's New Britain Cadet Squadron. Commanded by Mark's father, Major Fred Wnuk, the unit was first runner-up in the competition. Air Force Brigadier General Carl S. Miller, Commander CAP-USAF, made the presentation.

ISRAELI IACE. Cadets Karen Budzinski of Florida's Cutler Cadet Squadron and Juan Rodriguez of Puerto Rico's Bayamon Cadet Squadron Number three were given a sight-seeing tour of the Golan Heights during their International Air Cadet Exchange visit to Israel.



CADET ENCAMPMENTS

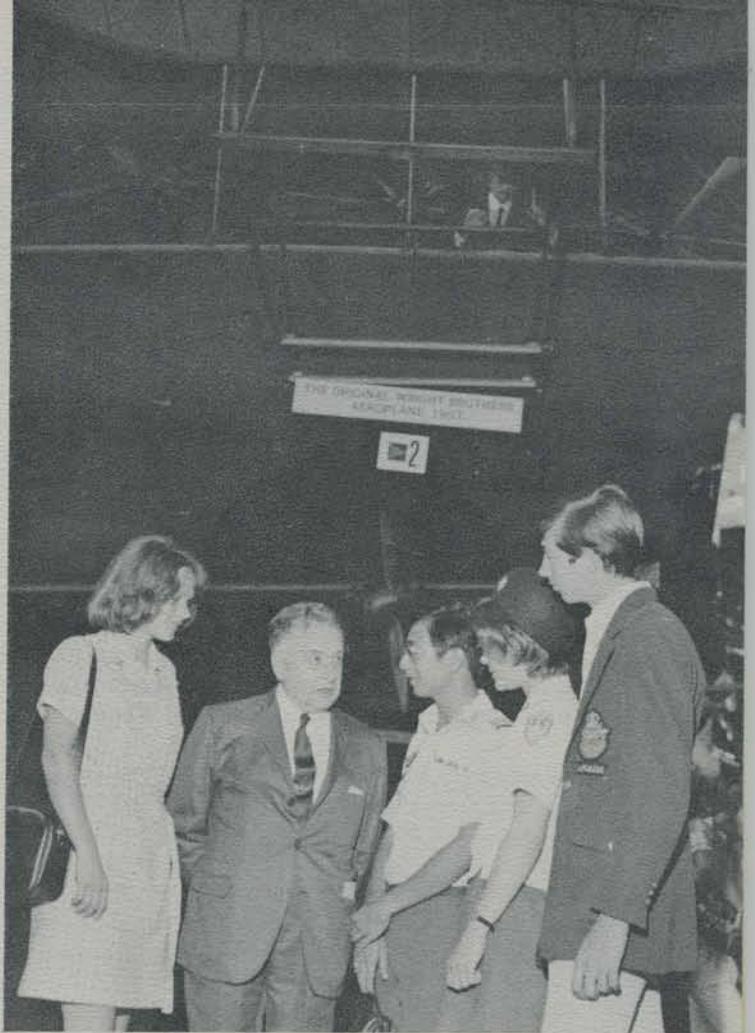
The first major award within the cadet program is the General Billy Mitchell Award. To earn this award, each cadet must attend a Civil Air Patrol encampment, in addition to fulfilling all requirements of the first seven of the 15 structured achievements. Encampments are conducted annually by each state CAP wing at local U.S. Air Force bases, or at other community, state, or national facilities. Cadets who earn the Mitchell Award become eligible for more advanced special activities and automatically earn the grade of Airman (E-2), should they choose to enlist in the Air Force. However, the most noteworthy aspect of the CAP encampment is its impact upon the cadets' future lives. In most cases, this is their first exposure to the everyday excitement and challenge of the aerospace world.



ANG ASSIST. Cadets Alice Clark and Martian Olinger of Washington's Spokane Composite Squadron are given flight physicals by MSgt Nebraska Stevens of the 14th Flight Clinic of the Washington Air National Guard. The Washington Air National Guard provides other greatly appreciated support to CAP cadets including general physicals, orientation flights, and radio testing and repair.



FIRST SOLO. Cadet Thomas Krause is congratulated by his instructor, CAP Lieutenant Colonel Kenneth Hoser, after becoming the first cadet to solo in Pennsylvania's Glider Squadron 909.



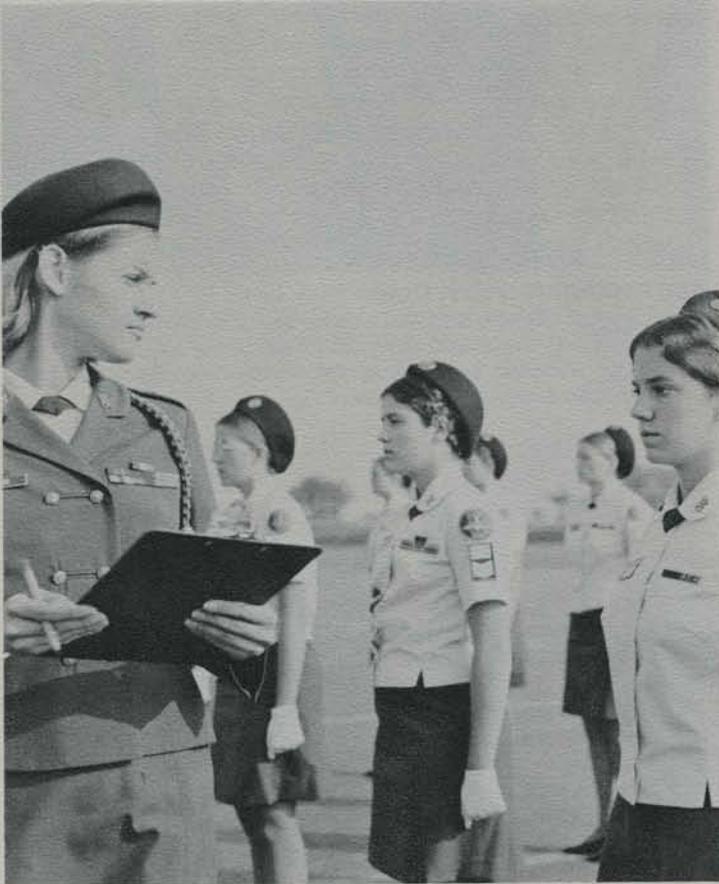
SMITHSONIAN VISIT. Cadets from (L to R) France, Hong Kong, United States, and Canada visited the Smithsonian Institution during the Washington DC Phase of the IACE. Dr. Paul E. Garber, Historian Emeritus of the Smithsonian National Air and Space Museum was their host.



CALIFORNIA CAMP. California Group 22 cadets prepare their living quarters as they begin a four-day Type B Encampment at Camp Pendleton, California. Cadet encampments may be either Air Force supported Type A with cadets living in the environment of an active Air Force installation for a period of 10-14 days or Type B with any available facility being used for Bivouac Type Encampments, usually 2-4 days in duration. Both type encampments are under CAP supervision and prescribed training requirements must be met.

CADET SPECIAL ACTIVITIES

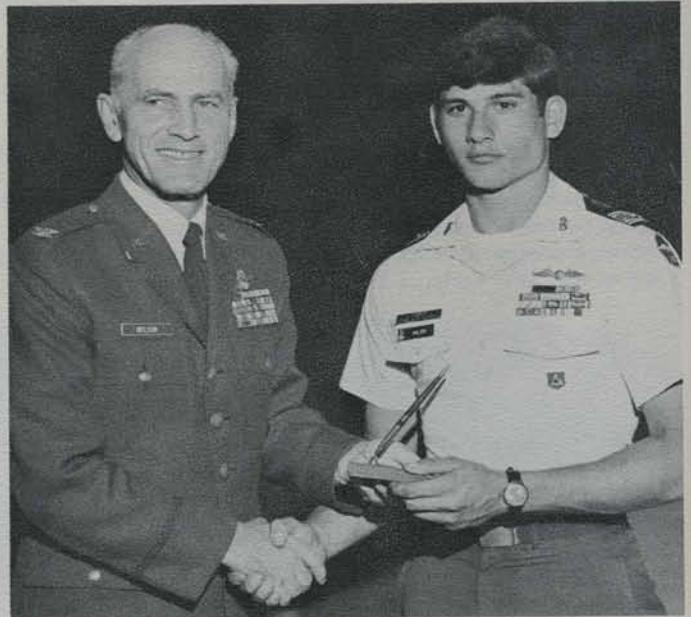
Designed as incentives and rewards for achievement to deserving cadets, the Civil Air Patrol's national cadet special activities program including courses in training, familiarization, orientation, and competition, in addition to an opportunity for world travel. More than 600 CAP cadets took part in eleven 1975 special activities conducted at 14 locations across the country and in 21 foreign nations. Civil Air Patrol gratefully acknowledges the assistance and support in planning and conducting these activities of the U.S. Air Force, Air University, Air Force Academy, Air Training Command, Air Force Logistics Command, Military Airlift Command and Air Force Reserve. Federal agencies outside the Department of the Air Force that provided special activities in 1975 were the Federal Aviation Administration, the National Aeronautics and Space Administration, and the U.S. Army. A new and different cadet special activity was inaugurated in 1975 when 22 CAP cadets observed and assisted with the Experimental Aircraft Association's annual fly-in at Oshkosh, Wisconsin.



CADET COMPETITION. The Civil Air Patrol National Cadet Competition is conducted annually between teams from each of the eight Civil Air Patrol Regions. The three-phase activity tests team performance in physical fitness, aerospace knowledge, and precision drill. The teams, each composed of 21 cadets, qualify to enter the national competition through local competition where each must be judged the best in their respective CAP wing and region. The 1975 competition was held at Maxwell Air Force Base, Alabama.



BIRMINGHAM'S BEST. Cadet Commander Kathy Howar (left), Cadet Deputy Commander Gretchen Hottman, and Senior Deputy Commander for Cadets Jack Wilks are three of the outstanding cadet and senior leaders responsible for the No. 6 Squadron of Distinction rating of Alabama's Birmingham Composite Squadron.



ACADEMY AWARD. Cadet Steven Malara of New York's Utica Composite Squadron was chosen Honor Cadet at the Survival Training Course conducted annually by the Air Force Academy. Colonel George J. Nelson, United States Air Force Academy Chief of Staff, announced the honor at the Awards Banquet following completion of training. The 60 attending cadets unanimously rated the course very highly and as a result of their contact with the Academy, several were resolved to apply for admission.

INTERNATIONAL AIR CADET EXCHANGE (IACE)

Conceived in 1946 by the Air Cadet League of Canada and the Air Training Corps of Great Britain, the first IACE was conducted in 1947 with the assistance of the Royal Air Force and the Royal Canadian Air Force. Civil Air Patrol entered the exchange in 1948, with the assistance of the U.S. Air Force. The program has grown over the years, having involved some 40 countries at one time or another.

The purpose of the IACE is to foster international understanding, goodwill and friendship among young people having a common interest in aviation. To this end, an annual, three-week exchange of cadets is conducted by Civil Air Patrol and other organizations such as national aero clubs, national air cadet organizations, and national air force academies. These participating organizations sponsor and provide the cadets with sightseeing, tours of aerospace industries and museums, visits to airports and air force installations, orientation and training flights in gliders and powered light airplanes and visits in host-country family homes. Airlift of participating cadets to, from and within each country is provided by the various national air forces.

During 1975, 185 CAP cadets and 21 senior member escorts were exchanged with the 13 other IACE member nations and eight countries in the East Asia/Pacific area. The annual exchanges with these latter, nonmember countries are arranged and conducted bilaterally by Civil Air Patrol under the same rules and format and in conjunction with the regular IACE program. Civil Air Patrol and U.S. Air Force officers participated in the 1975 IACE Planning Conference in Brussels, Belgium, to plan the next year's exchange between the IACE-member nations.



FIRST FLIGHT. Preliminary to the first orientation flight, the pilot performs a routine inspection of the exterior of the aircraft, carefully explaining to the cadet what to look for and why. Cadets may qualify for a series of six 30-minute orientation flights by satisfactorily advancing through cadet program requirements. Of prime importance is the first orientation flight for new cadets since it will hopefully stimulate an interest in further aviation knowledge and experience. Many cadets are provided their first flight experience through this program.



THERE IT IS. The sights of New York are pointed out to a Swedish cadet by his American CAP cadet host during the International Air Cadet Exchange.

CADET FLIGHT TRAINING

During 1975, the Civil Air Patrol Corporation provided \$70,000 for its cadet solo/flight orientation program. A total of 104 solo scholarships of \$120 each were provided to the 52 wings. Each scholarship provides the recipient with the necessary ground school and flight training leading to solo qualification. Distribution of the scholarships was based upon CAP wing cadet recruiting performance during 1974, with a maximum of three scholarships provided for any one wing. In addition, approximately 11,000 cadets received their first orientation flight. For their efforts in supporting this part of the program, CAP wings were reimbursed \$5 per cadet for each first orientation flight provided.



IACE PLANNING. Transportation arrangements for 200 IACE cadets during their three-weeks stay in this country requires careful planning. Major Arthur Berger, CAP (Center) and Air Force Advisors Major Morris Lannigan (Left) and TSgt Gordon Richardson make last minute revisions to travel schedules for the Washington DC phase of the program.

AEROSPACE EDUCATION

AEROSPACE EDUCATION WORKSHOPS

For more than 25 years Civil Air Patrol has been developing and assisting with graduate level, credit granting aerospace education workshops for teachers in cooperation with colleges and universities throughout the nation. In 1975, CAP cooperated in 185 such workshops involving about 10,000 teachers.

Civil Air Patrol assistance included aiding in curriculum development, obtaining aerospace education materials for students, providing experts in aerospace subjects to serve as teachers or speakers, assigning military reservists to serve in several functions including teaching, advertising workshops to enhance enrollment, and in some cases arranging for air transportation to enable students to visit an aerospace area of interest selected for its significance to the workshop curriculum.

The purpose of the program is to educate and motivate teachers and thought-group leaders so they may return to their communities with an enthusiasm for helping develop a citizenry informed in aviation and space matters. Teachers may either start units or courses in the subject or enrich their regular subjects through the use of aerospace materials as a vehicle for teaching. In this way, many teachers have found they can capitalize on student interest in aerospace. The primary reason given by teachers for attending aerospace education workshops is their belief that teachers should know as much about the subject as their students; and it is a fact that most students are better informed in aerospace matters than their teachers. The inferences of this condition should be obvious as more and more of the major issues in this country are aerospace related.

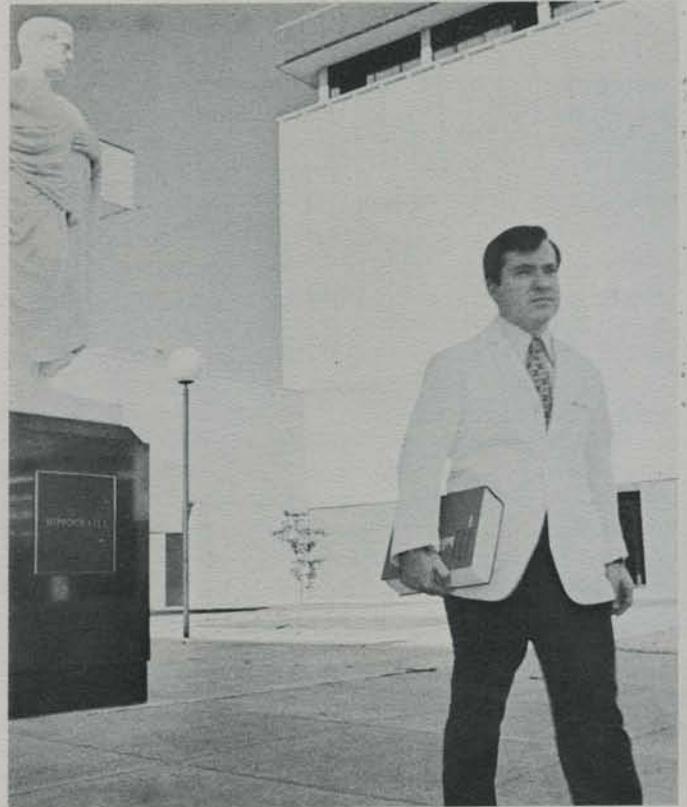
LIAISON WITH EDUCATION LEADERS

Civil Air Patrol has chosen the direct approach as the best method of promoting aerospace education with leaders of the formal education structure. To introduce these officials to aerospace education and make them aware of CAP activity in this field, each Civil Air Patrol wing commander is required to maintain contact with the chief school officers in his state and keep them informed of CAP efforts in aerospace education and aerospace education activities in the state. This has resulted in many different levels of reaction, ranging from mild interest to an energetic promotional effort launched by the State Department of Education.

SCHOLARSHIP PROGRAM

Through its National Scholarship Program, Civil Air Patrol contributed \$41,500 to the education of 67 of its young members in 1975. In addition, an unknown number of other scholarships were contributed to individuals by state and local CAP units.

Scholarships range from \$500 for vocational training as an aircraft mechanic to \$1,500 for graduate study in aerospace related subjects. Through this program, Civil Air Patrol has assisted in opening doors to careers for thousands of young people that might otherwise have not been possible.



GRADUATE SCHOLARSHIP. Alabama CAP Wing staff member Ronald W. Hanson is a sophomore attending the University of Alabama in Birmingham School of Medicine on a Civil Air Patrol graduate scholarship. Ronald graduated summa cum laude from Arizona State University and received a graduate fellowship for research work at the Atomic Energy Commission's scientific laboratories in Los Alamos, New Mexico. He received his B.S., M.S., and Ph.D. degrees in physics from Arizona State before joining an aerospace company in Alabama in 1972. Ronald has been active in Civil Air Patrol since 1962, both as a cadet and as a senior member working with cadets. (Photo courtesy UAB News Bureau)

SCHOOL PROGRAMS AND MATERIALS

Civil Air Patrol has continued its efforts to contribute to the education of the general public in aerospace areas by promoting courses and enrichment ideas in schools at all levels. Primary emphasis was focused on the introduction of one-year aerospace education electives into the high school curriculum. Over 1,700 courses of this type can now be identified. However, CAP interest in other grade levels is commanding increasing attention. Single semester and mini-courses at the junior level appear to be the major growth areas of the future. The new CAP single volume aerospace education text lends itself to this area.

In recent years, additional commercial aerospace education textbooks for the high school level have become available. With this development, it became evident that CAP's limited capability to develop aerospace classroom materials could be more gainfully employed in other increasingly important areas. Therefore, during the past



CAP Cadets Reda Beck and James Flavell discuss the Civil Air Patrol Cadet Program with Arizona Senator Barry Goldwater and Alabama Congressman William Dickinson during a break in Law Day ceremonies at Maxwell Air Force Base, Alabama. (Photo by Russ Brown)

The CAP Mississippi Wing honored Senator John C. Stennis in a special ceremony at the CAP Congressional Reception held in Washington, D. C. during March. Mississippi Wing Commander John A. Vozzo (far left) presented Senator Stennis with a bust of himself. The sculptor, Samuel Gore (second from right) is Professor of Art and Chairman of the Art Department of Mississippi College at Clinton. (Photo by Russ Brown)





The 1975 International Air Cadet Exchange (IACE) enabled 183 CAP cadets and 21 CAP senior member escorts to visit for three weeks in one of the 22 participating countries while a like number from these countries visited the United States. A flight to the 10,000-foot level of Rosa Blanche Glacier near Sion was one of the highlights of the visit to Switzerland for six CAP cadets. Another activity that generated great interest was a flight in a pre-war Junkers JU-52 across the Alps from Bern to Lucerne and return. (Photo by Michael J. Gallo)

The North Central Region's emergency services training force, the Special Services Corps, conducted an encampment for 40 cadets and seniors from Missouri, Iowa, Kansas, and North Dakota on Lake Sakakawea at Williston, North Dakota during June. The Special Services Corps, known informally as the "Blue Berets", was originated as an emergency services intensive training program in the Iowa Wing in 1966 and has since evolved into a region-wide activity. The tough, two-week bivouac provides practical training in survival, first aid, ground search and rescue, Civil Defense and disaster relief, and also has featured such arduous activity as a 60-mile hike over a two-day period. The program is conducted on the principle of leadership by example—all seniors and all cadets participate in each planned activity. (Photo by W. B. Cass)





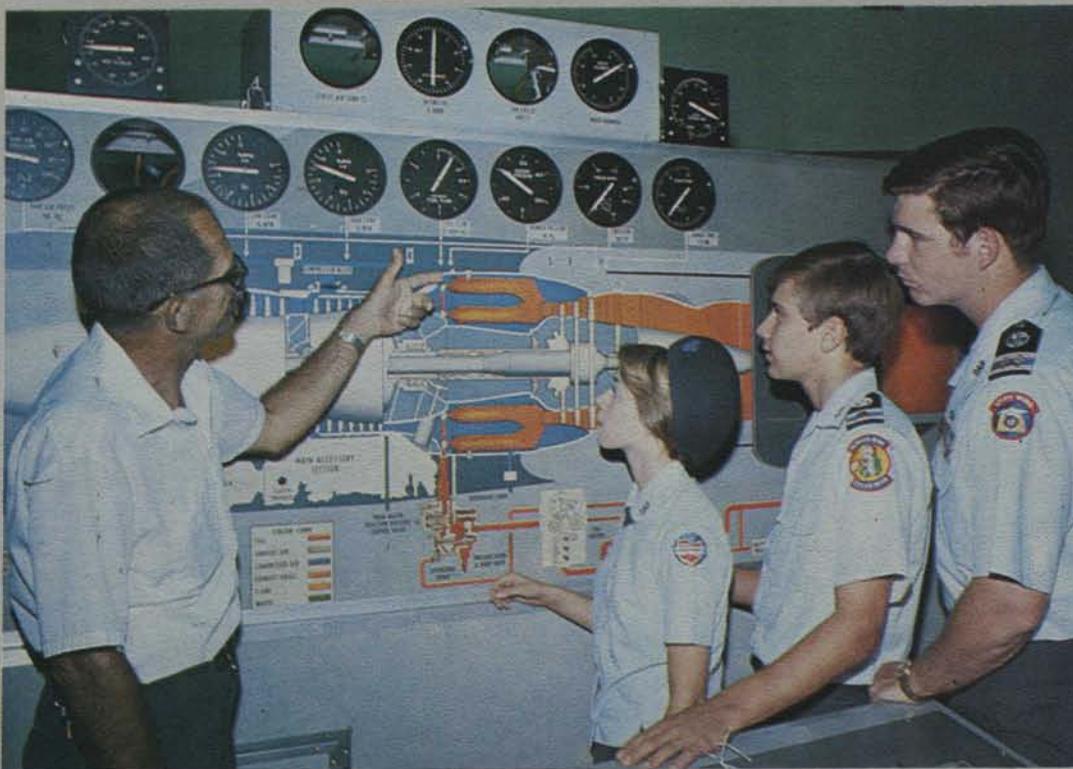
A survival course for CAP cadets is conducted each year in June at the Air Force Academy in Colorado by Air Force survival experts. The six-day course covers both land and water survival training. Land survival training is conducted in a wilderness area of the Pike National Forest, high in the Rampart Range. The water survival course, designed for Air Force aircrews, provides practical training and techniques to improve chances for survival after ejecting from an aircraft over water. (Photo by William Madsen)



Cadet Steve Cook from Wisconsin's Fox Cities Composite Squadron directs a "Stearman" to the display area at the Experimental Aircraft Association (EAA) annual convention at Oshkosh, Wisconsin. The EAA convention was the site of a new Civil Air Patrol cadet special activity conducted for the first time in 1975 on a test basis. Participating cadets spent half their time assisting in running the convention and the other half in educational activities. This test program, attended by 22 cadets from the Great Lakes and North Central Regions, was judged to be a worthwhile activity and plans are underway for continuing it as a national project. (Photo by Karl Moe)



Many national and local special activities are conducted throughout the nation each summer to provide career orientation and leadership development training for Civil Air Patrol cadets. In addition to these serious objectives, the crowded schedules also allow leisure time for relaxation and fun. (Photo by Russ Brown)



The Federal Aviation Administration (FAA) Academy at Will Rogers Field in Oklahoma City conducts an annual orientation program for CAP cadets. The academy provides indoctrination in Air Traffic Services, Air Navigational Systems, and Flight Standards. Cadets are also provided an orientation flight in a FAA aircraft. Forty CAP cadets attended this one-week course in 1975. (Photo by Russ Brown).

year emphasis was shifted from textbook development to the development of supplementary materials for use in elementary and junior high school grades as well as the higher levels.

The initial effort involved development of single-concept teaching learning packets. Each packet is devoted to one of a series of aerospace leaders such as Rickenbacker, Earhart, and Mitchell. The packets are designed to be self-contained units, requiring little or no teacher preparation. They stress visual materials for classroom use, with a minimum of written materials, and series of defined student activities.

Student activities are suggested for the middle grades, high school and teacher workshops. Activity task cards are being developed for use by students in grades 4 through 6. The tasks cover a wide variety of subject matter based on the life of the aerospace personality being studied.

The National Aerospace Education Association, with national headquarters at Middle Tennessee State University, Murfreesboro, Tennessee, will assist CAP in promoting and marketing the packets in the educational community.



DUAL DUTY. Cheryl L. Gillen (right) is both a Civil Air Patrol Warrant Officer and an Airman in the United States Air Force. In her CAP role as a member of California's George Air Force Base Composite Squadron, she instructs Cadet E. Caldwell in the principles of jet propulsion.

NATIONAL CONGRESS ON AEROSPACE EDUCATION

Civil Air Patrol again served as project organization for the National Congress on Aerospace Education. The annual meeting was held in April at the Fontainebleau Hotel in New Orleans. Almost 500 leaders in Aerospace education from government, business, and the educational community participated in the three day program. The annual event is co-sponsored by the Federal Aviation Administration, National Aeronautics and Space Administration, and National Aerospace Education Association. The purpose of the Congress is to provide an opportunity for the exchange of ideas and information and to motivate attendees to return to their home areas with a new dedication toward the ultimate objective of an informed citizenry in aerospace matters.

Among the interesting personalities on the program were:

- Astronaut Fred Haise.
- Mr. Grover Loening, designer and manufacturer of the famous Loening Amphibians who received the first aeronautical engineering degree in the United States from Columbia University in 1910.
- Dr. Mervin Strickler (FAA), whose subject was "Soviet Aviation and Education."
- Mr. David Fraden, who spoke on "Our National Energy Policy and Aviation."
- Dr. Ronald Wiley, of Embry-Riddle Aeronautical University, who told of the University's aviation program for nonachievers.
- Mr. R.B. Long of Rockwell International, who spoke on the Space Shuttle.

The local host for the Congress was Mr. Louis Michot, Louisiana State Superintendent of Public Instruction and a firm supporter of both the state and national aerospace education efforts.



ARKANSAS ACHIEVER. Cadet Craig Harbuck received his General Carl A. Spaatz Award in a special presentation by United States Senator Dale Bumpers of Arkansas. Craig, who is attending Hendrix College on a CAP grant, is only the second Arkansas cadet to attain this high level of achievement.

ASSOCIATION WITH OTHER ORGANIZATIONS

Civil Air Patrol is associated in mutually supportive relationships with local, national, and international organizations in areas of common interest. As a volunteer organization with limited resources, Civil Air Patrol has found that such relationships help to insure that the maximum potential of each organization will more nearly be realized.

IACE STANDING COMMITTEE

During the first decade of the International Air Cadet Exchange Program, annual exchanges were planned and conducted through bilateral agreements between participating countries. In 1957, leaders of participating IACE organizations and air forces in the European countries formed a governing board to be called the IACE Standing Committee. The Standing Committee, composed of delegates from each participating country, meets annually to plan the following year's exchange.

Through membership in the Committee, Civil Air Patrol has developed valuable relationships with many foreign organizations dedicated to youth development and aerospace matters. The IACE Standing Committee is currently made up of member organization delegates from Austria, Belgium, Canada, France, Germany, Great Britain, Israel, Netherlands, Norway, Portugal, Spain, Sweden and Switzerland; and also the national air force of each country.

FEDERAL AVIATION ADMINISTRATION (FAA)

The Federal Aviation Administration continued to provide valuable support and assistance to Civil Air Patrol in 1975. CAP pilots attended FAA sponsored flight clinics at airports across the country. The FAA Cadet Orientation Program was again conducted at Will Rogers World Airport in Oklahoma City and FAA was also helpful in arranging for cadet participation in the Experimental Aircraft Association Fly-in. CAP and FAA cooperate in sponsoring many national aerospace education projects, including the annual National Congress on Aerospace Education. Dr. Mervin K. Strickler and Mr. Gene Kroft of FAA are members of the CAP National Aerospace Advisory Committee. CAP cadets assisted FAA in conducting a nationwide survey of general aviation activity. Cadets interviewed pilots and recorded take-offs and landings at more than 400 airports in all 50 states and Puerto Rico, in a dawn-to-dark effort on two separate days in August.

OPTIMIST INTERNATIONAL

Optimist Clubs throughout the nation sponsor Civil Air Patrol cadet units. In their sponsorship program, Optimists provide both a service to their community and to the youth of the nation. The Optimist International urges Optimist Clubs to extend and enrich their service to their communities by sponsoring Civil Air Patrol Cadet Squadrons.



CADET HONOR. Cadet Michael R. Foster is presented the Air Force Association (AFA) Award by Mr. Kenneth H. Rowe, AFA Liaison Officer to CAP, in recognition of his selection as Civil Air Patrol Cadet of the Year. Michael is a member of the Arvada Composite Squadron of the Colorado Wing.

AIR FORCE ASSOCIATION (AFA)

The Air Force Association is an annual participant in the National Congress on Aerospace Education, a strong voice supporting enactment of the CAP Supply Bill; and through its local chapters, a sponsor of high school CAP cadet squadrons and aerospace education seminars and symposiums. The continued AFA support of CAP in all of its activities is deeply appreciated.

AMERICAN LEGION

The American Legion and Civil Air Patrol have a common commitment to aerospace education and youth development, and since 1950 have cooperated in these areas of interest. The Legion urges its Post Commanders to contact counterparts in local CAP squadrons and to explore similarities and common interests and discuss means by which the Post can put its interest in CAP into productive channels.

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION (NASA)

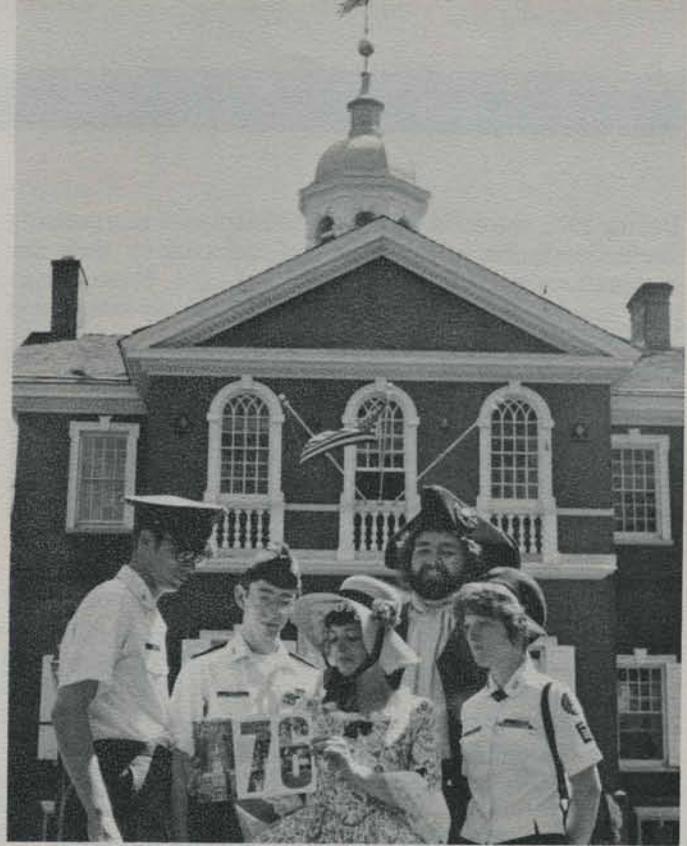
NASA annually sponsors a Space Flight Orientation Course for CAP cadets at the Marshall Space Flight Center and Redstone Arsenal in Huntsville, Alabama. CAP is also associated with NASA as cosponsors of the National Congress on Aerospace Education and works closely in other joint aerospace education projects. Dr. Fred Tuttle, of NASA's Educational Programs Division, is a member of the CAP National Aerospace Education Advisory Committee.

AMERICAN RED CROSS

The American Red Cross is assigned responsibility by the Federal Disaster Relief Act of 1970 to assist persons in need as a result of disaster emergencies. One of CAP's emergency services missions is assisting the Air Force in fulfilling its responsibilities for natural disaster relief operations. Because of this common responsibility, the two organizations have developed a close working relationship that has in recent years been formalized by a mutual support agreement which extends the relationship to include local Red Cross Chapters and CAP squadrons.

SALVATION ARMY

The Salvation Army is chartered by Congress and charged in the Federal Disaster Relief Act of 1970 with responsibility to assist persons in need as a result of disaster emergencies. This is a common cause with CAP because of its mission to assist the Air Force in fulfilling its responsibilities for search and rescue and natural disaster relief operations. To insure that the maximum potential of both organizations to assist persons in need will be realized during emergency operations, a Statement of Cooperation between the Salvation Army and Civil Air Patrol was signed in 1973. The relationship has proved to be mutually beneficial and will continue to be developed and strengthened in the humanitarian interest of persons in need of this assistance.



CENTENNIAL CELEBRATION. Philadelphia CAP members refresh their knowledge of the city's historical landmarks and their significance in this year of the nation's Bicentennial Celebration. Philadelphia will be the site of the 1976 Civil Air Patrol National Convention to be hosted by the Pennsylvania Wing during September. (Photo by Bill Larkin)

VETERANS OF FOREIGN WARS (VFW)

Civil Air Patrol contributions to the development of youth, safety, and patriotic programs were recognized by resolution of the 76th National Convention of the Veterans of Foreign Wars. Mr. Edward L. Burnham, Director of Youth Activities for VFW, notified the National Commander of Civil Air Patrol that departments, districts, county councils and individual VFW Posts are being urged to strengthen ties with Civil Air Patrol. The relationship between CAP and VFW has resulted in VFW Post sponsorship and assistance to CAP cadet squadrons in communities throughout the nation. Civil Air Patrol is grateful for this generous support.

EXPERIMENTAL AIRCRAFT ASSOCIATION (EAA)

The Experimental Aircraft Association annual Convention and Fly-in is the largest and most colorful general aviation event in the country. Civil Air Patrol, with assistance from the Federal Aviation Administration, established a new and valuable association with EAA whereby 22 CAP cadets attended and participated in the annual EAA Fly-in at Oshkosh, Wisconsin, during August 1975. The fortunate cadets from CAP's North Central and Great Lakes Regions participated by providing administrative support to EAA in return for special familiarization and orientation programs during the week-long event. The program was considered a success by both CAP and EAA and is now scheduled as a regular annual activity for the future.

CAP CHAPLAINCY

During 1975, the number of civilian clergymen representing the major faiths in America and endorsed by their denominations as CAP chaplains totaled 1,031. These clergymen assisted home and church in moral and citizenship training of 62,000 CAP members, both youth and adults, but especially the teenage cadets. As a key member of the CAP unit commander's staff, the chaplain provides a continuing ministry through the moral leadership training program, professional functions, counseling, and as an important liaison between the CAP unit and the member's home, church, and community. These dedicated clergymen contributed 136,252 man-hours in carrying out these duties. Additionally, approximately 350 ministers, priests, or rabbis served as visiting clergymen, conducting the cadet moral leadership training program in the absence of a duly appointed chaplain. A CAP chaplain participates in a team ministry with clergymen of many denominations. Mutual respect for one another's convictions engenders continuous cooperation and assistance among chaplains. This practical, down-to-earth ecumenism increases knowledge, respect, and a unique camaraderie among chaplains and the people they serve. It presents to the community a strong, positive image of religion in action.

1975 HIGHLIGHTS

The Casaday-Elmore Ministerial Grant was awarded to Cadet/Major Kim L. Joyner, Potomac Composite Squadron, National Capital Wing, for use toward an education preparing for a ministry-related field.



CHAPLAIN CITED. CAP Chaplain William G. DePierro (right) of Washington's Fort Vancouver Composite Squadron was named as the CAP Unit Chaplain of the Year during the CAP National Convention in St. Louis. His selection was announced by Colonel Thomas C. Casaday, CAP, National Vice Commander. Chaplain DePierro joined CAP as a cadet in 1952 and became a CAP Chaplain in 1964.



CREATIVE CHAPLAINS. Four Air Force Reserve Chaplains spent an active duty tour developing and writing fifteen new topics for Civil Air Patrol's "Values for Living" Moral Leadership Program. From left are Frank H. Ebner, Christian J. Thearle, Peter Esterka, and John O. Lundin. The manual is designed to encourage group discussion on relevant topics. The goal of the CAP Moral Leadership Program is to equip cadets with a deep sensitivity and strong commitment to moral and spiritual values.

Chaplain, Lt. Colonel, William G. DePierro, Fort Vancouver Composite Squadron, Washington Wing, won the Thomas C. Casaday Unit Chaplain of the Year Award.

The National Chaplain Committee met in conjunction with the CAP National Board at its annual meeting in St. Louis, Missouri. In addition to seminars on the chaplain program and how it can be made more effective, stimulating lectures were given by authorities in the fields of communications and understanding today's youth.

Ministry to Youth Laboratories and Chaplain Training Conferences were held in six regions.

One hundred and thirty CAP cadets attended five USAF Chief of Chaplains sponsored Christian Encounter Conferences.

MINISTERS FROM THE FOLLOWING DENOMINATIONS SERVE AS CAP CHAPLAINS:

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 Baptist	Independent Churches
Southern Baptist	Independent Fundamental Churches in America
Conservative Baptist	International Church of the Foursquare Gospel
Bible Baptist	Jewish
General Conference Baptist	Latter Day Saints
National Baptist	Lutheran
Brethren	Mennonite
Roman Catholic - Christian	Methodist
Christian and Missionary Alliance	Nazarene
Christian Reformed Church	Open Bible Standard
Christian Science	Pentecostal Holiness
Church of Christ	Pilgrim Holiness
Church of God	Presbyterian
Congregational Church (Christian)	Reformed Church in America
Council of Community Churches	Russian Orthodox
Disciples of Christ	Salvation Army
	United Church of Christ

DOD EXCESS PROPERTY

Civil Air Patrol is authorized by Public Law 557 to obtain equipment and supplies that are excess to the Department of Defense. Property acquired during 1975 included aircraft, vehicles, communications equipment, and related supplies, with a value estimated at \$2,000,000. The estimated value is 20% of the original cost to DOD. Property acquired is normally used extensively by the active forces before it is declared excess. CAP funds are used to restore aircraft and vehicles to a safe operating condition. Twenty-seven aircraft were acquired in 1975 as compared to one in 1974.

PROPOSED AMENDMENT OF CAP SUPPLY BILL (10) USC 9441

A proposed amendment of Section 9441 of Title 10, USC (the CAP Supply Bill) has been introduced each year since 1968 and is presently awaiting Congressional approval since it was introduced to the House on 9 April as HR 5828.

During the past three years there has been a significant reduction in usable DOD excess equipment available and authorized for release to CAP. The most noteworthy of these items has been light aircraft and operational automotive vehicles, which are also the most expensive to acquire from commercial sources. Although the USAF acquired several excess aircraft for CAP during 1975, they all required expenditure of CAP funds for modification and certification to conform to Federal Aviation Administration safety and airworthiness standards. The aircraft were also of the large observation and utility category requiring large quantities of fuel to operate and extensive and expensive maintenance.

If Civil Air Patrol's humanitarian missions are to be maintained at levels of previous years, authority for CAP support must be expanded. Passage of the new CAP Supply Bill will expand the base from which support may be obtained and will help ease the heavy financial burden placed on volunteer members of Civil Air Patrol.

CADET SUMMER ACTIVITIES



If approved, the amendment will:

- * authorize CAP to obtain excess property from all military services and federal agencies, including excess federal property in the hands of contractors. This would include modern light aircraft confiscated by federal law enforcement agencies. The present law only authorize-acquisition of excess DOD property.

- * 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 Program.

- * authorize the Air Force to reimburse CAP members (in a fixed amount per flying hour above fuel and lubricant costs) for flying time expended on authorized missions, subject to such limitations as may be prescribed. The expanded authority would include reimbursement for unit operational capability testing and approved training missions. This additional reimbursement is intended to cover aircraft maintenance expenses.

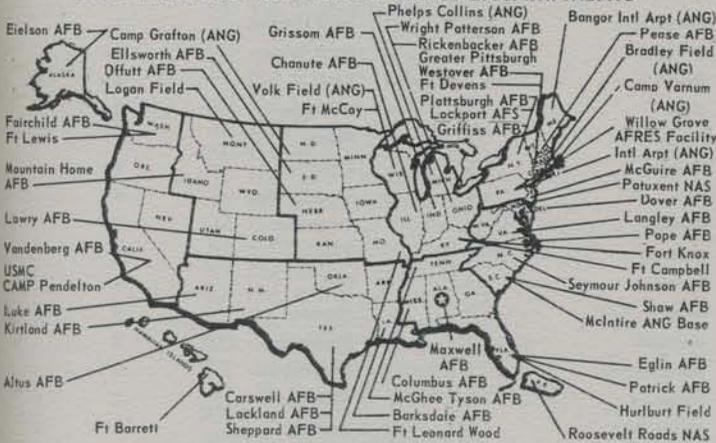
- * authorize the Air Force to reimburse members of Civil Air Patrol for travel expenses and subsistence during performance of authorized missions, subject to such limitations as may be prescribed. The reimbursement authority under the present CAP Supply Bill is restricted to wartime duty.

- * authorize use of the services and facilities of all Federal departments and agencies that are required to accomplish its mission. Present law only authorizes use of excess DOD facilities and services.

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 330,736 square feet of DOD building and office space at 110 DOD locations as of December 1975. This is a decrease from 1974 and represents less than 10 percent of the Civil Air Patrol units needing better facilities. With the reduction in DOD real property, there is even 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 5828. 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.

DOD FACILITIES SUPPORTING CADET ENCAMPMENTS



STATISTICAL SUMMARY

Vital Statistics

31 December 1975

	1974	1975
Membership		
Cadets	26,176	28,574
Seniors	35,271	36,404
Total Membership	61,447	64,978
Organizational Units		
Regions	8	8
Wings	52	52
Groups	189	181
Senior Squadrons	292	272
Cadet Squadrons	421	411
Composite Squadrons	918	930
Flights	66	82
Total Units	1,946	1,936
Aircraft		
Corporate Owned	725	688
Member Owned	5,641	5,649
Total Aircraft	6,379	6,337
Pilots	18,841	19,285
Communications (Radio Stations)		
Fixed Land	4,616	4,683
Ground Mobile	7,097	7,396
Air Mobile	998	1,005
Citizen Band	3,542	3,652
Aeronautical Search and Rescue	732	853
Corporate Aeronautical	725	543
Repeater Stations	64	84
Total Radio Stations	17,774	18,216
Search and Rescue Missions (USAF Auth)		
Missions	460	694
Flights (Sorties)	11,557	12,812
Hours Flown	21,773	24,500
Search Objectives Located	184	304
Lives Saved	36	57
Effectiveness Tests		
Search and Rescue	52	51
Civil Defense	52	50
Encampments		
Host Bases	65	56
Cadets Attending	6,758	6,743
Seniors Participating	1,197	1,065
Cadet Awards		
Mitchell Awards	1,658	1,835
Earhart Awards	573	548
Spatz Awards	55	58

Wing Participation in Search and Rescue

1 Jan 75 through 31 Dec 75 (USAF Authorized Missions)

	Sorties	Hours		Sorties	Hours
Alabama	113	252	Nat Capital	0	0
Alaska	695	1469	Nebraska	7	16
Arizona	840	2192	Nevada	556	1108
Arkansas	365	764	New Hampshire	66	153
California	1787	2783	New Jersey	54	93
Colorado	1230	2471	New Mexico	803	1443
Connecticut	72	121	New York	79	143
Delaware	6	6	North Carolina	308	560
Florida	1330	2136	North Dakota	51	73
Georgia	232	453	Ohio	20	33
Hawaii	13	16	Oklahoma	52	91
Idaho	65	102	Oregon	381	715
Illinois	33	65	Pennsylvania	98	163
Indiana	35	66	Puerto Rico	12	18
Iowa	43	91	Rhode Island	40	69
Kansas	15	24	South Carolina	132	273
Kentucky	138	261	South Dakota	22	42
Louisiana	238	498	Tennessee	200	302
Maine	218	368	Texas	653	1526
Maryland	9	20	Utah	268	537
Massachusetts	201	340	Vermont	20	33
Michigan	111	253	Virginia	220	330
Minnesota	50	98	Washington	384	578
Mississippi	153	449	West Virginia	4	5
Missouri	89	181	Wisconsin	73	159
Montana	62	167	Wyoming	166	391
			TOTAL	12,812	24,500

Finds and Saves

The following shows CAP wing credits for finds (objectives located) and saves (lives saved) during 1975 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	4		Montana	1	
Alaska	78	24	Nebraska	1	
Arizona	5	1	Nevada	9	
Arkansas	13		New Hampshire	1	
California	39		New Jersey	2	
Colorado	17*	7*	New Mexico	6*	2*
Delaware	2		New York	3	
Florida	11		North Carolina	4	
Georgia	2		North Dakota	2	
Hawaii	1		Ohio	6	3
Idaho	5	4	Oklahoma	2	
Illinois	5		Oregon	1	6
Indiana	3		Pennsylvania	8	
Iowa	4		South Carolina	6	
Kansas	2		Tennessee	7	
Kentucky	2		Texas	10	
Louisiana	9	4	Utah	6	
Maine	2		Virginia	7	1
Maryland	1*		Washington	2	
Massachusetts	1		West Virginia	2*	
Minnesota	1		Wisconsin	2	2
Mississippi	5	2	Wyoming	4	3
Missouri	2				
			TOTAL	304	57

*2 Saves shared with another wing

*1 Find shared with another wing

STATISTICAL SUMMARY

STATE SUPPORT

Thirty-two states appropriated \$1,230,737 in support of Civil Air Patrol wings in 1975. In addition, Ohio provided free registration for Civil Air Patrol vehicles. This local support is needed and greatly appreciated.

TEN YEARS IN REVIEW

WING	AMOUNT	WING	AMOUNT	WING	AMOUNT	YEAR	NO. WINGS	AMOUNT
Alabama	\$ 35,000	Maine	5,000	Puerto Rico	30,000	1966	27	\$ 535,225
Alaska	164,000	Maryland	102,000	Rhode Island	9,000	1967	27	570,262
Arizona	45,000	Michigan	50,000	South Carolina	76,676	1968	26	599,672
Arkansas	27,000	Minnesota	30,000	South Dakota	83,344	1969	27	721,304
Colorado	41,119	Mississippi	20,000	Tennessee	25,000	1970	29	861,123
Connecticut	10,000	Nevada	30,000	Utah	19,100	1971	29	823,868
Georgia	50,000	New Hampshire	22,823	Vermont	5,000	1972	31	889,295
Hawaii	75,000	New Mexico	10,600	Virginia	28,500	1973	33	1,088,078
Illinois	87,650	North Carolina	55,663	West Virginia	18,500	1974	33	1,094,566
Kentucky	2,500	North Dakota	24,762	Wyoming	2,500	1975	32	1,230,737
Louisiana	20,000	Pennsylvania	25,000	Total: 32 Wings	\$1,230,737			

NATIONAL EXECUTIVE COMMITTEE

Brig. Gen. William M. Patterson, CAP
 Brig. Gen. Carl S. Miller, 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. Gerald M. Quilling, CAP
 Col. Marcus R. Barnes, CAP
 Col. Clarence M. Fountain, CAP
 Col. Howard L. Brookfield, CAP

National Commander
 Executive Director
 Vice National Commander
 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

National Administrator
 Gordon T. Weir

CAP Wing Commanders

AL Col. Harry J. Howes, CAP
 *AK Lt. Col. Russell Anderson, CAP
 AZ Col. Eugene G. Isaak, CAP
 AR Col. Donald F. Huenefeld, 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. Lindsey V. Rice, 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. Patricia J. Gigstad, 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. Russell A. Sheibels, CAP
 MN Col. John T. Johnson, CAP
 MS Col. John A. Vozzo, CAP
 MO Col. William T. Winkert, CAP
 MT Col. Cecelia A. Patterson, CAP

NCAP Col. Charles X. Suraci, Jr., CAP
 NE Col. John Johannes, CAP
 NV Col. Joseph Ferrara, CAP
 NH Col. John M. Piane, Jr., CAP
 NJ Col. Frederick S. Bell, CAP
 *NM Lt. Col. Earl F. Livingston, CAP
 NY Col. Paul C. Halstead, CAP
 NC Col. Eugene Harwell, CAP
 ND Col. Kermit K. Schauer, CAP
 OH Col. Leon W. Dillon, CAP
 OK Col. Johnnie Boyd, CAP
 OR Col. Bobbie J. Girard, CAP
 PA Col. A.A. Milano, CAP
 PR Col. Rodolfo D. Criscuolo, CAP
 RI Col. Edgar M. Bailey, CAP
 *SC Lt. Col. Douglas Abercrombie, CAP
 SD Col. Lester W. Snyder, CAP
 TN Col. William C. Tallent, CAP
 TX Col. Thomas W. Gwin, CAP
 UT Col. Larry D. Miller, CAP
 VT Col. David A. Dawson, CAP
 VA Col. Randolph C. Ritter, CAP
 WA Col. Kenneth K. Kershner, CAP
 WV Col. Robert E. Gobel, CAP
 WI Col. Arthur Rediske, CAP
 WY Col. Albert D. Lamb, CAP

* Interim Commander

FINANCIAL STATEMENT

The National Treasury of Civil Air Patrol Balance Sheet

	June 30, 1975	June 30, 1974
ASSETS		
Cash	\$ 180,905	\$78,690
Investments (saving accounts and certificates of deposit)	649,791	740,728
Accounts receivable — Note 2	171,681	179,843
Educational materials and aircraft parts inventories — Note 1	277,739	216,929
Prepaid expenses	25,769	14,648
Machinery and equipment, less accumulated depreciation of \$71,746 in 1975 and \$61,651 in 1974 — Note 1	<u>38,234</u>	<u>28,332</u>
	<u>\$1,344,119</u>	<u>\$1,259,170</u>
LIABILITIES AND FUND BALANCE		
Notes payable — Note 2	\$ 104,352	\$132,286
Accounts payable	16,050	12,384
Deposits and refunds due	62,838	77,622
Due to national scholarship fund	30,373	68,510
Accrued payroll taxes	1,628	1,640
Deferred finance revenue	<u>28,689</u>	<u>26,340</u>
	243,930	31,878
Fund balance — Note 3	1,100,189	940,388
	<u>\$1,344,119</u>	<u>\$1,259,170</u>

See accompanying notes to financial statements.

Statement of Changes in Financial Position

	For the Years Ended June 30,	
	1975	1974
Cash and investments, beginning of period	\$ 819,418	\$ 745,797
Sources of funds:		
From operations:		
Excess of revenue over expenses	159,801	97,355
Add expenses not requiring outlay of funds:		
Depreciation	<u>10,095</u>	<u>8,992</u>
	<u>169,896</u>	<u>106,347</u>
Increase (decrease) in liabilities and deferred revenues:		
Notes payable	(27,934)	7,510
Accounts payable	3,666	11,522
Deposits and refunds due	(14,784)	(7,181)
Due to national scholarship fund	(38,137)	29,765
Accrued payroll taxes	(12)	70
Deferred finance revenue	<u>2,349</u>	<u>3,140</u>
Total Sources of Funds	<u>95,044</u>	<u>151,173</u>
Uses of funds:		
Additions to fixed assets	19,997	—
Increase (decrease) in assets:		
Accounts receivable	(8,162)	37,535
Educational materials and aircraft parts inventories	60,810	50,460
Prepaid expenses	11,121	10,676
Other assets	—	(21,119)
Total Uses of Funds	<u>83,766</u>	<u>77,552</u>
Increase (decrease) in funds:		
Cash	102,215	(76,281)
Investments	<u>(90,937)</u>	<u>149,902</u>
	11,278	73,621
Cash and investments, end of period	<u>\$ 830,696</u>	<u>\$ 819,418</u>

See accompanying notes to financial statements.

TOM SMITH & ASSOCIATES

CERTIFIED PUBLIC ACCOUNTANTS

Third National Bank Building/Vicksburg, Tennessee 37379

August 22, 1975

To the National Board of
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, 1975 and 1974, 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, 1975 and 1974, 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
Statement of Fund Balance**

	For the Years Ended June 30,	
	1975	1974
Balance at June 30, as previously reported	\$ 940,388	\$ 843,033
Excess of revenue over expenses for the year	<u>159,801</u>	<u>97,355</u>
Balance at June 30	<u>\$1,100,189</u>	<u>\$ 940,388</u>

See accompanying notes to financial statements.

**The National Treasury of
Civil Air Patrol
Statement of Revenues and Expenses**

	For the Years Ended June 30,	
	1975	1974
REVENUES		
Membership dues	\$ 517,185	\$ 498,281
Members contributions	35,112	35,536
Educational materials	338,667	291,633
Amarillo depot aircraft parts	198,644	173,961
U-6 planes disposed	53,634	—
Interest	30,373	29,765
Other	<u>2,195</u>	<u>6,688</u>
	1,175,810	1,035,864
EXPENSES		
Cadet activities	168,777	162,197
Senior activities	17,617	11,111
Subscriptions	28,154	34,486
Public relations and publicity	2,359	10,972
Insurance	83,739	81,573
Machine rental	48,747	47,165
Regional commanders, national commander and executive director	19,823	13,482
Administrative support	15,891	20,819
Directional finders	115	13,400
Contingency	10,462	6,631
Art and art supplies	3,174	2,979
Awards and citations	3,631	6,285
Equipment maintenance	2,710	1,839
Administration finance	17,600	12,963
Protocol	2,563	343
Salaries	56,305	55,074
Business member	—	176
Educational materials	281,781	239,822
Amarillo depot aircraft parts and general operations	198,123	156,691
National scholarships	30,373	29,765
Depreciation	10,095	8,992
U-6 planes repair and transporting	6,471	—
Hall of honor	3,485	10,376
Other	<u>4,014</u>	<u>11,368</u>
	1,016,009	938,509
Excess of Revenues Over Expenses	<u>\$ 159,801</u>	<u>\$ 97,355</u>

See accompanying notes to financial statements.

**The National Treasury of
Civil Air Patrol
Notes to Financial Statements
June 30, 1975**

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.

Educational Materials and Aircraft Parts Inventories — Educational materials and aircraft parts inventories are stated at the lower of cost, (first-in, first-out) or market.

Machinery and Equipment — Machinery and equipment are recorded at cost which is depreciated over the useful life of the asset. Depreciation expense for 1975 and 1974 of \$10,095 and \$8,992, respectively, is computed on the straight-line method.

Revenue Recognition — Civil Air Patrol is a nonprofit organization, deriving its revenue mainly from membership dues and contributions. All sales of educational materials and aircraft parts are recorded upon passage of title to the members which generally coincides with physical delivery and acceptance. Member 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.

Reclassifications — For comparability the 1974 figures have been reclassified where appropriate to conform with the financial statement presentation used in 1975.

NOTE 2 — Notes payable amounting to \$104,352 and \$132,286 for 1975 and 1974, 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 \$112,910 and \$140,088 for 1975 and 1974 respectively. The notes are due in monthly installments.

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

RECOGNITION OF EXCELLENCE

Squadrons of Distinction

This program annually recognizes the ten squadrons in the nation which have attained the highest levels of accomplishment within the cadet program. The criteria considered the following: a minimum cadet membership of 25; the number of cadets qualifying for Mitchell - Earhart - and Spaatz Awards; cadet achievement contract completions; cadet encampment attendance; and orientation flight participation. The top ten squadrons last year were:

- 1) Cutler Cadet Squadron, Florida
- 2) New Britain Cadet Squadron, Connecticut
- 3) Alamo Composite Squadron, Texas
- 4) Calvert High School Composite Squadron, Texas
- 5) Andrews Composite Squadron, National Capital
- 6) Birmingham Composite Squadron 34, Alabama
- 7) Isla Grande Composite Squadron, Puerto Rico
- 8) Oklahoma City Cadet Squadron 2, Oklahoma
- 9) Downers Grove Composite Squadron, Illinois
- 10) Bayshore Composite Squadron, New Jersey

Cadet of the Year

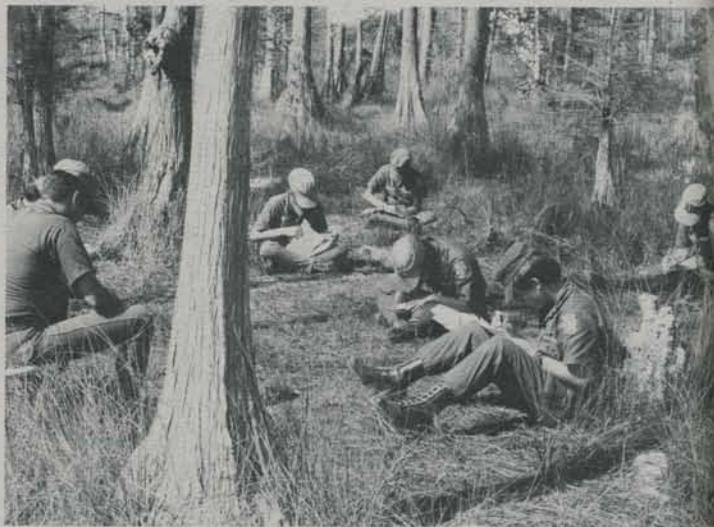
Cadet Colonel Michael R. Foster from Arvada, Colorado, was selected as the Outstanding Civil Air Patrol Cadet of 1975. Michael is a recipient of the General Carl A. Spaatz Award and was named as Colorado's outstanding cadet both in 1974 and 1975. He is a junior at the Colorado School of Mines in Golden and is enrolled in the AFROTC. In recognition of his selection for this honor, Michael received a \$500 CAP educational grant and was presented the Air Force Association "Special Award."

Region Commander of the Year

Colonel Julius Goldman, former Massachusetts Wing Commander and Northeast Region Commander since 1970 was selected as the Region Commander of the Year.



ANNETTE'S AWARD. Cadet Annette Chlapawski has attained the highest level of achievement in the CAP Cadet Program as signified by the General Carl A. Spaatz Award presented to her by Congressman John Melcher (D - Montana). Annette has been active in CAP for six years and has earned her private pilot rating.



CUTLER CADETS. Members of Civil Air Patrol's Cutler Cadet Squadron of the Florida Wing relax during field trip in the Everglades.

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

ALABAMA

Gretchen M. Hotmann (No. 334), Birmingham Comp Sq, 103 Windhaven Rd, Birmingham, AL 35209
Kathryn L. Howar (No. 331), Birmingham Comp Sq 34, PO Box 6656, Irondale, AL 35210

ARIZONA

Gregory D. Augst (No. 351), Vanguard Cdt Sq 103, 410 W. Los Altos Rd, Tucson, AZ 85704
Sigisbee John B. Nelson (No. 342), Falcon Sq 305, 955 E. Manhattan Dr, Tempe, AZ 85282

CALIFORNIA

Michael D. Charlton (No. 368), Mather Cdt Sq 14, 2239 Whistler Way, Rancho Cordova, CA 95670
Edward F. Lee (No. 356), Palos Verdes Cdt Sq, 3124 Boston Way, Costa Mesa, CA 92626
Andrew K. Weaver (No. 343), Mather Cdt Sq 14, 2226 Morley Way, Sacramento, CA 95825
Jay L. Weinsoff (No. 332), North Hollywood Cdt Sq 3, 17057 Osborne St, Northridge, CA 91324

COLORADO

Michael R. Foster (No. 312), Arvada Comp Sq, 10223 W. 58th Pl, Arvada, CO 80004
Michael A. O'Dell (No. 319), Timberline Cdt Sq, 1234 Clarkson St, Lakewood, CO 80218

CONNECTICUT

Jeffrey A. Kingsbury (No. 344), 103rd Comp Sq, 11 Polk Lane, Windsor Locks, CT 06096
Roman M. Lubynsky (No. 325), 103rd Comp Sq, 75 Collidge St, Hartford, CT 06106
David L. Tipping (No. 354), West Haven Cdt Sq, 72 South End Rd, East Haven, CT 06512

FLORIDA

Lathan H. Collins (No. 345), Tallahassee Comp Sq, 1416 Sharon Rd, Tallahassee, FL 32304
Eric G. Haertel (No. 318), St. Petersburg Cdt Sq, 1452-62nd Ave N, St. Petersburg, FL 33706
Karen L. Krna (No. 340), Clair-Mel Cdt Sq, 1913 E. Clinton St, Tampa, FL 33610
Susan A. Mundy (No. 341), Seminole Cdt Sq, 1711 Hasting St, Orlando, FL 32808
Erik L. Whitehead (No. 317), Patrick Cdt Sq, PO Box 744, Cocoa Beach, FL 32931

IDAHO

Gary D. Boyd, Jr. (No. 327), Coeur d'Alene Comp Sq, RT 1, Box 270B, Post Falls, ID 83854
Celeste M. Condit (No. 328), Pocatello Cdt Sq, Box 434 Mink Creek Rd, Pocatello, ID 83201

ILLINOIS

Robert J. Haddick (No. 361), Downers Grove Comp Sq, 17W 676 Willow Lane, Darien, IL 60559
Daniel R. Hurley (No. 336), Du Page Cdt Sq, 128 W. Wendorf, Lombard, IL 60148
Joe Signorelli (No. 362), Downers Grove Comp Sq, 806 Kimberley Way, Lisle, IL 60532
Janice Rittmueller (No. 364), Du Page Cdt Sq, 126 N. Iowa, Addison, IL 60101
Steven M. Dikcis (No. 367), Garfield-Ridge Comp Sq, 6500 S. Sacramento, Chicago, IL 60629

INDIANA

Michael D. Duke (No. 358), Marion Comp Sq, 5180 E. 100 N, Marion, IN 46952
Gregory A. Moore (No. 346), Seymour Comp Flt, 2844 Streamside Dr, Columbus, IN 47201



EFFORTS EVALUATED. New Jersey Bayshore Composite Squadron Cadet Commander Sandy Sullivan and Squadron Commander Joel Biggs proudly review the Squadron of Distinction rating sheet. Their unit was rated in the top ten in competition with more than 1,300 CAP cadet and composite units.

LOUISIANA

Willie M. Guillot (No. 347), Lafayette Comp Sq, Rt 2, Box 356, Alexandria, LA 71301

MARYLAND

Mark P. Hetterly (No. 355), Bethesda Chevy Chase Cdt Sq, 9629 Carriage Rd, Kensington, MD 20795
 Randy W. Hosselrode (No. 337), Cumberland Comp Sq, 728 Valley View Dr, LaVale, MD 21152
 Michael L. Smith (No. 352), Middle River Comp Sq, Box 337-1/2, Rt 16, Baltimore, MD 21220

MINNESOTA

Michael W. Huttner (No. 320), St. Louis Park Comp 505, 10308 Windsor Lake Lane, Minnetonka, MN 55343
 Gary N. Myran (No. 348), Skyhawk Comp, 4143 24th Ave., S. Minneapolis, MN 55406

MISSISSIPPI

Stephen E. Launius (No. 330), Jackson Cdt Sq, 1454 Rebel Dr, Jackson, MS 39211
 Billy R. Tabor (No. 335), Mockingbird Comp Sq, 506 N. 36th Ave, Hattiesburg, MS 39401

MONTANA

Annette S. Chlapowski (No. 321), Billings Comp Sq, 424 S. 38th St., Billings, MT 59101

NEVADA

Michael F. Maskaly (No. 349), Mt. Rose Cdt Sq, 1277 Parkview St, Reno, NV 89502

NEW JERSEY

Robert A. Karsten (No. 324), Florham Pk Comp, 24 Bellwood Ave, Morristown, NJ 07960
 James R. Bielk (No. 322), Linden Comp Sq, 826 Riverbend Dr, Clark, NJ 07066
 Florence L. DiBenedetto (No. 353), Burlington Co Comp Sq, 27 Mohawk Trail, Medford Lakes, NJ 08055
 Sandra D. Sullivan (No. 323), Bayshore Comp Sq, 728 Greens Ave, West End, NJ 07740
 Paul W. Morich (No. 363), Allentown Comp Sq, PO Box 2531, Trenton, NJ 08690

NEW YORK

Charles V. Hayes (No. 313), Binghamton Cdt Sq, 15 Park St, Johnson City, NY 13901

NORTH CAROLINA

John D. Allers (No. 360), Raleigh-Wake Comp Sq 5508 Burnlee Pl, Raleigh, NC 27609
 Randall J. Williams (No. 333), Rockingham-Hamlet Sq, Rt 1, Box C38, Hamlet, NC 28345

NORTH DAKOTA

Ron J. Wanttaja (No. 315), Fargo Moorhead Cdt Sq, 1446 10th St, S, Fargo, ND 58102

OHIO

William D. Babis (No. 339), Anderson Comp Sq 111, 990 Markley Rd, Cincinnati, OH 45230

OKLAHOMA

Mark R. Killian (No. 365), Oklahoma City Cdt Sq, 2328 S.W. 90, Oklahoma City, OK 73138

PENNSYLVANIA

Keith D. Kries (No. 314), Allentown Comp Sq, 10 Meadow Dr, Orefield, PA 18069

SOUTH CAROLINA

Fredrick R. Rauch, II (No. 329), Charleston Comp Sq, 819 Locksley Dr, Charleston, SC 29407

TENNESSEE

James E. Grigsby, Jr. (No. 366) Nashville Cdt Sq, 211 Highland Ave, Smyrna, TN 37167
 Mark S. Riggsbee (No. 316), Nashville Cdt Sq, 115 Montreal Lane, Oak Ridge, TN 37830

UTAH

Michael R. Huston (No. 359), Mount Olympus Cdt Sq, 4236 Mars Way, Salt Lake City, UT 84117

VIRGINIA

Robert S. Eagle (No. 338), West Richmond Cdt Sq, 116 Clairidge Ct, Richmond, VA 23235
 William B. Stewart (No. 311), Byrd Cdt Sq, 203 Pickett Ave, Sandston, VA 23150

WASHINGTON

Douglas B. Shippy (No. 326), Green River Comp Sq, 3016 No. 14th, Tacoma, WA 98406

WISCONSIN

Kenneth E. Berggren (No. 357), Group XII HQ, 3005 Olive St, Racine, WI 53403
 Joseph G. Orlovski (No. 350), Kenosha Comp Sq, 6637-30th Ave, Kenosha, WI 53140



COMMON INTERESTS. Air Force Second Lieutenant Larry Larson (right) and his flight instructor, Captain Craig Duehring, are both former CAP cadets. Lieutenant Larson is the former Cadet Commander of the Downers Grove Composite Squadron of the Illinois Wing, a 1974 Squadron of Distinction winner. Captain Duehring is Commander of the Selma Composite Squadron of the Alabama Wing located at Craig Air Force Base, Alabama, where the two are assigned.

CAP SCHOLARSHIPS

Scholarship Winners. Civil Air Patrol scholarships and grants amounting to more than \$40,000 for academic year 1975-76 were awarded to 65 of CAP's outstanding young men and women who are attending colleges throughout the nation.

Alabama

Ronald W. Hanson, \$1500, 1604 Ninth Avenue South, Apt 9A, Birmingham 35205 (University of Alabama-Birmingham)
Kathryn L. Howar, \$500, P.O. Box 6656, Irondale 35210 (Washington University)
Cavender C. Kimble, \$500, 126 Holt Avenue, Florence 35630 (University of North Alabama)

Arizona

Lorry M. Fenner, \$500, 7661 Venus Way, Chandler 85224 (Arizona State University)
Barbara A. Kirkpatrick, \$1000, 538 West Monterey, Chandler 85224 (Arizona State University)

Arkansas

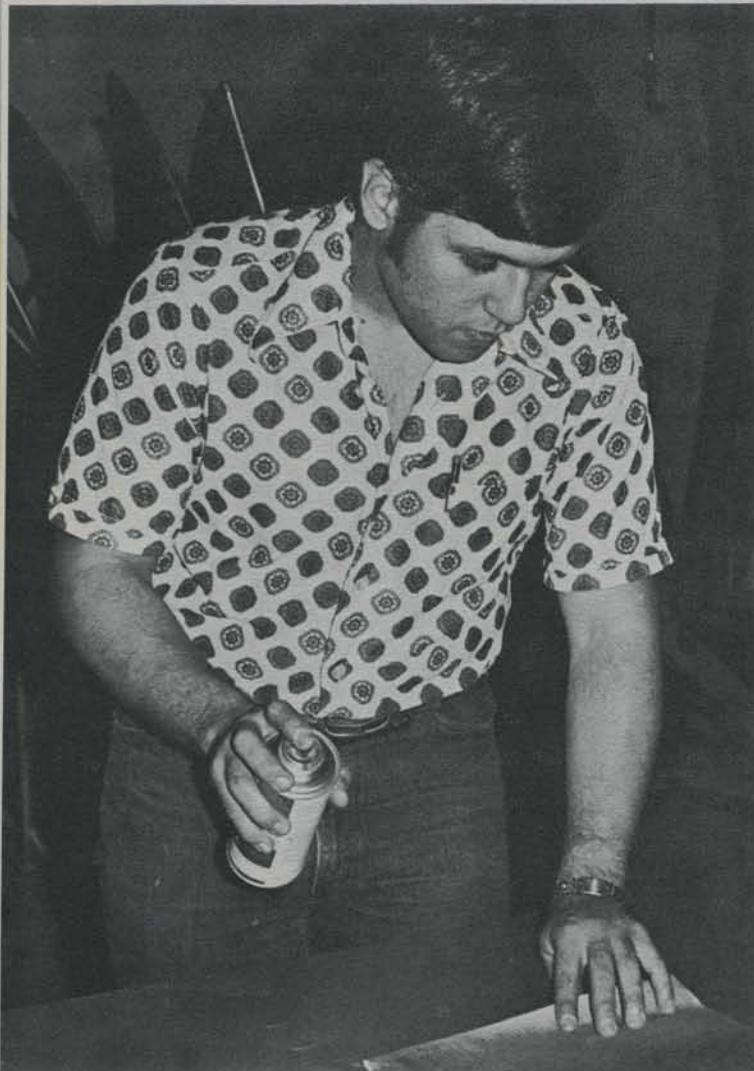
Craig C. Harbuck, \$500, 1330 N. Madison, El Dorado 71730 (Hendrix College)

California

Theresa A. Ashcraft, \$500, 635 Stanford, San Luis Obispo 93401 (California Polytechnic State University)
Scott E. Bartel, \$500, 6448 Villa Drive, Sacramento 95842 (University of California at Los Angeles)

Colorado

Kirk D. Dameron, \$750, 465 South Eliot Street, Denver 80219 (Tulane University)



VOCATIONAL GRANT. Cadet Norman A. Scherer attends the Spartan School of Aeronautics in Tulsa, Oklahoma, on a Civil Air Patrol Technical-Vocational Grant. Norman is a member of the Moore Cadet Squadron of the Oklahoma Wing.

Connecticut

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

Delaware

Amy P. Gier, \$1000, 4639 Bailey Drive, Wilmington 19808 (University of Delaware)

Florida

Jose R. Carrizales, \$500, 4510 S.W. 94th Avenue, Miami 33165 (Miami Dade Community College)
Michael A. Fisher, \$500, 113 LaRiviere Road, Cocoa Beach 32931 (University of Florida)

Idaho

Celeste M. Condit, \$500, Box 434, Mink Creek Road, Pocatello 83201 (Idaho State University)

Illinois

Mark D. Bergen, \$500, 1949 W. Superior Street, Chicago 60622 (University of Illinois)
Donald A. Cantrell, Jr., \$500, R.R. 2, Carmi 62821 (University of Illinois)
Karen M. Golz, \$1000, 4546 West 88th Place, Hometown 60456 (University of Illinois)
MaryAnn Hartmann, \$750, 36 Minnie Drive, Belleville 62223 (Avila College)
Leonard A. Palka, \$750, 9 South 171 Farmingdale Drive, Darien 60559 (Lewis University)
Carl I. Soderland, \$500, Thorn Creek Lane, Route 3, Crete 60417 (Purdue University)

Indiana

Stephen G. Atkins, \$1000, 7102 Carlsen Avenue, Indianapolis 46224 (Indiana University)

Maryland

Howard F. Eisinger, \$500, 248 Congressional Lane, Rockville 20852 (Duke University)
Michael S. Schwartz, \$500, 3965 Wendy Court, Silver Spring 20906 (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)
Patti A. Rogers, \$750, 24537 Shook Road, Mt. Clemens 48043 (Wayne State University)

Minnesota

William F. Pagel, \$500, 9706 Columbus Avenue South, Bloomington 55420, (University of Minnesota)
Debra J. Wilson, \$500, RR 1, Box 161, Bovey 55709 (Moorhead State College)

Missouri

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

Montana

Kathy R. Hart, \$500, 2003 Custer Avenue, Billings 59102 (University of Utah)
Randall Paul Wostel, \$1000, 906 Eleventh Avenue, Helena 59601 (Montana State University)

New Hampshire

Robert P. Asselin, \$500, 164 Douglas Street, Manchester 03102 (New Hampshire Vocational-Technical College Laconia)
Sheila J. Parkhurst, \$500, R.F.D. 2, Colebrook 03576 (Colby Women's College)

New Jersey

Lyndsay A. Campen, \$500, No. 1 Knox Blvd, Marlton 08053 (Douglass College)

New York

Timothy J. Cleary, \$500, 614 Maywood Avenue, Schenectady 12303 (Colgate University)
Douglas G. Hancher, \$1000, 11 Heritage Court, Tonawanda 14150 (Rensselaer Polytechnic Institute)
Heidi Kapanka, \$750, 8 Mary's Lane, Centerport 11721 (Boston University)
Theodore T. LaPlante, \$500, 24 Eagle Street, Scotia 12302 (Norwich University)
Suzanne B. Rapp, \$500, 1061 Monroe Avenue, Rochester 14620 (State University of New York at Albany)

North Dakota

Ann M. LaPlante, \$750, 922 Kittson Avenue, Grafton 58237 (University of North Dakota Law School)

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)
Mark E. Pekar, \$500, 186 Goodview Avenue, Akron 44305 (The University of Akron)
Timothy K. Radar, \$500, 504 E. Madison Avenue, Springfield 45503 (University of Dayton)

Oklahoma

Deborah L. Kristof, \$500, 8216 N.W. 28th Terrace, Bethany 73008 (University of Oklahoma)
Linda D. Kristof, \$750, 8216 N.W. 28th Terrace, Bethany 73008 (University of Oklahoma)
Norman A. Scherer, \$500, 4828 Lisa Lane, Del City 73115 (Spartan School of Aeronautics)

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)
Mark L. Sweeney, \$500, 9198 Fox Hunt Road, Pittsburgh 15237 (Purdue University)

Puerto Rico

Nayda L. DeJesus, \$500, Box 163, Parcelas Aguas Claras, Ceiba 00635

Puerto Rico

Nayda L. DeJesus, \$500, Box 163, Parcelas Aguas Claras, Ceiba 00635 (Colegio Regional de Humacao)
Eddie N. Laboy, \$500, 52 No. 652 Los Penas, Sab. Llana, Rio Piedras 00924 (Decano de Estudiantes)

South Carolina

Barbara S. Clark, \$500, 1608 Goldfinch Lane, West Columbia 29169 (University of South Carolina)

Tennessee

Eric P. Dahl, \$500, 3882 Graceland, Memphis 38116 (University of Mississippi)

Texas

Robert E. Herd, \$500, 4603 Melody Lane, Wichita Falls 76302 (Texas Tech University)
Peter O. Shull, Jr., \$1000, 4003 Elderwood Drive, Seabrook 77586 (Princeton University)

Virginia

Paul J. Ackman, \$500, 1603 Trebov Avenue, Richmond 23226 (Massachusetts Institute of Technology)
Joseph C. Bateman, \$500, 4578 Hampshire Avenue, Norfolk 23513 (University of Virginia)
Kim L. Joyner, \$500, 415 Blair Road, Vienna 22180 (Duke University)
Paul A. Willard, Jr., \$500, 3101 Yardley Drive, N.W., Roanoke 24012 (Virginia Polytechnic Institute and State University)
Christopher Wist, \$500, 11565 Links Drive, Reston 22090 (University of Virginia)

Wisconsin

Marilyn C. Engler, \$500, 2806 W. Oriole Drive, Milwaukee 53209 (Columbia Hospital School of Nursing)
Frank E. Pleli, \$500, 9853 W. Lisbon Avenue, Milwaukee 53222 (University of Wisconsin-Milwaukee)
Jo Ann Wierzechowski, \$500, 6215 W. Warnimont Avenue, Milwaukee 53220 (University of Wisconsin-Madison)

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. National Commander's Citation recipients for 1975 were as follows:

Marcus R. Barnes, Hq Southwest Region, P.O. Box 957, Grand Prairie TX 75050

Ronald R. Kelso, Cheyenne AFA Cadet Sq, 3059 Dey, Cheyenne, WY 82001

Jack W. Madsen, Hq Utah Wing, 105 Soldier Circle, Ft. Douglas, UT 84113

Melvin H. Weiser, Hq Group 15, Florida Wing, P.O. Box 7075 Hollywood, FL 33021

Thomas J. O'Connor, Hq Minnesota Wing, Bldg 711, Minn-St. Paul Intl Arpt, Minneapolis, MN 55450

Thomas J. O'Shea, Hq Illinois Wing, Suite 500, 33 W. Jackson Blvd, Chicago, IL 60604

Winfield M. Baldwin, Jr., Hq Tennessee Wing, P.O. Box 669, Knoxville, TN 37901

Gill Robb Wilson Award. This award, given in the name of a founder of Civil Air Patrol, was presented to thirty-nine senior members in recognition of their efforts to further the cause of aerospace. Gill Robb Wilson Award recipients for 1975 were as follows:

Alabama

Richard Curran, Hq Alabama Wing, 908 S. 20th St, Birmingham 35205

California

Woody W. Fagette, San Gabriel Valley Group 15, P.O. Box 222, West Covina 91793
Patricia A. Osmon, San Diego County Group 3, P.O. Box 2962, San Diego 92112

Florida

Melvin H. Weiser, Hq Group 16, P.O. Box 7075, Hollywood 33021

Georgia

Donald A. Maxfield, Hq Georgia Wing, Box 3117, Dobbins AFB 30060



CADET CLIMBERS. Cadet David Underdown (right) explains the proper use of mountain climbing gear to fellow members of North Carolina's Hickory Composite Squadron during an encampment at Table Rock in the Blue Ridge Mountains.

Illinois

Josef Gruendner, Jr., Sky Haven Sq, 95104 Aero Dr, Naperville 60540
Joan K. Higgins, Hometown Comp Sq, 9042 S. Main St, Hometown 60456

Iowa

Judy C. Miller, Dubuque Comp Sq, P.O. Box 223, Dubuque 52001

Indiana

Jack R. Hornbeck, Hq Indiana Wing, Grissom AFB 46970

Maryland

Vernon J. Miller, Hq Maryland Wing, Baltimore-Washington Intl Airport, Baltimore 21240

Massachusetts

Edward W. Hobbs, Sr., Hq Massachusetts Wing, P.O. Box 246, Braintree 02184

Michigan

George J. Rees, Hq Michigan Wing, 9505 Groh Bldg 34, Grosse Ile 48138

Minnesota

Thomas J. O'Connor, Hq Minnesota Wing, Bldg 711, Minneapolis-St. Paul Intl Airport, Minneapolis 55450

National Capital

Edward G. Kelley, Potomac Composite Sq, OMR Box 428 Bolling AFB

New Jersey

Robert M. Emig, Hq 224th Group, P.O. Box 341, Toms River 08753
Harry J. Vallery, Hq New Jersey Wing, P.O. Box 1969, New Brunswick 08902

New York

Michael J. Gallo, Hudson Valley Composite Sq, State Armory Rt 9A, Ossining 10562
Raoul Elton, Hq Westchester Group, 35 S. Broadway, White Plains 10601

North Dakota

Kermit K. Schauer, Hq North Dakota Wing, Hector Field, Fargo 58103

Ohio

Glenn L. Livingston, Group X, P.O. Box 247, Lancaster 43130

Oregon

Louis A. Alsip, Salem Composite Sq, P.O. Box 3014, Salem 97302

Oklahoma

Stephen L. Grauel, Ardmore Composite Sq, P.O. Box 973, Ardmore 73401

Pennsylvania

Leo F. St. Aubin, N. Philadelphia Airport Senior Sq, 32 Cedar St, Doylestown 18901
Raymond A. Miller, Levittown Composite Sq 101, 4110 Whiting Rd, Philadelphia 19154

South Carolina

Frances C. Leaphart, Hq South Carolina Wing, 3301 Airline Dr, Owens Field, Columbia 29205

Tennessee

Jerry K. Sherrod, Knoxville Senior No. 2, P.O. Box 942, Knoxville 37901

Texas

Robert C. Atwood, Hq 3rd Group, 4201 Ramsey, Corpus Christi 78415
John C. Samuel, Hq 4th Group, P.O. Box 5600, Irving 75062
Eldon G. Moody, Hq 16th Group, Box 56, Lamesa 79331
Ronald N. Raney, Hq 16th Group, Box 56, Lamesa 79331

Vermont

Eugene V. Boucher, Hq Vermont Wing, 887 Pine St, Burlington 05401

Washington

Lon H. Miller, Hq Washington Wing, P.O. Box 4010, McChord AFB 98438
John W. Houser, Renton Composite Sq, P.O. Box 692, Renton 98055
Marla K. Patterson, Hq Washington Wing, P.O. Box 4010, McChord AFB 98438

Wyoming

Richard E. Hartman, Hq Wyoming Wing, Bldg 329, F.E. Warren AFB 82001
Ronald R. Kelso, Cheyenne AFA Cadet Sq, 3059 Dey, Cheyenne 82001

Mississippi

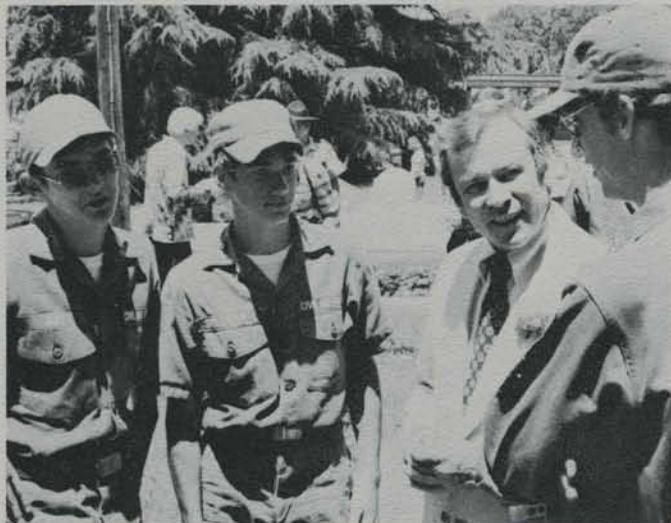
Louis S. Tollett, Jr., Hq Mississippi Wing, P.O. Box 20061, Jackson 55450

Pacific Region

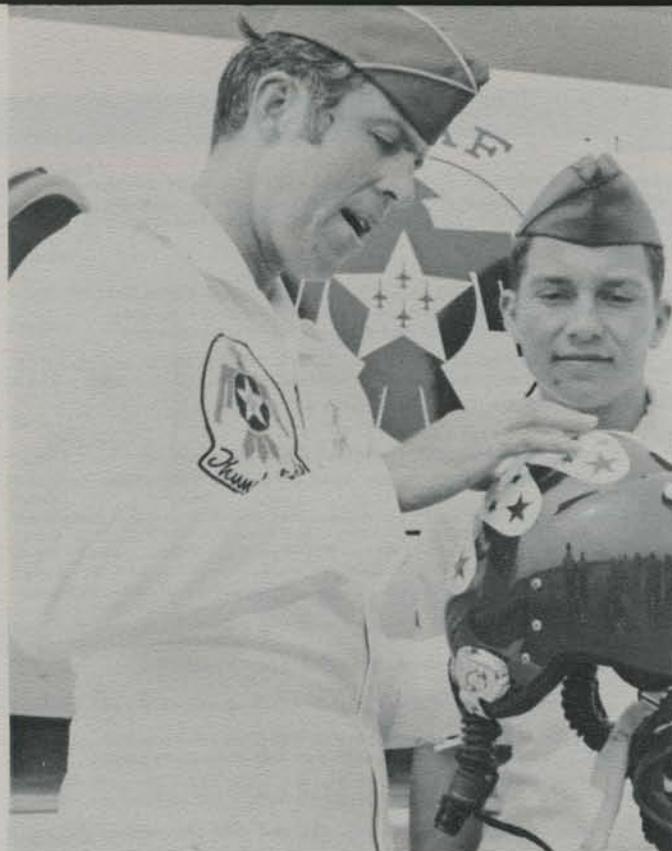
Paul J. Lockwood, Hq Pacific Region, P.O. Box 2640-D, Pasadena 91105

Southwest Region

Marcus R. Barnes, Hq Southwest Region, P.O. Box 957, Grand Prairie 75050



GEORGIA GUEST. Tennessee Senator Howard Baker talks with CAP cadets (from left) Carl May, Danny Sullivan, and Bill Johnson during the annual Marigold Festival in Winterville, Georgia. Cadets assisted local police with traffic and crowd control during the event.



CADET FIRST. Air Force Captain Douglas C. Roach, a member of the Air Force Thunderbirds, is a former Civil Air Patrol cadet member of the Michigan Wing. The first CAP General Carl A. Spatz Award was presented to Doug by Governor George W. Romney in November 1964.

Brewer Aerospace Memorial Awards. The Frank G. Brewer-CAP Memorial Aerospace Award is presented annually to a cadet member, a senior member, and an organization or individual for noteworthy achievement contributing to aerospace advancement or understanding. The 1975 winners were:

Cadet Member Category — Mary C. Tout, Carswell Composite Squadron, Fort Worth, Texas.

Senior Member Category — Charles H. Mannel, Sr., Director of Aerospace Education, North Central Region, Twin City, Minnesota.

Individual or Organization Category — Hary P. Hicks, Jr., Calvert High School, Calvert, Texas.

Civil Air Patrol Hall of Honor

The Civil Air Patrol Hall of Honor, housed in the U.S. Air Force Museum at Wright-Patterson Air Force Base, Dayton, Ohio, pays tribute to leaders who were instrumental in establishing the organization and its development over the years. The following individuals have been inducted into the Hall of Honor since its dedication in May 1974:

Gill Robb Wilson*	Clara E. Livingston
Carl A. Spatz*	Joseph S. Bergin
D. Harold Byrd	Alan C. Perkinson
William C. Whelen	Lucas V. Beau
Paul W. Turner	Edwin Lyons
Lyle W. Castle	Earle L. Johnson*
F. Ward Reilly*	S. Hallock duPont, Jr.
	James E. Carter

*Deceased

Prepared by the Office of Plans and Programs, National Headquarters,
Civil Air Patrol, Maxwell, A.F.B., Alabama 36112



During their visit to the United States, International Air Cadet Exchange (IACE) cadets from the 22 participant countries are hosted by Civil Air Patrol cadets. A highlight of their three-week stay in this country is a special sight-seeing visit in New York City. (Photo by Russ Brown)

Arkansas CAP Cadet Charles L. Williams from the Monticello Composite Squadron receives individual attention from an Air Force instructor during Communications-Electronics Course. Cadets with an interest in communications may qualify to attend the annual two-week course conducted by US Air Force communications instructors at Keesler Air Force Base, Biloxi, Mississippi. A prerequisite is that cadets must possess a FCC restricted radio-telephone operator's permit. Priority consideration is given to cadets currently enrolled or having completed an accredited electronics course. Forty-one cadets attended this course in 1975. (Photo by Russ Brown)





NATIONAL CADET COMPETITION
MAXWELL AIR FORCE BASE, ALABAMA