

Civil Air Patrol

ANNUAL REPORT
TO CONGRESS
1977





CAP CADETS AT THE AIR FORCE ACADEMY

The bill to admit women to service academies was signed by the President on 8 October 1975. By the 31 January 1976 deadline for congressional nominations, 1,133 women had been nominated for admission to the Air Force Academy. From this candidate pool, 157 were selected for admission to the Academy Class of 1980. Among this history-making group entering the Air Force Academy on 28 June 1976 were six cadet members of Civil Air Patrol.

(L to R above) Phyllis A. Loving, Andrews Composite Squadron, National Capitol Wing
 Linda M. Sweeney, Tempe Composite Squadron 307, Arizona Wing
 Doris H. Krampe, 399th Composite Squadron, Connecticut Wing
 Mary W. Daley, Fredericksburg Composite Squadron, Virginia Wing
 Deborah M. La Frambois, Fox Cities Composite Squadron, Wisconsin Wing
 Ann E. Moore, Lantana-Lake Worth Cadet Squadron, Florida Wing

In addition to these young women, Civil Air Patrol is also represented in the Academy Class of 1980 by 90 young men who are former CAP cadets.

(Courtesy Air Force Academy Office of Information, Photo by Bill Madsen)

COVER (L to R)

Deborah M. La Frambois, Sigsbee J.B. Nelson, and Julie Good.

Deborah is one of six young women in the Academy Class of 1980 who are former CAP cadets. Sigsbee is a junior at the Academy and a former cadet member of Falcon Composite Squadron 305 of the Arizona Wing. Julie is a member of the Falcon Cadet Squadron based at the Air Force Academy and a senior at the Air Academy High School. She has received her Presidential nomination and hopes to qualify for appointment to enter the Academy in the Class of 1981. (Courtesy Air Force Academy Office of Information, Photo by Bill Madsen)



**NATIONAL HEADQUARTERS
CIVIL AIR PATROL**

— USAF AUXILIARY —
Maxwell Air Force Base, Alabama 36112

TO THE CONGRESS OF THE UNITED STATES

This report of Civil Air Patrol activities during its 35th year includes a reminder of the organization's beginning. From its origin as a crisis-born idea, Civil Air Patrol has progressed from anti-submarine patrol using an improvised bombsight rigged from 20 cents worth of hairpins, glass, and tin cans to present day search and rescue mission planning using satellite weather data and computer stored flight path data. CAP has remained vital because of its willingness to adapt and keep pace with changing requirements and technology.

As indicated by the cover photograph, we are proud of the assistance Civil Air Patrol has provided in motivating young people to seek careers in the United States Air Force. Over 1,400 former CAP cadets have entered the Air Force Academy since its establishment in 1955. We are also proud of the 96 former CAP cadets who are members of the 1980 class which entered the Academy in August. In addition to being the largest number of former CAP cadets in an entering class, the group also includes six of the first women to be admitted to the previously all-male institution.

Within are details of a few of the many instances of CAP members assisting people in distress, CAP's work in developing aerospace education classroom material, and its leadership development programs for both its cadet and senior members.

It is a privilege to present this report of Civil Air Patrol activities during calendar year 1976 as required by Public Law 476.

Thomas C. Casaday
THOMAS C. CASADAY
Brigadier General, CAP
National Commander

Carl S. Miller
CARL S. MILLER
Brigadier General, USAF
Executive Director

Emergency Services

SEARCH AND RESCUE

Responsibility for conducting search and rescue operations throughout the United States and its possessions is assigned to agencies designated by the National Search and Rescue Plan. The search and rescue mission is divided into the three regions of Inland, Maritime, and Overseas to prevent overlapping of responsibilities. The United States Air Force is assigned responsibility as search and rescue coordinator for the inland region of the United States. It discharges its responsibility through the Aerospace Rescue and Recovery Service (ARRS) of the Military Airlift Command. As the civilian auxiliary of the Air Force, Civil Air Patrol provides the primary resources available in fulfilling this responsibility.

During 1976, CAP flew 17,604 hours on search missions and was credited with locating 395 search objectives and saving 34 lives. Many other persons in distress, although not in immediate danger of losing their lives, were assisted by CAP search forces. Compared to 1975, CAP participated in 123 more missions and located 91 more search objectives, but flew 6,896 fewer hours. Major General Ralph S. Saunders, Commander of the Air Force Aerospace Rescue and Recovery Service attributes this to the Emergency Locator Transmitter (ELT) which in many cases reduces the time required to locate a crash, the use of precise historical weather data which has refined search areas, and an in-

crease in efficiency of CAP search forces through improved management and search techniques.

New SAR Techniques. The beginning of what may eventually become a nationwide SAR technique is currently being used by CAP in California and Colorado through the cooperation of FAA Air Route Traffic Control Centers (ARTC). For its own purposes, each ARTC uses a computer/radar combination to monitor the movement of aircraft within its range and record flight path data. In a test program, the computer-stored data was recalled and used to track missing aircraft - to within a few hundred yards of the crash site in some instances.

Another innovation tested by the CAP California Wing was the use of satellite photos provided by the National Environmental Satellite Service to secure data on fast-developing weather systems. Within 30 minutes of learning that a pilot is in distress, photos from a stationary satellite can be obtained from which SAR mission planners can make judgments. If unreported clouds or storm systems are shown along the pilot's planned route of flight, a determination can then be made as to altitude and route changes the pilot would probably have made under the circumstances. The mission coordinator through logic and good judgement is thus provided the best possible information with which to plan the mission. The technique has proven to be a valuable timesaving aid in that missions that would normally require several days are now regularly completed in 24 to 48 hours using this technique.



Coordinating Center. The CAP North Carolina Wing operates a Mission Coordinating Center to provide around-the-clock control of missions in progress and a quick-response capability for emergencies as they occur. The center monitors statewide radio frequencies and maintains current information on status of CAP aircraft, ground vehicles, and mission qualified personnel. Vertical plotting boards are used to display on-going mission activity and weather data for all key airports throughout the state. This unique service is provided by rotating teams of CAP volunteers, each consisting of two seniors, two cadets, and an on-call instrument rated pilot.

1941-1976 35th Anniversary Civil Air Patrol



The First Mission

Created in the dark days preceding the entry of the United States into World War II, Civil Air Patrol served in various activities throughout the war years. Its first mission was to act as a stop-gap force in combating enemy submarines operating in the shipping lanes along the coastlines of the Atlantic Ocean and Gulf of Mexico. This emergency measure was necessary because our thinly spread naval forces and under-strength military air forces were not adequate to cope with the submarine menace that was sinking American ships at an alarmingly increasing rate.

Operating out of 21 make-shift bases, CAP light aircraft flew 86,685 missions and a total of 244,600 hours, or the equivalent of 24,000,000 miles during the eighteen months of the operation. The patrol reported 173 submarine sightings and dropped 83 bombs on 57 of these, destroying two and alerting Army and Navy bombers that destroyed many others. CAP aircrews also summoned help for 91 vessels in distress and 363

survivors of submarine attack.

The Civil Air Patrol coastal patrol mission, originally authorized as a 30-day experiment, was discontinued on 31 August 1943. The program had succeeded; offshore sea lanes were virtually free of the submarine menace and CAP had bought time for buildup of the regular military forces. The toll to CAP during the operation was 90 aircraft lost, 26 pilots and observers killed, and 7 seriously injured.

The ultimate tribute to the effectiveness of CAP's coastal patrol operation came many months later—and from the other side of the Atlantic. After the German surrender, one of Hitler's high ranking naval officers was asked why the Nazi U-Boats had been withdrawn from the United States coastal waterways early in 1943. He answered that, "It was because of those damned little red and yellow planes."

**Neprud, Robert E., Flying Minute Men, The Story of Civil Air Patrol.*





Medical Mission. Nineteen-month-old Matthew was cared for by his mother, Mrs. Don Tweed, and Dr. P.L. Chipley during an emergency flight from Ashville, North Carolina to the Emory University Medical Center near Atlanta, Georgia. Matthew suffers from Sudden Infant Death Syndrome and is one of only 40 survivors in the nation of the malady commonly known as "crib death." CAP Lt Col Charles W. Dixon, Jr. and Dr. Chipley, who are both instrument rated pilots, completed the mission in spite of bad weather in both Ashville and Atlanta.

Civil Air Patrol plans to continue working with the Air Force Aerospace Rescue and Recovery Service and the Federal Aviation Administration in nationwide implementation of both techniques. Lt. Col. John W. Langley, USAF and Lt. Col. James D. Bigelow, CAP are credited with conceiving the idea of using computer/radar flight path tracking data and Col. Bigelow proposed and developed the satellite photo technique.

The following accounts of Air Force authorized Civil Air Patrol missions resulting in the saving of lives were extracted from official Air Force reports:

BROKEN THROUGH ICE

Alaska. Anchorage Flight Service Station requested CAP assistance after a light aircraft reported receiving a garbled Mayday message in the vicinity of Skewntna. Anchorage CAP conducted an area search; located the pilot; and through radio contact, learned that his aircraft had broken through ice on landing and that he had no survival equipment. Due to darkness, an Air Force HC130 aircraft dropped flares enabling an Air Force HH3 helicopter to land and make the pickup. The pilot, who was suffering from frostbite, was recovered to Elmendorf Air Force Base. Due to the extreme temperatures and inaccessibility of the area, a joint save was credited to Anchorage CAP and the 71st Air Force Aerospace Rescue and Recovery Squadron.

LOST HIKERS

Oregon. Two teenage boys became overdue while hiking in the vicinity of Mt. Hood, with their last known position the Hood River mountain side at the 500 foot level. At the request of the Hood River County Sheriff, Oregon CAP ground teams located the hikers during the evening of 1 February; but because of darkness, could not complete the recovery until the morning of 2 February. The boys were returned in good condition to their parents at the CAP base camp.

CYANIDE POISONING

Washington. A man in Toppenish, Washington was in critical condition after inhaling cyanide gas. At the request of the Poison Department of the Deaconess Hospital, Spokane, a Washington CAP aircrew flew cyanide anti-toxin from Spokane to Yakima where it was then delivered to Toppenish by a State Police vehicle in time to save the victim's life.

BLOOD AIRLIFT

Idaho. At the request of the Idaho State Police, Idaho CAP flew an emergency mission from Spokane, Washington to Bonner's Ferry, Idaho to deliver blood needed to treat a patient suffering from internal bleeding.

STRANDED BOATERS

Florida. At the request of the local county sheriff, Florida CAP conducted an air search for two persons missing overnight in an open boat with no survival equipment during weather conditions of rain and freezing temperatures. Florida CAP located the missing boat aground on a shallow bank, one and one-half miles east of Cocoa Beach. A Sheriff's Department boat recovered the couple to a Cocoa Beach hospital.

AIRCRAFT CRASH

New York. A New York CAP pilot was on approach to Westchester Airport behind a light aircraft with four people on board that crashed. The pilot immediately received an emergency locator transmitter (ELT) signal from the crashed aircraft, landed his aircraft, reported the crash to the Air Force Rescue Coordination Center and the State Police, and commenced organizing a ground rescue team. The State Police and CAP ground teams were directed to the crash site by a U.S. Coast Guard aircraft equipped with a direction finder. Two persons were taken to a local hospital; one person was treated for minor injuries; and one deceased was turned over to local authorities.



Safe Return. Chuck Sassara (Right) and David Fritzwater are relaxed and happy upon arrival in Anchorage following rescue from their downed aircraft. The men had followed proven survival procedures and were in good condition despite the six-day ordeal. Alaska CAP search pilots, Gene Weiler (Background Right) and W.R. Van Dusen were credited with two lives saved. (Photo courtesy Anchorage Daily News)

EDITORIAL PAGE

Anchorage Times

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Editor and Publisher

WILLIAM J. TOBIN
Associate Editor
And General Manager

CLINTON T. ANDREWS JR.
Managing Editor

Saturday, January 24, 1976

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The CAP Does It Again

CHALK UP another success for the Civil Air Patrol, which Thursday plucked from the wilderness former Alaska legislator Chuck Sassara and his companion, David Fritzwater.

They were found, safe and sound, after a six-day search that began when the single-engine plane Mr. Sassara was piloting ran into white-out conditions in Merrill Pass on a flight from Bethel to Anchorage.

After a flaps-down landing on a frozen lake, the 45-year-old pilot and his passenger settled down for the long wait. They were without radio contact, minus an emergency locator signaling device and not heavily stocked with food supplies. But they were on course with their flight plan and they did stick with the downed aircraft, despite what must at times have been an almost irresistible urge to try to hike out.

THEY WERE LUCKY. In what Mr. Sassara described as his "semi-controlled" landing, neither of the two men suffered any real injury. The weather, thank God, was mild — never more than 5 degrees below zero, according to the grees below zero, according to the two, and frequently much warmer during the days.

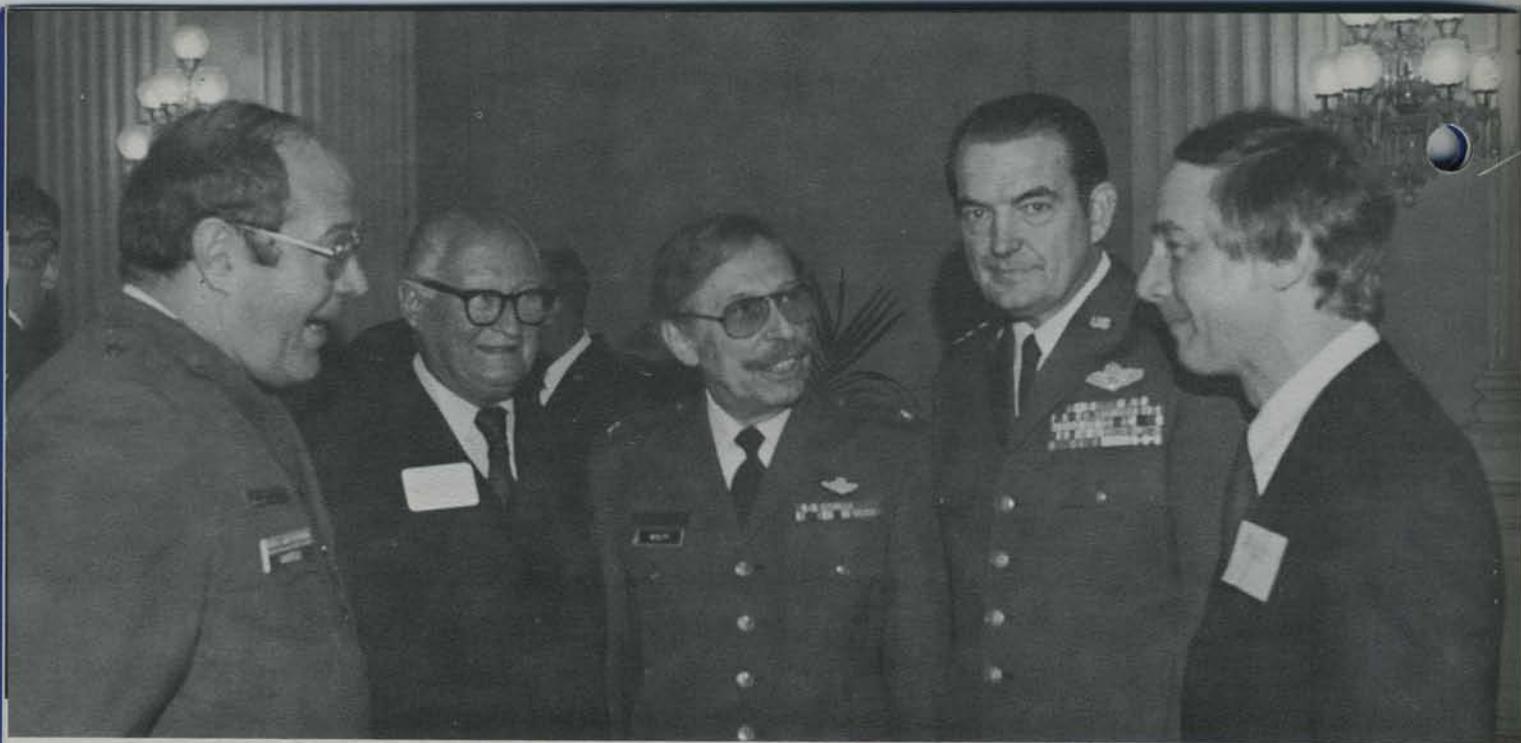
But most of all they waited with confidence. "From the moment we were down," said Mr. Sassara. "I knew the Civil Air Patrol would come flying up that canyon looking for us."

They did and they found 'em. Close another mission with the notation, "Well done."

(Reprinted with permission of the Anchorage Times)

Humanitarian Mission. A seven-member family in the remote Alaska interior was left to forage for food and shelter when their cabin was destroyed by fire in mid-winter. Food, clothing, and other emergency supplies, donated by Anchorage residents, were delivered to the destitute family by the Alaska CAP Polaris Group.





Congressional Reception. CAP hosted a congressional reception in Washington D.C. during March to officially present the 1976 CAP Annual Report to Congress and to afford an opportunity for CAP officials from each state to meet with their congressmen and update them on local CAP activities. Among those attending were: (L to R) CAP Brigadier General Lyle W. Castle, Major General Lucas V. Beau (USAF, Retired), Congressman Lester L. Wolff of New York, Air Force Chief of Staff, General David C. Jones, and Congressman Willis D. Gradison, Jr., of Ohio. General Castle is CAP Chairman Emeritus and CAP National Legal Officer, General Beau was CAP National Commander from 1947 to 1955, and Congressman Wolff is a CAP member and Commander of the CAP Congressional Squadron. (Photo by Russ Brown)

AIRCRAFT CRASH

Texas. The family of a pilot became concerned and notified the Air Force Rescue Coordination Center of his overdue aircraft on a flight from Dallas to Humphrey, Texas. The downed aircraft was located by Texas CAP near Conroe, Texas; and the pilot, who was in good condition although suffering from broken bones and other minor injuries, was taken to a hospital in Conroe for treatment.

BLIZZARD RESCUE

Wyoming. In early January, a snow storm in the Cheyenne, Wyoming area interrupted normal ambulance service. Wyoming CAP, equipped with four-wheel drive vehicles, was requested to provide this vital emergency service. During a two day period, Wyoming CAP was credited with assisting 57 people in distress, including the saving of two lives and the delivery of a 5 lb. baby boy in an emergency vehicle enroute to a hospital.

MEDICAL EMERGENCY

Idaho. At the request of the Idaho State Police, an Idaho CAP aircraft delivered blood and surgical instruments from Sandpoint, Idaho to the Children's Ward of Sacred Heart Hospital in Spokane, Washington. Idaho CAP was credited with a life saved because of the critical factor of delivering the blood and instruments in time for emergency surgery to be successful.

LOST HIKER

Oregon. At the request of the Hood River, Oregon Sheriff's Department, an Oregon CAP ground team searched for and located a missing hiker near Eagle Creek. The hiker, who had fallen and broken his left shoulder, was taken to the hospital at Gresham, Oregon.

MISSING MAN

Wisconsin. CAP was requested by the Kansasville, Wisconsin Fire Department to assist in searching for a 20 year-old man missing from a home for the retarded. A coordinated search force including 83 CAP members located the man and safely returned him to the home.

GUNSHOT WOUND

Alaska. A gunshot victim at Clear Air Force Station required more sophisticated emergency treatment than could be provided by the available medical facilities. A Clear CAP aircraft transported the patient to a hospital in Fairbanks. Alaska CAP was credited with a life saved.

CRASHED AIRCRAFT

California. A light aircraft with two people on board was reported overdue on a flight from Concord, California to Fort Ord, California. California CAP located the crashed aircraft by airborne Direction Finder (DF) homing-in on Emergency Locator Transmitter (ELT) signals. The East Bay Regional Park District Ground Rescue Team, which was enroute to the crash site at the time it was located by CAP, removed the two survivors to the Alta Bates Hospital at Berkeley.

The Emergency Services mission is performed by dedicated volunteers who give unselfishly of their time and personal resources to help others. Sometimes the cost is even greater.

Alaska. A light aircraft with one person on board was reported overdue on a flight from Kenai to Anchorage, Alaska. Alaska CAP located the crashed aircraft and deceased pilot. During the course of the mission, accidents claimed the lives of three members of the CAP search force and caused the destruction of two CAP aircraft.

DISASTER RELIEF

United States military forces are responsible for providing support to civil authorities in relieving the suffering of victims of floods, storms, fires, earthquakes and other catastrophes. Responsibility for coordinating Air Force participation in natural disaster relief operation has been delegated to the three Air Force Reserve Regions (AFRR). Each Civil Air Patrol wing has entered into an agreement with its respective AFRR to make CAP personnel and resources available to assist in fulfilling this mission.

During 1976, CAP responded to 22 natural disasters in 16 states, with more than 1,175 CAP member mandays, supported by aircraft, radio networks, emergency power generators, and emergency vehicles.

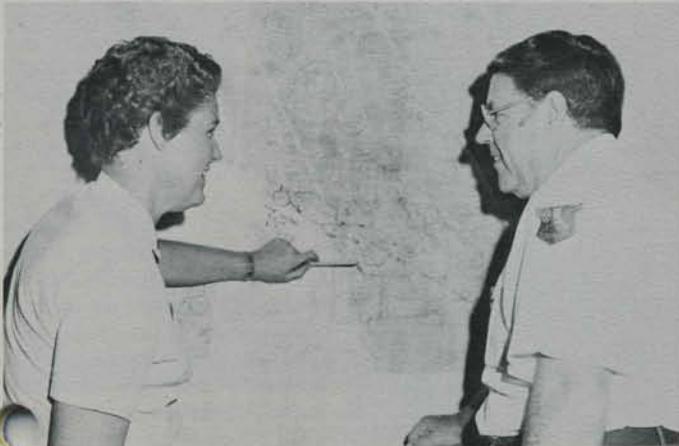
The following are examples of Air Force authorized Civil Air Patrol Disaster Relief missions extracted from official mission reports.

FLASH FLOOD

Colorado. A devastating flash flood occurred in the Big Thompson Canyon between Estes Park and Loveland, Colorado as a result of heavy rains in the early evening of 31 July 1976. A ten foot wall of water swept away permanent residences and equipment of hundreds of vacationers camped along the river that runs the length of the Big Thompson Canyon. Fifteen bridges spanning the river were also destroyed. The loss of life was exceedingly high due to the large number of vacationers camped in the path of the flood waters. Over 125 persons were killed and several hundred injured. CAP aircraft were used for aerial reconnaissance and a CAP radio network provided emergency communications for other rescue forces in the disaster area where telephone communications had been interrupted by flood damage.

TORNADO

Indiana. A tornado struck the town of Seymour, Indiana on 25 September 1976 causing heavy damage to the city airport and surrounding residential property. At the request of the city police chief, Indiana CAP members responded within minutes with mobile radios and generators for emergency lighting of the area and assisted families in clearing debris and salvaging their property.



Training Test. CAP Lt Col Betty Decker, Commandant of the California Wing Search and Rescue School, briefs Wing Commander Warren Barry on plans for a Wing Search and Rescue training exercise.

WINTER STORM

Nebraska. On the evening of 29 March 1976, a storm system with heavy snow mixed with rain and winds up to 55 MPH destroyed the power transmission system in south central Nebraska leaving a large area of the state virtually without power. At the request of the state Civil Defense Agency, Nebraska CAP assisted in the emergency with aerial reconnaissance, auxiliary power generators, and communications support. The original Civil Defense estimate that power and communications would be restored in ten days proved optimistic as it eventually took 20 days to repair the 1,800 miles of damaged transmission lines. Throughout this period, CAP provided and operated 17 power generators, aided in refueling of vehicles, and provided mobile communications support for the Army National Guard and State Civil Defense Agency.

CAP FLYING CLINICS

The CAP Flying Clinic program was established to promote greater pilot proficiency and enhance the CAP flying safety record. The program is conducted in two phases: a ground phase, which stresses principles and rules of flight, air traffic control procedures, weather, and other subjects related to professional and safe flight operations; and a flight phase, conducted under the supervision of qualified flight instructors, which includes a practical, comprehensive review of flight maneuvers required to safely operate an aircraft.

Each CAP wing competes with other wings to achieve the highest percentage of attendance by member pilots. During 1976, 92 flight clinics were conducted which improved the pilot techniques and safety consciousness of 1,421 Civil Air Patrol pilots.

COMMUNICATIONS

With its nationwide radio network, CAP continued to provide outstanding communications support in fulfilling its responsibility in search and rescue and during local emergency situations.

Modernization of equipment during the past ten years has resulted in greatly improved reliability and effectiveness of CAP communications. The first phase for conversion of all high frequency radio communications from amplitude modulation to single sideband operation met with immediate popularity and still continues to grow. Advantages are convenience of operation, and smaller and lighter weight radios which provide coverage over greater distances. Very high frequency, frequency modulation, types of equipment are currently being acquired at a faster rate because of the popularity of extending the distances covered by operating compact, low-powered mobile sets and walkie-talkie hand held units through repeater stations.

The Federal Communications Commission granted a waiver of the type acceptance requirements for the licensing of emergency locator transmitters (ELTs) on training frequencies. The licensing of ELTs will permit CAP to conduct training for both airborne and ground search teams by establishing prior coordination with the appropriate FAA Region Frequency Management Office. In the past, search and rescue training in direction finding techniques could only be conducted under special temporary Air Force authorizations issued for each exercise.

Aerospace Education

AEROSPACE EDUCATION WORKSHOPS

Aerospace education workshops, co-sponsored by Civil Air Patrol and various colleges and universities throughout the nation, have provided graduate-level, credit-granting workshops for a number of years. One hundred ninety such workshops benefitting approximately 10,000 teachers, were conducted during 1976.

The long-range goal of the program is to develop aerospace education leaders by motivating teachers, providing them with educational opportunities, and by instilling in them an enthusiasm to return to their communities and develop knowledge and awareness of aerospace education, its significance and its benefits, in the citizenry of these communities. There are many avenues of approach to the accomplishment of this mission and creative teachers may offer courses or units in space events, aviation or in other related subjects or may add aerospace education as an enrichment factor to the regular courses taught. By using aerospace materials as teaching tools in conjunction with timely course material, student interest is captured. As our country becomes more and more aerospace oriented, the benefits of such workshops as a means of keeping teachers informed of the latest events and developments in this fast-moving field are invaluable.

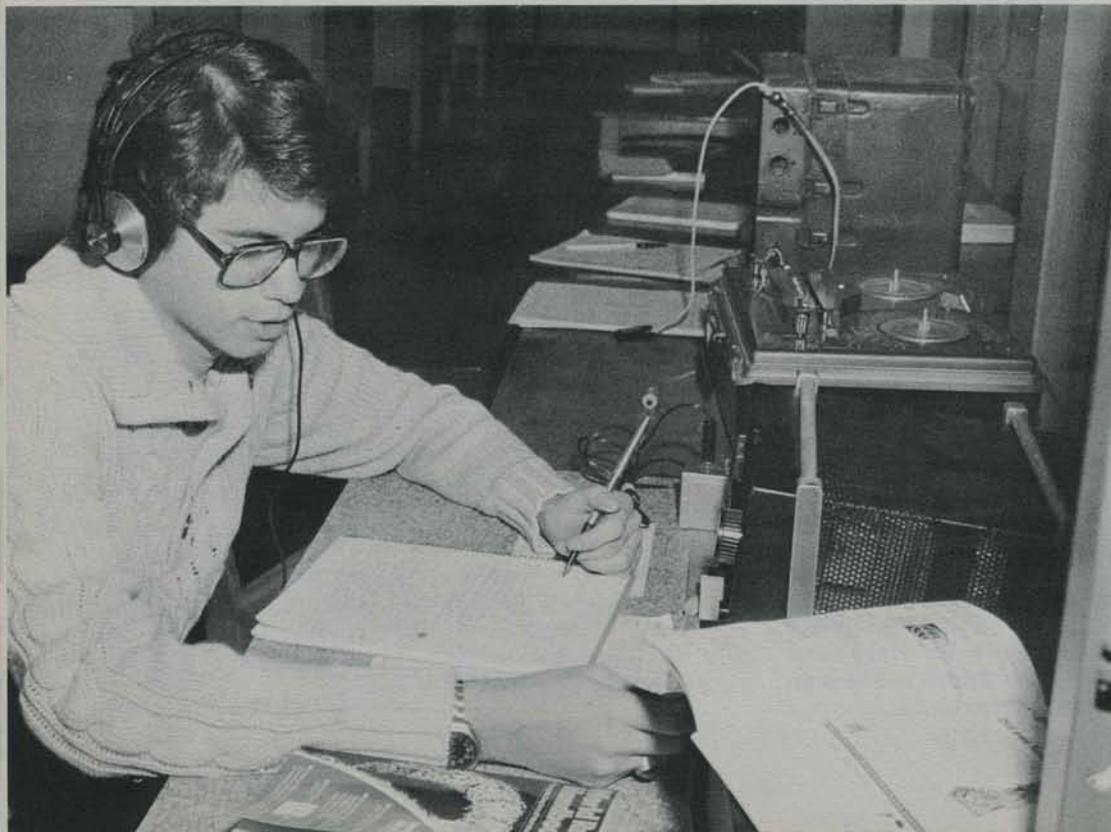
Civil Air Patrol's role in providing assistance, support, and guidance to these workshops is especially significant. Assistance is provided in the development of curriculum, the assignment of military reservists as teachers and in other support roles, and by seeking out and providing aerospace experts as teachers and speakers and, in some cases, by arranging air transportation to an aerospace site selected for its interest and significant contribution to the workshop curriculum.

AEROSPACE EDUCATION PLANS OF ACTION

Civil Air Patrol has increased its involvement in Aerospace Education by initiating a continuing program of each CAP wing developing a State Aerospace Education Plan of Action. These plans are developed jointly by the CAP Wing Aerospace Education staff and the State Department of Education for the purpose of CAP assisting in promoting and developing Aerospace Education statewide. Follow-on is provided to insure implementation of these plans of action and an evolution of additional plans.



Open House. Members of local CAP Cadet Units participate in annual Open House Days at Air Force installations throughout the nation as a means of telling the CAP Story to the public and to assist Air Force personnel in welcoming and hosting visitors. (Photo by Russ Brown)



Brandeis Scholar. Eighteen year-old Daniel I. Stusser is a member of Washington's CAP Sandpoint Cadet Squadron and a freshman attending Brandeis University in Waltham, Massachusetts on a CAP scholarship. Majoring in Economics and Russian Language provides good reason for Daniel to listen to Radio Moscow on short wave. Daniel plans to attend either business or law school after graduation and then pursue either a management or governmental career. CAP annually awards scholarships and grants to approximately sixty of its outstanding young men and women. (Photo courtesy Brandeis University Public Affairs.)

NATIONAL CONGRESS ON AEROSPACE EDUCATION

Five hundred aerospace education teachers from across the nation attended the ninth annual National Congress on Aerospace Education held in April at the Stardust Hotel in Las Vegas, Nevada. Co-sponsored by Civil Air Patrol, the National Aerospace Education Association, Federal Aviation Administration and National Aeronautics and Space Administration, the Congress provides a forum for teachers to meet with national level aerospace leaders from government, industry and education. The purpose of the Congress is to promote aerospace education as an important part of the curriculum in schools and to develop grassroots aerospace leaders in local communities.

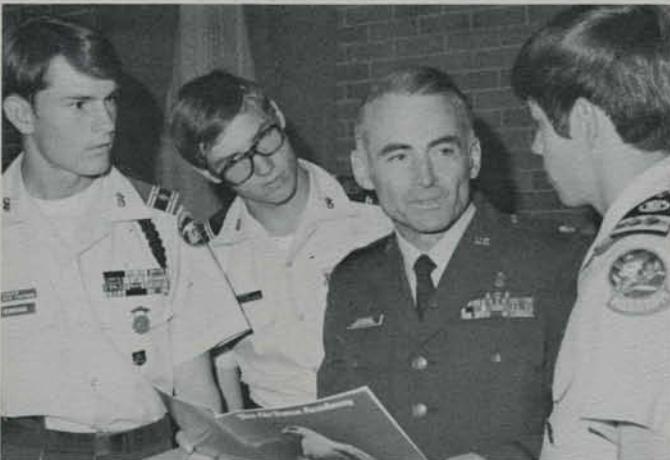
Featured speakers for the meeting included:

- Air Force General Daniel "Chappie" James, Jr., Commander in Chief, North American Air Defense Command (NORAD).
- Captain Al Brown, Director of Flying Training, American Airlines.
- Major General (USAF Ret.) Leigh Wade, the only surviving member of the first round-the-world flight in 1924.
- Air Force Major Noel Widdifield and Lieutenant Colonel James V. Sullivan, crew members of the record-shattering SR-71 flight from New York to London in September 1974.
- William Magruder, Executive Vice President of Piedmont Airlines and former director of America's supersonic transport program.

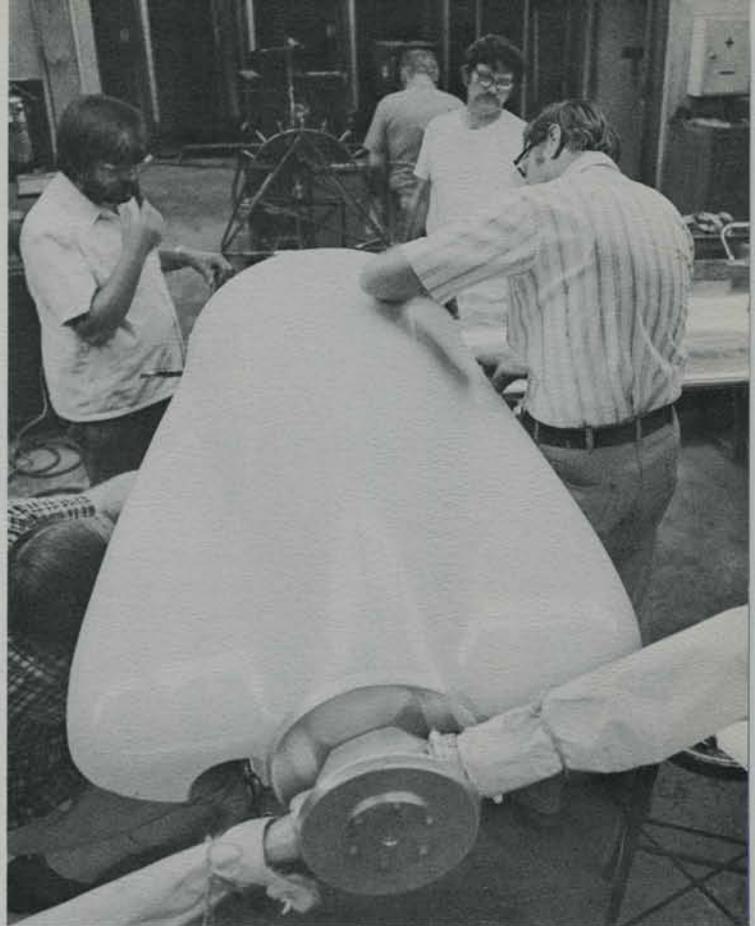
Civil Air Patrol planned, organized and developed the program for this annual meeting.

SCHOOL PROGRAMS AND MATERIALS

Civil Air Patrol has assumed a leadership role in developing supplementary aerospace education classroom materials. The most recent innovation has been single concept instructional packets. The packets consist of artwork panels for bulletin board display and task cards which relate the subject matter to all areas of the school curriculum. The materials are designed for a student center approach allow-



Career Counseling. CAP cadets attending the Annual Air Force Academy Survival Course were counseled on academy admission requirements by Air Force Lt Col Richard K. Stephenson, Academy Liaison Officer. Current academy enrollment includes 268 former CAP cadets including six who were among the first women cadets to be admitted to the U.S. Service Academies.



Wisconsin Workshop. Civil Air Patrol supports approximately one hundred and ninety (190) aerospace education workshops conducted at colleges and universities throughout the nation each year. A unique workshop program is conducted annually at the University of Wisconsin-Stout at Menomonie under the direction of Dr. Charles Thomas. The workshop class composed of high school Industrial Arts teachers each year builds an experimental aircraft which is later displayed at the Experimental Aircraft Association Convention at Oshkosh. The 1976 project was a Sonerai II which looks much like a miniature "Spitfire" and is powered by a converted Volkswagen engine capable of moving the aircraft through the sky at 150 miles an hour. A key leadership figure in the 1976 workshop was Bill Ghan whose Mansfield, Missouri high school students have built eleven aircraft to date. (Photo courtesy University of Wisconsin-Stout)

ing minimum teacher preparation and maximum student participation.

Now available to schools are packets in the Aerospace Personality Series on Amelia Earhart, Eddie Rickenbacker, Charles A. Lindbergh, Wilbur and Orville Wright, Brig Gen Billy Mitchell, Lt Gen James H. Doolittle, and General Daniel James, Jr. and the first in the Military Aerospace Series which highlights the B-1 Bomber. General Aviation, Commercial Aviation, and Space Exploration are the subjects of additional series now in the planning stages. Upon completion, each series will consist of six to ten packets encompassing all aspects of the subject area.

Preliminary steps have been taken to develop a common first-year curriculum for the Civil Air Patrol Cadet Program and Air Force Junior ROTC. The objective is to have a mutually acceptable curriculum that will reduce duplication, which hopefully will result in significant manhour and monetary savings to the Air Force.

The Cadet Program

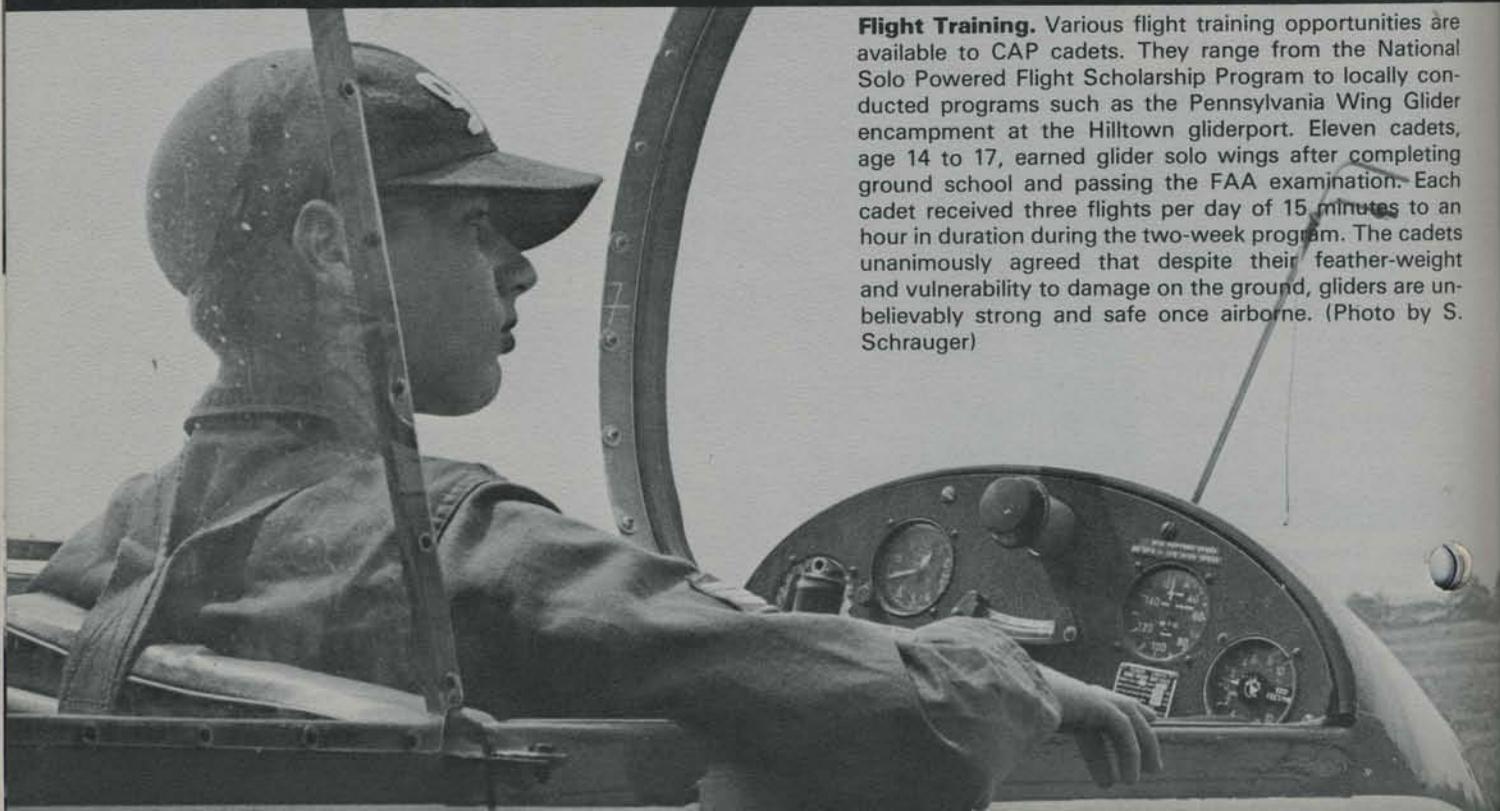
THE STRUCTURED PROGRAM

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.



Summers Soars. Cadet Wanita Summers of Alabama's Gadsden Composite Squadron participated in the Alabama Wing Cadet Soaring Orientation Program held at the Flying X Ranch near Birmingham. The rear seat instructor is Jim House of the Birmingham Senior Squadron.



Flight Training. Various flight training opportunities are available to CAP cadets. They range from the National Solo Powered Flight Scholarship Program to locally conducted programs such as the Pennsylvania Wing Glider encampment at the Hilltown gliderport. Eleven cadets, age 14 to 17, earned glider solo wings after completing ground school and passing the FAA examination. Each cadet received three flights per day of 15 minutes to an hour in duration during the two-week program. The cadets unanimously agreed that despite their feather-weight and vulnerability to damage on the ground, gliders are unbelievably strong and safe once airborne. (Photo by S. Schrauger)



NEAT Program. National Emergency Assistance Training (NEAT) is a new program consisting of one-week courses conducted at various sites throughout the country. The program prepares cadets to function as members of CAP ground search and rescue teams. A forerunner of the national NEAT program has been the Pennsylvania Wing Ranger Program conducted for the past 22 years at the wing's Hawk Mountain facility. The Pennsylvania program consists of Winter Survival and Summer Ranger Schools. The schools were attended by several hundred CAP members from Pennsylvania and adjoining states during 1976. The rigorous training is reinforced by a strict testing system and special recognition and awards for each level of achievement. The Pennsylvania program is the keystone of the new national program for CAP cadets. (Photo by R.R. Kaminski)

Cadet Encampments. Each year several thousand CAP cadets attend encampments held on Air Force Bases and other military service facilities throughout the United States and Puerto Rico. The program gives cadets a first-hand look at the military lifestyle and provides practical experience and information on military career opportunities. The highly successful encampment hosted by Chanhute Air Force Base for 170 Illinois CAP cadets was the result of good planning, excellent Air Force Base support and the sincere personal interest and involvement of responsible Air Force personnel. Chanhute is an Air Training Command base and as such trains personnel to service Air Force equipment throughout the world. The CAP encampment program included visits to the various technical training schools and equipment shops and a briefing on each of the Air Force major commands. In addition to the Illinois encampment, Chanhute hosted similiar programs for Nebraska, Iowa, Kentucky, and Indiana CAP cadets. (Photo by Dennis Biela)



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 US 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 1976, 197 CAP cadets and 22 senior member escorts were exchanged with the 13 other IACE member nations and seven countries in the East Asia/Pacific area. 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 US Air Force officers participated in the 1976 IACE Planning Conference in Lucerne, Switzerland, to plan the next year's exchange between the IACE-member nations.



Heroic Action. Cadet Thomas R. Peoples of Virginia's Monticello Composite Squadron was presented the Civil Air Patrol Medal of Valor by Senator Harry F. Byrd, Jr. in recognition of his actions following an aircraft accident in 1975. During a practice search mission, an aircraft carrying Thomas and another cadet observer, the pilot and a senior observer crashed into the side of a mountain in the Shenandoah National Park. Thomas escaped from the aircraft and unsuccessfully attempted to extinguish the burning engine. He then re-entered the burning aircraft and removed the cadet observer who had suffered a broken back. The pilot, although injured, smashed his way through the windshield to safety—the senior member observer had been killed on impact. Thomas left the injured survivor in the care of hikers who happened on the scene and went for help. The highest CAP award for heroic action was awarded to Thomas in recognition of his quick thinking and selfless concern for his fellowman.



IACE Visit. Through the International Air Cadet Exchange (IACE), 197 CAP Cadets and 22 senior member escorts visited in one of the 20 participating countries while a like number from those countries visited the United States. Cadet contingent from the United Kingdom, Canada, and the United States, traveling together in Spain, pose near an ancient Roman aqueduct in Segovia. (Photo by E.W. Keehn)



Honor Cadet. Air Force Academy Cadet William E. Hobart, Jr. was named to the CAP 25-year Honor Roll as the former CAP cadet to graduate highest in order of merit in the class of 1976. William is a former member of the Vandenberg CAP Squadron 101 of the California Wing. The award was presented by Brigadier General Stanley C. Beck (Left), Air Force Academy Commandant of Cadets and Brigadier General Carl S. Miller, Commander CAP-USAF and Executive Director of Civil Air Patrol.

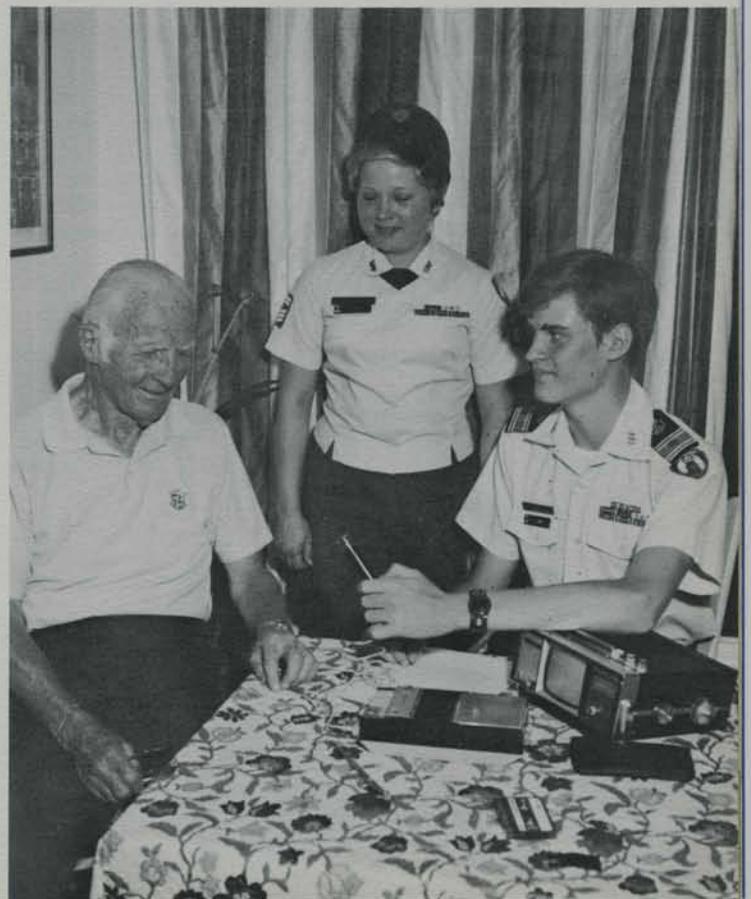
CADET ENCAMPMENTS

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 US 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. In 1976, well over 7,000 CAP cadets and 1,000 CAP senior members attended encampments at 45 DOD facilities. In addition, 29 cadets observed and assisted with the Experimental Aircraft Association's annual fly-in at Oshkosh, Wisconsin, and 537 received national emergency assistance training at 5 schools located throughout the US which were conducted by CAP senior personnel.

CADET FLIGHT TRAINING

During 1976, the Civil Air Patrol Corporation provided \$40,000 for its cadet solo/flight orientation program. A total of 104 solo scholarships of \$240.00 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 1975, with a maximum of three scholarships provided for any one wing. In addition, approximately 3,000 cadets received their first orientation flight. For their efforts in supporting this part of the program, CAP wings were partially reimbursed for each first orientation flight provided.

Aviation Pioneer. Cadets Sally Toth and Brian Lowry of Michigan's Farmington Cadet Squadron record the early aviation experiences of Mr. Harold C. Heym as part of the CAP Bicentennial Project "Operation Pioneer." CAP cadets identify local aviation pioneers who were active in aviation before World War II and interview them on tape for posterity. The interview tapes are assembled, cataloged, and stored at CAP National Headquarters for future use as source material for researchers, authors, and scholars. (Photo by William Mendoza)



Association With Other Organizations

The success of a nonprofit service organization is realized through dedicated volunteers who contribute their time and resources in support of worthwhile objectives. Also, separate organizations sometimes unite in support of common interests. CAP's association with other organizations range from the international to the community level; from the Air Cadet League of Canada cooperating in the International Air Cadet Exchange to the local Salvation Army disaster unit cooperating in providing relief to the victims of a natural disaster. Civil Air Patrol's foremost affiliation is with the United States Air Force.

FAA CAP Cooperation. An example of the relationship between the Federal Aviation Administration (FAA) and Civil Air Patrol (CAP) was made public by the 23 November release of a new FAA study of general aviation activity conducted jointly by the two organizations. The study was based on data collected by almost 1,000 CAP members in a two-day survey at 245 airports throughout the country where they painstakingly recorded 35,000 aircraft take-offs and landings and interviewed 7,800 pilots. FAA Administrator, Dr. John L. McLucas remarked that CAP's work in collecting this valuable safety research information merits the appreciation of the entire flying community.



AFROTC Support. William Surratt (Right) is a junior at California State Polytechnic University and commutes to the University of Southern California to take AFROTC courses. With more than 400 hours of flying time, William is an instructor pilot, teaching fundamentals to Cadet Michael D. Ulestad and other members of the Norton Air Force Base Composite Squadron. AFROTC detachments are involved with CAP at a number of campuses, using college facilities to instruct courses in aerospace studies including flight instruction and navigation.



AIR CADET LEAGUE OF CANADA.

As a strong supporter of and an active participant in the International Air Cadet Exchange program for the past 29 years, Civil Air Patrol has established good working relations with similar organizations in many countries. A particularly close relationship has developed between CAP and the Air Cadet League of Canada since the first exchange between the two organizations in 1948. A mutual interest in aviation and youth development is the basis of this association.

SALVATION ARMY.

A Statement of Cooperation developed jointly by CAP and the Salvation Army in 1973 has proven to be mutually beneficial to the two organizations in their common objective of assisting persons in need as a result of natural disasters.

VETERANS OF FOREIGN WARS (VFW).

As a result of liaison between the VFW and CAP at the national level, VFW posts sponsor and assist CAP cadet squadrons at the community level. CAP appreciates the continued VFW support of its activities.

FEDERAL AVIATION ADMINISTRATION (FAA).

The FAA assists in all three of CAP's mission areas. The FAA Orientation Program is conducted each year at V Rogers World Airport in Oklahoma City. FAA-sponsored flight clinics conducted throughout the country are well attended by CAP pilots. FAA and CAP cooperate in sponsoring many aerospace education projects, including the National Congress on Aerospace Education. CAP cadets have provided valuable assistance to FAA in its national surveys of general aviation activity. In the latest two-day survey, almost 1,000 cadets painstakingly recorded 35,000 aircraft take-offs and landings and interviewed 7,800 pilots at 245 randomly selected airports in all 50 states and Puerto Rico.

OPTIMIST INTERNATIONAL.

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

AIR FORCE ASSOCIATION (AFA).

The AFA participates in the National Congress on Aerospace Education each year and cooperates with CAP in other aerospace education projects. The continued AFA support of CAP in all of its activities is deeply appreciated.

AMERICAN LEGION.

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

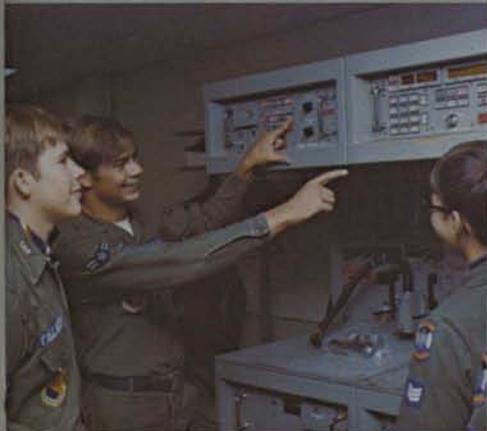


**CAP CADETS AT DAVIS-MONTHAN
AIR FORCE BASE**



The Air Force Chief of Staff, General David C. Jones, has encouraged Air Force base and unit support of Civil Air Patrol, stating, "The Civil Air Patrol has contributed significantly to the Air Force mission, therefore, a close association with individual CAP units and renewed emphasis on support of CAP programs by the total force is considered appropriate."

In early 1976, the 355th Tactical Fighter Wing (TFW), Davis-Monthan Air Force Base, Arizona, commanded by Brig Gen William D. Curry, Jr., began sponsoring a local CAP cadet unit. The 354th Tactical Fighter Squadron (TFS) was designated as host for the unit which was redesignated as the 355th CAP Cadet Squadron. The 354th TFS Commander, Lt Col E.E. Guillot, assumed the role of CAP Aerospace Education and Activities Officer and other Air Force personnel assumed similar leadership positions in the cadet unit. The unit quickly grew from 12 to 70 cadets under its new sponsorship. Meeting in the environment of the fighter unit and associating with active duty Air Force personnel provided the cadets with strong motivation to compete and excel in the program.



Enthusiasm of the cadets was further heightened by orientation flights in HH-1H Huey Helicopters, C-130, KC-97, T-33, and Cessna 172 aircraft and activities such as visits to the Air Force Academy, Luke Air Force Base for familiarization with the F-4 and F-15 aircraft, and the Gila Bend Gunnery Range to observe bombing and gunnery practice. During a special three-week program in July, cadets were permitted to actually perform Air Force jobs in maintenance, operations, administration and medical fields under the supervision of qualified USAF personnel.

The association of the US Air Force with its civilian auxiliary, Civil Air Patrol, is ideally exemplified in the mutually supportive and cooperative spirit of the joint Air Force/CAP program at Davis-Monthan Air Force Base.





AEROSPACE EDUCATION

The Air Force Association (AFA), Federal Aviation Administration (FAA), and Civil Air Patrol (CAP) are cooperative sponsors and supporters of numerous aerospace education programs and activities. During the 1976 CAP National Board Meeting, AFA Liaison Officer to CAP, Kenneth H. Rowe, (right), presented the AFA Special Award to CAP Cadet William G.A. Betz of New York's Leonard Legion Cadet Squadron in recognition of his selection as the Outstanding CAP Cadet of 1976. Mervin K. Strickler (left), Chief of FAA's Aviation Education Programs Division, is a member of the CAP National Aerospace Education Advisory Committee and a longstanding CAP supporter and valuable contributor to CAP's aerospace education efforts. John V. Sorenson (second from left) administers CAP's Aerospace Education Program. AFA, FAA, and CAP are participants in the annual National Congress on Aerospace Education along with several other organizations with a similar dedication to aerospace education.

Civil Air Patrol is a leader in the development of supplementary material for classroom use in aerospace education. The most recent innovation is the development of single concept instructional packets covering many areas of aerospace interest. Seven packets in the first series on Aerospace Personalities are now available to schools. Air Force General Daniel "Chappie" James, Commander-in-Chief, North American Air Defense Command (NORAD) was presented a classroom bulletin board artwork panel from the "James" packet of the Aerospace Personality Series during the 1976 National Congress on Aerospace Education. The series also includes packets on Mitchell, Rickenbacker, Doolittle, Wright Brothers, and Lindbergh. A second series on Military Aerospace is under development and the first packet of the series on the B-1 Bomber has been completed. A third series on Space Exploration is in the planning stages. When completed, each series will consist of from six to ten packets encompassing all aspects of the special subject areas. (Photos by Russ Brown)





INTERNATIONAL AIR CADET EXCHANGE (IACE)

With the assistance of the US Air Force, the Civil Air Patrol entered the International Air Cadet Exchange (IACE) in 1948 and has participated annually since. The program has grown and developed over the years and at its peak involved as many as forty countries. The 1976 exchange was participated in by twenty-one nations with 219 CAP cadets and senior escorts enjoying a three-week visit in one of the 20 other participating countries while a like number from those countries visited the United States.

The United States phase of the exchange was nationwide in scope, extending from New York to California with CAP cadets in 24 states serving as hosts for separate contingents of visiting cadets. Upon arrival in Washington, the foreign cadets were treated to a tour of the Capitol before traveling to different areas of the country where they lived in the homes of CAP host families. Following a busy schedule of sightseeing, tours of aerospace facilities, orientation flights, and social activities, the visiting cadets were re-grouped in New York for a tour of the city before departing for home.

At its origin, the purpose of the IACE was to promote international understanding, goodwill and friendship among young people having a common interest in aviation. That objective is as meaningful today as it was in 1948. Realization of the IACE objective is reflected in the faces of the young American and English cadets in New York and the young women from Sweden and their CAP cadet hosts in San Diego. (Photos by Russ Brown)



Emergency Services Training

Emergency services is one of Civil Air Patrol's three primary missions as the volunteer civilian auxiliary of the United States Air Force. In this role, various emergency services missions are performed in the humanitarian interest of persons in distress. The missions include air search and ground rescue, Civil Defense assistance, and disaster relief. Good organization, thoroughness, timeliness, and professionalism are vital to mission performance because the fact that CAP is a volunteer organization does not lessen its responsibility to the public to do the job safely and efficiently.

For this reason, it is necessary that the organization as well as individual members devote much more of their time and resources in training for missions than in actually per-

forming them. Each CAP wing conducts training and upgrading programs throughout the year to improve the skills of individual members and the effectiveness of the entire organization as a team.

Annually, each CAP wing undergoes Civil Defense and search and rescue test exercises under the scrutiny of Air Force evaluators. The purpose of the tests are to determine the effectiveness of wing training programs and wing capability to respond and satisfactorily execute any mission it may be called upon to perform. A valuable side benefit of test exercises is the opportunity provided to practice mission skills under realistic conditions and thus upgrade of mission capabilities.

(Pennsylvania Wing SAR Test Photos by Russ Brown)



Search Base



Mission Control



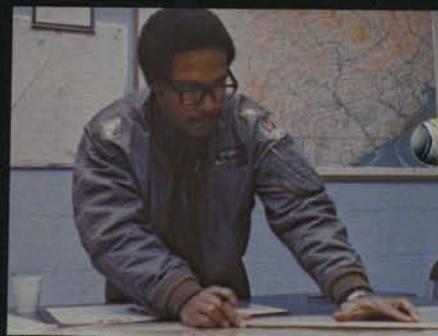
Weather Briefing



Mission Staff



Crew Assignment



Mission Planning



Filing Flight Plan



Preflight Check



Air Search



Mission Debriefing



Alerting Ground Team



Ground Rescue and Recovery



Chief's Congratulations. Southeast Region Commander Oscar K. Jolley is congratulated by General David C. Jones, Air Force Chief of Staff, on the Region's "Number One" standing in the CAP Wing Effectiveness Evaluation Program. The Southeast Region is composed of the Alabama, Florida, Georgia, Mississippi, Puerto Rico, and Tennessee Wings.

U.S. AIR FORCE RESERVE.

The experience and skills of Air Force Reserve personnel continue to be a valuable asset in support of Civil Air Patrol programs. Reservists serve as the staff of the CAP Cadet Officers School and National Staff College conducted each summer at Maxwell Air Force Base. They also concurrently support cadet encampments, aerospace education workshops, solo flight encampments, and a wide variety of other special activities. Reservists receive short tours of active duty to assist with national level CAP programs, but the bulk of their work is at the grass roots level assisting with the cadet program and with seniors in search and rescue exercises and effectiveness tests. Their only pay for this duty is point credit for retirement.

FEDERAL COMMUNICATIONS COMMISSION (FCC).

The FCC has been extremely helpful in providing guidance on their rules and regulations and in assisting CAP in its efforts to improve its communications program. Mr. Sam Tropea of the FCC Licensing Division and Mr. R.C. McIntyre of the FCC Rules Division are members of the CAP Communications Committee and assist by providing technical and administrative guidance.

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION (NASA).

The NASA sponsored Space Flight Orientation Course for CAP cadets is conducted annually at the Marshall Space Flight Center and Redstone Arsenal in Huntsville, Alabama. CAP is also associated with NASA as cosponsors of the National Congress on Aerospace Education and works closely in other joint projects such as aerospace education workshops for teachers. 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 and CAP have developed a close working relationship in their common mission of providing relief to victims of natural disasters.

DEFENSE CIVIL PREPAREDNESS AGENCY (DCPA).

The DCPA, through its eight regional offices, coordinates with state and local governments in developing and administering civil preparedness programs. Under a 1974 Memorandum of Understanding between CAP and DCPA, Civil Air Patrol coordinates with state and local governments in developing agreements that will make CAP support available to these agencies during emergencies. The agreements within the 52 CAP wings are updated annually.

NATIONAL AEROSPACE EDUCATION ASSOCIATION (NAEA).

The NAEA, headquartered at Middle Tennessee State University, Murfreesboro, Tennessee, is the national aerospace education professional organization. The goals of NAEA are toward promoting aerospace education at all levels in our nation's schools. NAEA and CAP cooperate in many areas including joint publication and distribution of supplementary teaching materials and cosponsorship of the annual National Congress on Aerospace Education.

NATIONAL COUNCIL ON AEROSPACE EDUCATION (NCAE).

The NCAE is a standing committee of the National Aeronautic Association and provides a forum for organizations involved in aerospace education. Membership in NCAE is limited to organizations with no individual memberships. CAP, together with more than twenty other organizations, cooperate in a nation-wide effort to promote and improve aerospace education at all levels.

Senior Member Training

In its 1946 act to incorporate Civil Air Patrol, Congress decreed that an objective of the corporation would be "to provide aviation education and training, especially for its senior and cadet members." Additional legislation in 1948 made CAP a volunteer civilian auxiliary of the Air Force and authorized the Air Force to use the services of CAP in fulfilling its noncombatant mission. This greatly broadened the scope of the CAP mission along with a corresponding increase in the requirement for CAP to train its own members.

A training program was required for the functional skills needed for routine administration of the organization as well as the specialized skills required for fulfilling CAP's missions of Cadet Training, Aerospace Education, and Emergency Services. Because of the volunteer nature of the organization, turn-over in membership and changing mission requirements, the development of the CAP Senior Member Training Program has been a continuous process which is still evolving. Currently the program encompasses the following phases.

THE STRUCTURED PROGRAM

The Senior Member Training Program is structured to present an orderly progression of training whereby each member may acquire an overall knowledge of the organization, learn specific duty skills and prepare for leadership positions.

Entry-Level I. All members, upon joining, are required to attend a Level I Training Clinic which provides basic knowledge of the functions, relationships, and responsibilities of both the organization and its members. The program includes orientation on uniforms, organization, customs, history and the mission of Civil Air Patrol.

Staff College. The Ninth Annual CAP National Staff College was conducted at Maxwell AFB, Alabama during June with 152 CAP staff officers attending. The week-long course covered subjects designed to upgrade CAP leadership and management at all echelons of the organization.



• **Skill Acquisition-Level II.** After completing Level I, members then enter Level II for job specialty training. They may select a specialty compatible with their interests and capabilities and unit manning needs. Study material is available for each of the nineteen separate specialty areas and members may also enroll in an optional Air Force Extension Course Institute (ECI) CAP Officer Course.

• **Command and Staff-Level III.** Training for commanders and staff officers is a continuous learning process because of the varied duties of those positions. Prerequisite training includes attendance at a staff college and a nationally approved course such as the National Search and Rescue School. The remainder of the training requires self study and selective reading.



Project X. Civil Air Patrol annually conducts the National Staff College at Maxwell Air Force Base, Alabama to provide management training for approximately 200 senior members holding CAP leadership positions. The course curriculum includes a challenging problem-solving exercise called Project X, which is a standard requirement for USAF Squadron Officer School classes. The Project X facilities encompass eighteen problem-solving situations designed to test teamwork in finding solutions through use of limited resources and individual initiative. The challenges of the exercise brings to the forefront natural leaders within the group.

STAFF COLLEGES.

These week-long leadership development courses include training in communicative skills, leadership and management, staff organization, and problem solving which is accomplished through a program of lectures, seminars, and nationally recognized guest speakers. Two additional courses were added in 1976 as part of a plan to regionalize activities to reduce travel time and expense for attendees and to provide an opportunity for attendance by a larger number of members. Staff Colleges were conducted during 1976 at the following locations:

- National Staff College at Maxwell Air Force Base, Alabama with 152 in attendance.
- Eastern Staff College at Randolph-Macon College, Ashland, Virginia with 65 attending.
- Central Staff College at Texas State Technical Institute, Waco, Texas for 41 students.
- Western Staff College at University of Portland, Portland, Oregon with 24 in attendance.



Supply Depot. The CAP Supply Depot was the subject of an exhibit at the 1976 CAP National Board Meeting in Philadelphia. The Amarillo, Texas facility managed by CAP employee Fred Chesser (Left) is a central point for overhaul, storage, accountability, and issue of excess aircraft parts. It also deals in commercial aircraft components and accessory items which are sold at volume discounts. This service is provided to CAP units at cost plus a minimum handling fee to help defray the out-of-pocket expense of individual CAP members who ultimately bear the burden of the day-to-day CAP operations. (Photo by Russ Brown)

SPECIALIZED MISSION TRAINING.

Numerous community level specialized training programs, such as those conducted by the Red Cross and local Civil Defense Agencies, are available to CAP senior members as well as national programs such as:

- **National Search and Rescue (SAR) School.** The National SAR School is a one-week course designed to enhance the professionalism of SAR mission coordinators. The school conducted by the USAF and USCG at Governors Island, New York, was attended by 30 CAP senior members in 1976.

- **Mission Coordinator Course.** These are two-day courses conducted by the Air Force Aerospace Rescue and Recovery Service at locations throughout the country. The courses to provide mission coordinator training to persons involved in the inland search and rescue mission were attended by 345 CAP senior members in 1976.

- **Flying Clinics.** Flight clinic training consists of both ground school and flight maneuvers designed to improve pilot proficiency and enhance flying safety. Clinics conducted either by CAP or outside agencies such as FAA at various locations within the eight CAP regions were attended by 1,421 CAP pilots during 1976.

- **Communications School.** The CAP Northeast Region conducts a communications school at Kutztown State College, Kutztown, Pennsylvania, that is open to both senior and cadet members. The specialized training in communications techniques and procedures, designed to qualify attendees for CAP Communications Officer positions, was attended by 81 cadet and senior members in 1976.

MISSION TRAINING EXERCISES.

Each CAP wing conducts Emergency Services training and upgrading programs throughout the year to improve the skills of individual members and the effectiveness of the entire organization as a team. Also, each wing annually undergoes one Civil Defense and two Search and Rescue test exercises under the scrutiny of Air Force evaluators. The purpose of the tests are to determine the

effectiveness of CAP wing training programs and wing capability to respond and satisfactorily execute any mission it may be called upon to perform. A valuable side benefit of the test exercises is training gained through the opportunity provided to practice mission skills under realistic conditions.

HOME STUDY

The fact that Civil Air Patrol is a volunteer organization does not lessen its responsibility to the public to carry out its missions in a professional manner. Because of this responsibility, many CAP members devote much of their time to self development through home study. Various opportunities are available for home study training, among which are:

- **Extension Course Institute (ECI).** ECI is the correspondence school of the Air Force and is open to CAP members without charge. ECI courses in general military training and specialized fields such as communications are especially beneficial to CAP members.

- **National Defense University.** The National Defense University offers a graduate level correspondence course on "National Security Management" to executive level CAP members who meet education and grade requirements.

- **Defense Civil Preparedness Agency (DCPA).** The DCPA Staff College makes courses on "Civil Defense USA" and "Introduction to Radiological Monitoring" available to all CAP members for home study.

Commander's Course. New Jersey Wing members Donald L. Kaiser (Left) and Edward E. Gordon review the curriculum of the Northeast Region Commanders Course conducted at McGuire AFB, New Jersey. The first-of-its-kind school was attended by 30 CAP members from all wings within the region. The special training program was established to prepare individuals to assume the responsibilities of unit command.



CAP Chaplaincy

The men and women who serve as CAP chaplains continue to provide an energetic, innovative, ecumenical, and professional ministry to more than 60,000 cadet and senior members of the Civil Air Patrol. They enter this special appointment at their own request, with permission of their local or regional church superiors, and through the denominational endorsement of their church's national commission on chaplains. CAP's 1,002 chaplains are augmented by nearly 350 visiting clergy who serve local squadrons without membership in the organization. These visiting ministers, priests, and rabbis conducted the cadet Moral Leadership Training Program in the absence of a duly appointed chaplain. A CAP chaplain participates in a team ministry with clergy of many denominations. Mutual respect for one another's convictions encourages continuous cooperation and assistance among chaplains. This practical, grassroots ecumenism increases understanding, respect, and a unique camaraderie among chaplains and the persons they serve. It highlights within the community a strong, positive image of religion in action. 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, personal counseling, worship services, and as an important liaison between the CAP unit and the member's church, home, and community.

1976 HIGHLIGHTS:

- The Casaday-Elmore Ministerial Grant was awarded to Cadet Donna M. DeFelice, Southtown Cadet Squadron, West Seneca, New York for use toward an education preparing for a ministry-related field.

Chaplains Confer. CAP Chaplains, Ruth E. Gold and Luther M. Smith, were among those attending the National Chaplain Committee meeting conducted in conjunction with the annual CAP National Board Meeting in Philadelphia during September. Chaplain Smith is Salvation Army City Commander for Birmingham, Alabama, and Chaplain Gold is a minister in the Methodist Church in Paoli, Pennsylvania. (Photo by Russ Brown)



Chaplain Cited. Chaplain Stephen E. Schullery (Left), of the Ohio Wing, was presented the Thomas C. Casaday Award in recognition of his selection as CAP Unit Chaplain of the Year. The presentation was made during the annual CAP National Board meeting by Chaplain Chilton F. Thorington (Right) and newly elected CAP National Commander, Brigadier General Thomas C. Casaday (Center). (Photo by Russ Brown)

- Chaplain, Lt Colonel, Stephen E. Schullery, Assistant Wing Chaplain, Ohio Wing, was awarded the Thomas C. Casaday Unit Chaplain of the Year Award. Chaplain Schullery edits the Ohio Wing Chaplain Newsletter.
- The National Chaplain Committee met in conjunction with the CAP National Board at its annual meeting in Philadelphia, Pennsylvania. In addition to workshops on the CAP Chaplaincy, Chaplain Brig Gen Richard Carr, Deputy Chief of Chaplains, USAF, spoke on The Challenge of The Chaplaincy.
- Ministry to Youth Laboratories/Chaplain Training Conferences were held in five regions. Eighty-three CAP cadets attended two USAF-sponsored Christian Encounter Conferences.
- New Chaplains appointed to CAP units numbered 133.

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
Catholic (Roman)	Methodist
Christian	Nazarene
Christian and Missionary Alliance	Open Bible Standard
Christian Reformed Church	Pentecostal Holiness
Christian Science	Pilgrim Holiness
Church of Christ	Presbyterian
Church of God	Reformed Church in America
Church of God of Prophecy	Russian Orthodox
Congregational Church (Christian)	Salvation Army
Council of Community Churches	United Church of Christ
Disciples of Christ	



OCCUPANCY OF DOD FACILITIES

The use of Department of Defense (DOD) facilities offers some financial relief to Civil Air Patrol and provides for maximum utilization of the facilities. Civil Air Patrol units occupied 420,900 square feet of DOD building and office space at 142 locations as of December 1976. This is an increase from 1975, but still accommodates less than 10 percent of the Civil Air Patrol units which require 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 in addition to current authorization that applies just to DOD property.

PROPOSED AMENDMENT OF CAP SUPPLY BILL (10 USC 9441)

A proposed amendment to Section 9441, Title 10, USC (The CAP Supply Bill) was introduced in Congress on 9 April 1975 as HR 5828. The proposed legislation included provisions that would have required additional funding and therefore was not indorsed by the Executive Branch because of a policy to avoid increased funding authorizations. CAP agreed to the deletion of those sections of the proposal that would have required additional funding and thereby reduced the proposal to a simple request for increased logistical support.

CAP is currently authorized to acquire Department of Defense (DOD) excess property and to use excess DOD real estate and facilities. However, because of built-in restrictions, CAP's low priority, and DOD interpretation of the law, mission support resources that may be acquired by CAP under the current authorization have been severely limited.

In the interest of maintaining its emergency services capability and continuing its other public service programs in youth development and aerospace education, Civil Air Patrol is hopeful that the CAP Supply Bill can be expanded to:

- Authorize the USAF to acquire for CAP use, excess federal civil agency property from General Services Administration (GSA) sources. This would include automotive

vehicles, aircraft, and communications equipment and the tools and supplies necessary for their operation and maintenance.

- Authorize the USAF to acquire excess federal civil agency real estate and facilities for CAP use on a loan basis. This would provide CAP equity with federal civil agencies that may receive excess property on extended loan before it is placed on DOD excess property lists.

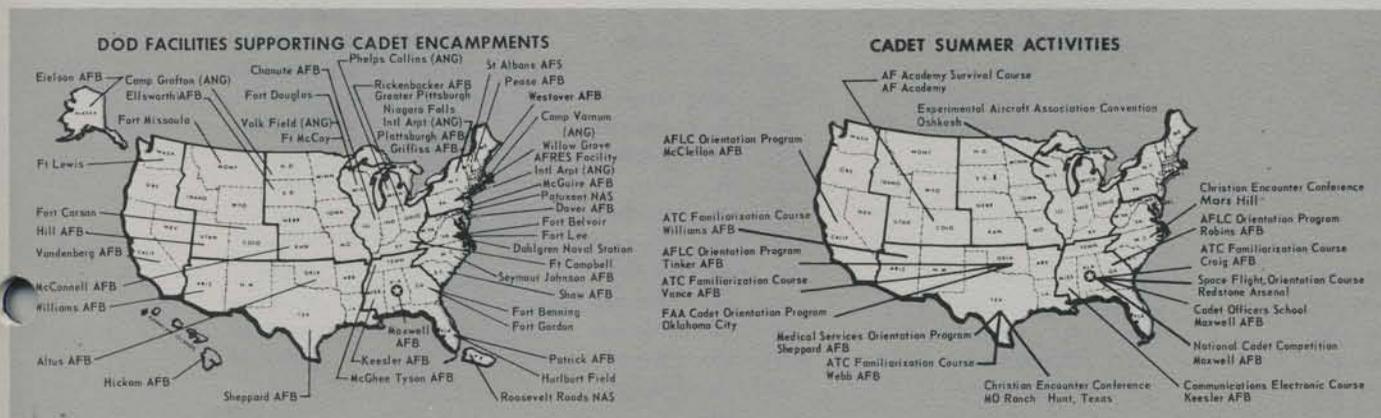
- Authorize the USAF to acquire for CAP any DOD property that is eligible for disposal or exchange/sale. Currently, CAP is authorized to receive property that is declared excess. Under DOD interpretation of the current law, property that is eligible for replacement (exchange/sale) is not considered excess.

AIRLIFT SUPPORT

During 1976 the Civil Air Patrol was supported with military airlift provided by many military units and organizations of the Military Airlift Command (MAC), Air Force Reserve (AFRES), and the Air National Guard (ANG). To enhance utilization of military airlift resources, a concerted effort was made by CAP to regionalize all cadet summer activities and, where possible, senior member activities. This regionalization of CAP activities, along with scheduling a single airlift pickup point in each insured maximum and efficient use of the available airlift resources.

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 1976 included aircraft, vehicles, communications equipment, office equipment, and related supplies, with an estimated value of \$1,500,000. The estimated value is 20 percent, or one-fifth, of the original cost to DOD. Property acquired is normally used extensively by the active forces before it is declared excess due to strict fiscal policies within DOD. CAP's limited funds must be used to restore aircraft and vehicles to a safe operating condition and for modifications required to meet FAA airworthiness standards. Forty aircraft were acquired in 1976 compared to twenty-seven in 1975.



Statistical Summary

VITAL STATISTICS 31 December 1976

	1975	1976		1975	1976
Membership			Aircraft		
Cadets	28,574	27,373	Corporate Owned	688	656
Seniors	36,404	37,143	Member Owned	5,649	5,735
Total Membership	64,978	64,516	Total Aircraft	6,337	6,391
Organizational Units			Search and Rescue Missions (USAF Auth.)		
Regions	8	8	Missions	694	817
Wings	52	52	Flights (Sorties)	12,812	8,875
Groups	181	184	Hours Flown	24,500	17,604
Senior Squadrons	272	267	Search Objectives Located	304	395
Cadet Squadrons	411	402	Lives Saved	57	34
Composite Squadrons	930	949	Effectiveness Tests		
Flights	82	83	Search and Rescue	51	52
Total Units	1,936	1,945	Civil Defense	50	51
Communications (Radio Stations)			Encampments		
Fixed Land	4,683	10,051	Host Bases	56	45
Ground Mobile	7,396	7,541	Cadets Attending	6,743	8,408
Air Mobile	1,005	1,291	Seniors Participating	1,065	1,421
Citizen Band	3,652	3,797	Cadet Awards		
Aeronautical Search and Rescue	853	727	Mitchell Awards	1,835	1,822
Corporate Aeronautical	543	548	Earhart Awards	548	584
Repeater Stations	84	113	Spatz Awards	58	49
Total Radio Stations	18,216	24,068			

Wing Participation in Search and Rescue

1 Jan. 76 through 31 Dec. 76 (USAF Authorized Missions)

	Sorties	Hours		Sorties	Hours
Alabama	61	155	National Capital	4	2
Alaska	802	1785	Nebraska	8	17
Arizona	254	619	Nevada	173	390
Arkansas	259	490	New Hampshire	58	87
California	1074	1694	New Jersey	97	237
Colorado	716	1233	New Mexico	714	1201
Connecticut	12	19	New York	59	559
Delaware	3	4	North Carolina	113	604
Florida	122	193	North Dakota	7	17
Georgia	127	226	Ohio	183	392
Hawaii	0	0	Oklahoma	190	337
Idaho	49	81	Oregon	214	352
Illinois	103	240	Pennsylvania	50	76
Indiana	31	68	Puerto Rico	10	20
Iowa	6	12	Rhode Island	15	23
Kansas	30	60	South Carolina	51	102
Kentucky	37	95	South Dakota	30	55
Louisiana	55	83	Tennessee	137	231
Maine	50	95	Texas	855	1684
Maryland	2	3	Utah	367	679
Massachusetts	344	552	Vermont	27	29
Michigan	249	624	Virginia	141	222
Minnesota	40	64	Washington	403	717
Mississippi	42	101	West Virginia	94	168
Missouri	46	78	Wisconsin	130	257
Montana	17	39	Wyoming	214	533
			Total	8875	17,604

Finds and Saves

The following are CAP wing credits for finds (objectives located) and saves (lives saved) during 1976 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.

	Saves	Finds		Saves	Finds
Alabama	0	10	National Capital	0	2*
Alaska	4	46	Nebraska	0	0
Arizona	0	11	Nevada	0	8
Arkansas	0	16	New Hampshire	0	1*
California	2	28	New Jersey	0	2
Colorado	5	21	New Mexico	1	6
Connecticut	0	2	New York	2	6
Delaware	0	1	North Carolina	0	10*
Florida	2	20	North Dakota	0	3
Georgia	0	7	Ohio	0	12
Hawaii	0	0	Oklahoma	0	0
Idaho	3	4	Oregon	3	3
Illinois	1	7	Pennsylvania	0	11
Indiana	0	9	Puerto Rico	0	0
Iowa	0	2	Rhode Island	0	0
Kansas	0	3*	South Carolina	0	4*
Kentucky	0	1	South Dakota	0	10
Louisiana	0	7	Tennessee	0	9
Maine	1	6	Texas	2	16
Maryland	0	1	Utah	0	4
Massachusetts	0	3	Vermont	0	0
Michigan	0	4	Virginia	0	15*
Minnesota	1	1	Washington	1	0
Mississippi	0	4	West Virginia	0	0
Missouri	0	7*	Wisconsin	3	48
Montana	1	1	Wyoming	2	2
			Total	34	395

*Credit for a find shared with another wing.

Statistical Summary

STATE SUPPORT

Thirty-three states appropriated a total of \$1,391,494 in support of Civil Air Patrol wings for FY 1977. In addition, New Jersey, Ohio and Virginia provided free registration for Civil Air Patrol vehicles. This local support is needed and greatly appreciated.

WING	AMOUNT	WING	AMOUNT	WING	AMOUNT	
Alabama	\$ 35,000	Maryland	97,659	Puerto Rico	30,000	
Alaska	238,000	Michigan	50,000	Rhode Island	9,000	
Arizona	55,000	Minnesota	30,000	South Carolina	73,363	
Arkansas	26,190	Mississippi	20,000	South Dakota	19,500	
Colorado	54,226	Nevada	30,000	Tennessee	30,000	
Connecticut	10,000	New Hampshire	23,073	Utah	19,100	
Hawaii	75,000	New Mexico	36,700	Vermont	5,000	
Illinois	91,500	New York	75,000	Virginia	40,000	
Kentucky	10,000	North Carolina	52,761	West Virginia	18,500	
Louisiana	41,660	North Dakota	24,762	Washington	38,000	
Maine	5,000	Pennsylvania	25,000	Wyoming	2,500	
					Total	\$1,391,494

TEN YEARS IN REVIEW

Year	No. Wings	Amount	Year	No. Wings	Amount	Year	No. Wings	Amount
1967	27	\$ 570,262	1970	29	861,123	1974	33	1,094,566
1968	26	599,672	1971	29	823,868	1975	32	1,230,737
1969	27	721,304	1972	31	889,295	1976	33	1,391,494
			1973	33	1,088,078			

National Executive Committee

Brig. Gen. Thomas C. Casaday, CAP
 Brig. Gen. Carl S. Miller, USAF
 Col. William H. Ramsey, CAP
 Brig. Gen. Samuel H. duPont, Jr., CAP Chairman Emeritus
 Brig. Gen. Lyle W. Castle, CAP, Chairman Emeritus
 Col. Julius Goldman, CAP
 Col. Louisa S. Morse, CAP
 Col. Edward L. Palka, CAP
 Col. Oscar K. Jolley, CAP
 Col. William B. Cass, CAP
 Col. Johnnie Boyd, CAP
 Col. Larry D. Miller, CAP
 Col. Howard L. Brookfield, CAP

National Controller

Brig. Gen. Paul W. Turner, CAP

CAP Wing Commanders

*AL Lt. Col. Duke C. Bradford, CAP
 AK Col. Russell Anderson, CAP
 AZ Col. Alan B. Thomas, CAP
 AR Col. Donald F. Huenefeld, CAP
 CA Col. Warren J. Barry, CAP
 *CO Lt. Col. Roger E. MacDonald, CAP
 CT Col. Joseph B. Witkin, CAP
 DE Col. William H. Everett, CAP
 FL Col. Henri P. Casenove, CAP
 GA Col. Leroy S. Riley, CAP
 HI Col. William K. Baker, CAP
 ID Col. Arthur D. Zierold, CAP
 *IL Lt. Col. Albert G. Nicholson, CAP
 *IN Lt. Col. Jack R. Hornbeck, CAP
 IA Col. Patricia J. Gigstad, CAP
 *KS Lt. Col. James E. Barkley, CAP
 KY Col. William R. Ritter, CAP
 LA Col. William H. Cahill, CAP
 *ME Lt. Col. Joseph R. Melrose, CAP
 MD Col. Frank A. Kunkowski, CAP
 MA Col. Carl J. Platter, CAP
 MI Col. Russell A. Sheibels, CAP
 *MN Lt. Col. Russell E. Kruse, Sr., CAP
 *MS Lt. Col. Forest A. Henley, CAP
 *MO Lt. Col. Nicholas J. Knutz, CAP
 MT Col. Robert E. Fears, CAP

*Interim Commander

National Commander
 Executive Director
 National Vice 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

*NCAP Lt. Col. Rolf A. Mitchel, CAP
 NE Col. John H. Johannes, CAP
 NV Col. Joseph Ferrara, CAP
 NH Col. John M. Piane, Jr., CAP
 *NJ Col. Ri Nakamura, CAP
 NM Col. Earl F. Livingston, CAP
 NY Col. Paul C. Halstead, CAP
 NC Col. Eugene Harwell, CAP
 ND Col. Maurice E. Cook, CAP
 OH Col. Leon W. Dillon, CAP
 OK Col. Sam V. Pierce, 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 Col. Douglas Abercrombie, CAP
 SD Col. Lester W. Snyder, CAP
 TN Col. William C. Tallent, CAP
 *TX Col. Ben W. Davis, Jr., CAP
 UT Col. Harold Hilburn, CAP
 VT Col. David A. Dawson, CAP
 VA Col. Reed S. Vaughan, CAP
 *WA Lt. Col. Doyne M. Scott, CAP
 *WV Lt. Col. Pearl A. Ward, CAP
 WI Col. Arthur Rediske, CAP
 WY Col. Leah Sampson, CAP

Financial Statement

The National Treasury of Civil Air Patrol Balance Sheet

	June 30, 1976	June 30, 1975
ASSETS		
Cash	\$ 173,594	\$ 180,505
Time deposits and certificates of deposit	841,448	649,791
Marketable securities, at cost which approximates market value	204,435	—
Accounts receivable — Note 2	200,636	171,681
Educational materials and aircraft parts inventories — Note 1	295,538	277,739
Prepaid expenses	22,816	25,769
Machinery and equipment, less accumulated depreciation of \$82,053 in 1976 and \$71,746 in 1975 — Note 1	49,704	38,234
	<u>\$1,788,171</u>	<u>\$1,344,119</u>
LIABILITIES AND FUND BALANCE		
Notes payable — Note 2	\$ 80,478	\$ 104,352
Accounts payable	33,932	16,050
Accounts payable — securities	204,435	—
Deposits and refunds due	74,816	62,838
Due to national scholarship fund	72,275	30,373
Accrued payroll taxes	2,757	1,628
Unearned stock option premiums	15,071	—
Deferred finance revenue	31,224	28,689
	514,988	243,930
Fund balance — Note 3	1,273,183	1,100,189
See accompanying notes to financial statements.	<u>\$1,788,171</u>	<u>\$1,344,119</u>

The National Treasury of Civil Air Patrol Statement of Changes in Financial Position

	For the Years Ended June 30, 1976	June 30, 1975
Cash, time deposits and certificates of deposit, beginning of period	\$ 830,696	\$ 81,344
Sources of funds:		
From operations:		
Excess of revenues over expenses	172,994	159,801
Add expenses not inquiring outlay of funds:		
Depreciation	11,181	10,095
Increase (decrease) in liabilities and deferred revenues:	184,175	169,896
Notes payable	(23,874)	(27,934)
Accounts payable	17,882	3,666
Accounts payable — securities	204,435	—
Deposits and refunds due	11,978	(14,784)
Due to national scholarship fund	41,902	(38,137)
Accrued payroll taxes	1,129	(12)
Unearned stock option premiums	15,071	—
Deferred finance revenue	2,535	2,349
Total Sources of Funds	455,233	95,044
Uses of funds:		
Additions to fixed assets	22,651	19,997
Increase (decrease) in assets:		
Marketable securities	204,435	—
Accounts receivable	28,955	(8,162)
Educational materials and aircraft parts inventories	17,799	60,810
Prepaid expenses	(2,953)	11,121
Total Uses of Funds	270,887	83,766
Increase (decrease) in funds:		
Cash	(7,311)	102,215
Time deposits and certificates of deposit	191,657	(9,344)
	184,346	11,278
Cash, time deposits and certificates of deposit, end of period	<u>\$1,015,042</u>	<u>\$ 830,696</u>
See accompanying notes to financial statements.		

TOM SMITH & ASSOCIATES

CPA FIRM REGISTERED
The National Air Auditing Institute, Volume 277

July 16, 1976

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, 1976 and 1975, and the related statements of revenues and expenses, and changes in 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 financial statements referred to above present fairly the financial position of the National Treasury of Civil Air Patrol and the results of its operations and the changes in its financial position for the years ended June 30, 1976 and 1975, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

John S. Smith, Associate

The National Treasury of Civil Air Patrol Statement of Changes in Fund Balance

	For the Years Ended	
	June 30, 1976	June 30, 1975
Balance at June 30, as previously reported	\$1,100,189	\$ 940,388
Excess of revenue over expenses for the year	<u>172,994</u>	<u>159,801</u>
Balance at June 30	<u>\$1,273,183</u>	<u>\$1,100,189</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, 1976	June 30, 1975
REVENUES		
Membership dues	\$ 531,504	\$ 517,185
Members contributions	38,486	35,112
Educational materials	342,454	338,667
Amarillo depot aircraft parts	265,935	198,644
U-6 Aircraft disposal program	139,013	53,634
Interest	41,902	30,373
Other	<u>1,705</u>	<u>2,195</u>
	<u>1,360,999</u>	<u>1,175,810</u>
EXPENSES		
Cadet activities	159,056	168,777
Senior activities	17,262	17,617
Subscriptions	20,429	28,154
Public relations and publicity	6,082	2,359
Insurance	104,604	83,739
Machine rental	51,491	48,747
Regional, national commander and executive director	21,119	19,823
Administrative support	43,694	15,891
Directional finders	4,171	115
Contingency	6,184	10,462
Art and art supplies	3,548	3,174
Awards and citations	5,741	3,631
Equipment maintenance	3,388	2,710
Administration finance	16,875	17,600
Protocol	3,469	2,563
Salaries	100,236	56,305
Business member	224	—
Educational materials	286,361	281,781
Amarillo depot aircraft parts and general operations	233,240	198,123
National scholarships	41,902	30,373
Depreciation	8,127	10,095
U-6 Aircraft disposal program	29,844	6,471
Other	<u>20,958</u>	<u>7,499</u>
	<u>1,188,005</u>	<u>1,016,009</u>
Excess of Revenues over Expenses	<u>\$ 172,994</u>	<u>\$ 159,801</u>

See accompanying notes to financial statements.

The National Treasury of Civil Air Patrol Notes to Financial Statements June 30, 1976

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, or 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 1976 and 1975 of \$11,181 and \$10,095, 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.

The National Treasury of Civil Air Patrol Notes to Financial Statements June 30, 1976

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

NOTE 2 — Notes payable amounting to \$80,478 and \$104,352 for 1976 and 1975, 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 \$85,929 and \$112,910 for 1976 and for 1975, 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

UNIT RECOGNITION

Squadron of Distinction.

The *South Macomb Cadet Squadron* of the Michigan Wing was named Squadron of Distinction based on its accomplishment of having attained the highest level of achievement within the cadet program. The criteria considered Mitchel, Earhart, and Spatz Awards completions; achievement contract completions, encampment attendance, and orientation flight participation.

Squadrons of Merit.

Runners-up in the Squadron of Distinction competition were designated Squadrons of Merit:

- 1) *Van Dyke Cadet Squadron*, Michigan Wing
- 2) *Selfridge Cadet Squadron*, Michigan Wing
- 3) *Lebanon VFW Cadet Squadron*, Pennsylvania Wing
- 4) *Cherokee Composite Squadron*, Illinois Wing
- Wichita Rescue Composite Squadron*, Kansas Wing — Tie

Number One Wing. The Louisiana Wing was the top performer in Wing Effectiveness Evaluation Program which measures achievement in all aspects of the program.

Number One Region. The Southeast Region was named top region based on average performance of assigned wings in the Wing Effectiveness Evaluation Program.

INDIVIDUAL RECOGNITION

Cadet of the Year. Cadet/Major William G.A. Betz, New York Wing

Senior Member of the Year. Lt. Col. James D. Bigelow, California Wing

Wing Commander of the Year. Col. A.A. Milano, Pennsylvania Wing

Region Commander of the Year. Col. Oscar K. Jolley, Southeast Region



Hall of Honor. The Civil Air Patrol Hall of Honor, housed in the Air Force Museum at Wright-Patterson Air Force Base, Dayton, Ohio, pays tribute to CAP members who were instrumental in the establishment of the organization and its development over the years. At the 1976 CAP National Board Meeting, Col Zack T. Mosley, CAP and Brig Gen William M. Patterson, CAP, were inducted into the CAP Hall of Honor. Col Mosley, a long time supporter of CAP through his internationally syndicated "Smilin Jack" feature, was active in CAP's wartime mission of anti-submarine patrol and later served as Florida Wing Commander. General Patterson became active in CAP in 1952 and served in leadership positions at every level of the organization, culminated by three terms as National Commander.

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

Alabama

Charles R. Melton (No. 406), Birmingham Comp. Sq., 5321 Cornell Dr., Birmingham, AL 35210

Arizona

Joseph E. Ehrhardt (No. 383) Deer Valley Comp. Sq., 6632 N. 43rd Ave., Glendale, AZ 85029
Robert D. McCord, II (No. 386) Frank Borman Cdt. Sq., 8540 Wanda Dr., Tucson, AZ 85204

Colorado

Gary A. Tullis (No. 403) Colorado Springs Cdt. Sq., 922 Tin Juana, Colorado Springs, CO 80909

Florida

Rhuett K. Atherton (No. 384) Tallahassee Comp. Sq., 2305 San Pedro Ave., Tallahassee, FL 32304
Monte E. Belote (No. 385) North Dade Cdt. Sq., 6975 W. 16 Ave. No. 201, Hialeah, FL 33014
Erik T. Fever (No. 384) Cutler Cdt. Sq., 8825 Caribbean Blvd., Miami, FL 33157
George O. Navarini (No. 407) Miami Aerospace Academy Cdt. Sq., 7792 W. 14th Avenue, Hialeah, FL 33014
David A. Pattillo (No. 395) Pompano Beach Cdt. Sq., 215 N.E. 4St., Pompano Beach, FL 33069
Orlando J. Rosado (No. 373) North Dade Cdt. Sq., 3700 Royal Palm Ave., Miami Beach, FL 33140
Timothy D. Watkins (No. 371) Orlando Cdt. Sq., 1809 Barksdale Dr., Orlando, FL 32807

Georgia

Ronnie Gabriel (No. 405) Atlanta Comp. Sq., 2, 6682 Highway 42, Route 1, Rex, GA 30273



Top Cadet. Donna Tavolette is congratulated by her squadron commander on her selection as honor cadet from among the 200 cadets from Ohio, Kentucky, Michigan and New Jersey attending the Ohio Wing encampment. Donna and Squadron Commander Harold Vankirk are members of the team of outstanding cadet and senior members responsible for Michigan's Van Dyke Cadet Squadron earning the #1 Squadron of Merit title in the Squadron of Distinction competition.



Spaatz Cadet. Cadet John D. Allers of North Carolina's Raleigh Composite Squadron was presented the General Carl A. Spaatz Award by North Carolina Governor James E. Holhouser, Jr. John attends North Carolina State University and plans to be a in the U.S. Navy.

Idaho

Kim B. Shewmaker (No. 388) Kimberly Cdt. Flt., Route 2, Kimberly, ID 83345

Illinois

Joe H. Abegg (No. 399) Clinton-Scott Comp. Sq., 526 S. 20th, Belleville, IL 62221
 Diana T. Cangelosi (No. 380) Evanston Cdt. Sq., 2041 Central St., Wilmette, IL 60091
 Greg D. Holm (No. 390) Dupage Cdt. Sq., 507 Yale, Addison, IL 60126
 Paul Signorelli (No. 370), Downers Grove Comp. Sq., 806 Kimberley Way, Lisle, IL 60532

Iowa

Scott B. Zima (No. 400) Ames-Boone Comp. Sq., 703 Woodland, Boone, IO 500

Maryland

William H. Trail (No. 411) Apollo I Comp. Sq., 5551 Oregon Avenue, Baltimore, MD 21227

Missouri

Richard M. Ringman (No. 410) Richards-Gebaur Comp. Sq., 116 Saponi Lane, Lake Winnebago, MO 64034

Nebraska

Daniel S. Adams, (No. 393) Offutt Cdt. Sq., 8907 Lee Drive, Omaha, NE 681
 Raymond A. Miller (No. 386) Lincoln Cdt. Sq., 7601 Englewood, Lincoln, NE 68510

New Hampshire

Arthur W. Pelletier (No. 412) Highlanders Comp. Sq., 3 Hope Dr., Rochester, NH 03867

New Jersey

Larry J. Mayer, (No. 415) Lone Eagle Comp., 790 Smith Rd., Parsippany, NJ 07054
 Ronald S. Merriman (No. 382) Gloucester Comp. Sq., 36 Cedar Creek Drive, Laurel Springs, NJ 08021

New Mexico

Bejnar (No. 392) Las Vegas Comp. Sq., 279-D Montezuma Route, Las Vegas, NM 87701

New York

Theodore T. Laplante (No. 374) Schenectady Comp. Sq., 109 Catherine Street, Scotia, NY 12302
 Mark T. Rakowski (No. 375) TAK Cdt. Sq., 123 Barberry Lane, Williamsville, NY 14221
 Robert G. Hahin (No. 417) Trans-View Cdt. Sq., 44 Bosse Lane, West Seneca, NY 14224

North Carolina

John R. Webb (No. 373) Winston-Salem Comp. Sq., 107 Finley Circle, Winston-Salem, NC 27107
 James A. Wolfe (No. 402) 111th A-R Rec Comp. Sq., 4110 Applegate Road, Charlotte, NC 28209

North Dakota

Gary P. Kensok (No. 401) Fargo Moorhead Cdt. Sq., 18 April Lane, Fargo, ND 58102

Ohio

Douglas A. Daley (No. 396) Lima Comp. Sq., 271 N. Fernwood, Lima, OH 45807

Oklahoma

James C. Breidenbach (No. 376) Northeast Tulsa Comp. Sq., Rt. 3, Box 352 Bixby, OK 74008

Oregon

Mark W. Allen (No. 409) Columbia Comp. Sq., 7336 N. Syracuse, Portland, OR 97203

South Dakota

John B. Wider (No. 414) Huron Comp. Sq., 2121 Ohio SW#8, Huron, SD 57350

Utah

Richard K. Hughes (No. 381) Cache Valley Comp. Sq., 2929 Hillsden Drive, Salt Lake City, UT 84117
 MegAnn Streeter (No. 404) Mt. Olympus Cdt. Sq., 4793 Fortuna Way, Salt Lake City, UT 84117

Virginia

David O. Fitts (No. 369) West Richmond Cdt. Sq., 4223 Brook Road, Richmond, VA 23227

Washington

Gregory G. Riggs (No. 378) Seattle Comp. Sq., 15123-84th Avenue NE, Bothell, WA 98011
 Cary D. Bussani (No. 416) Yakima Comp. Sq., Rt. No. 1, Box 424, Yakima, WA 98901

West Virginia

Victor A. Hammond (No. 408) Wheeling Comp. Sq., 3 Bae Mar Place, Wheeling, WVA 26003
 Randy K. Walls (No. 377) Morgantown Comp. Sq., Rt. 6, Box 2, Morgantown, WVA 26505
 Stephen E. Rice (No. 413) Morgantown Comp. Sq., 264 Willowdale Road, Morgantown, WVA 26505

Wisconsin

Michael A. Curry (No. 379) Kenosha Comp. Sq., 3211 75 Street, Kenosha, WI 53140
 Bruce W. Steiner (No. 397) Fond du Lac-Oshkosh Comp. Sq., 330 S. Eagle, Oshkosh, WI 54901

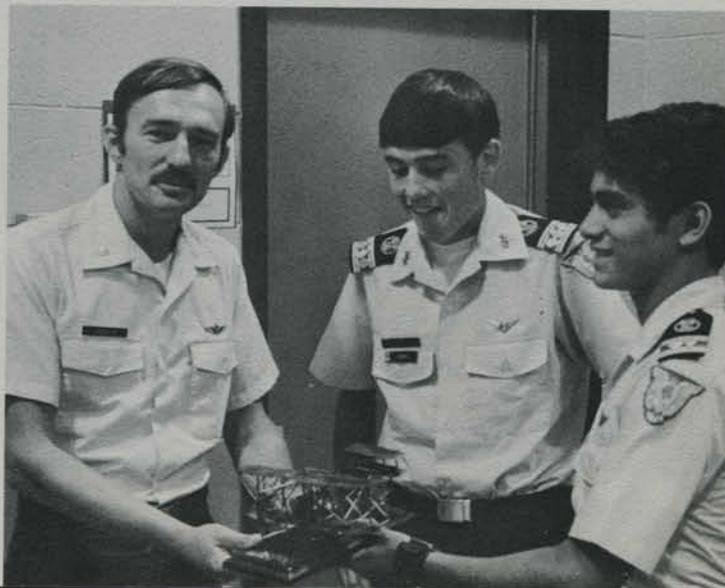
Wyoming

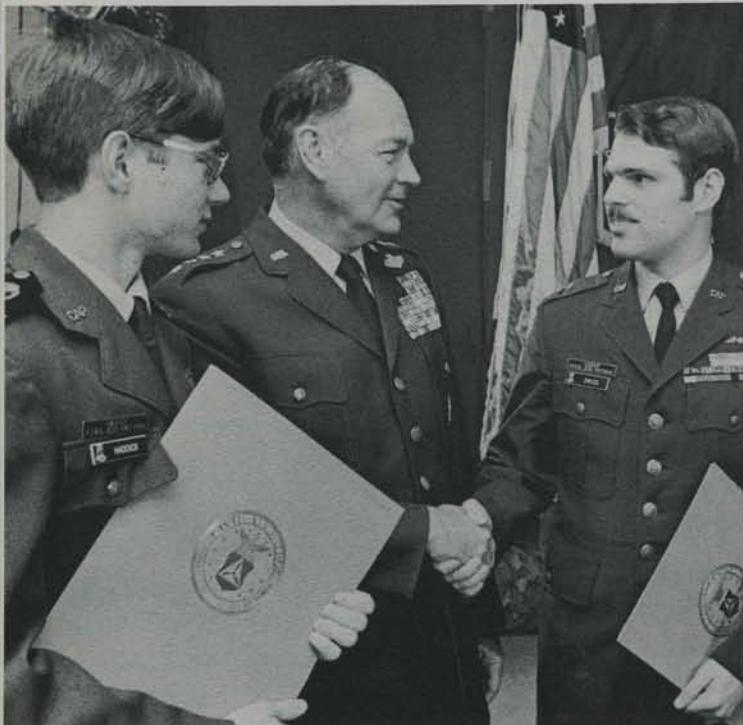
Michael B. Curran (No. 389) Laramie County Cdt. Sq., 508 E. 22nd St., Cheyenne, WY 82001
 Scott A. Hayden (No. 387) Natrona County Cdt. Sq., P.O. Box 929, Casper, WY 82401

Puerto Rico

Gerardo Torres, Cabo Rojo Cdt. Sq., P.O. Box 351, Cabo Rojo, PR 00623

Efforts Appreciated. Major Robert Lovretich (Left), Air Force Liaison Officer with the CAP Illinois Wing, was presented a model of the Wright Brothers Flying Machine by the cadets of the Illinois Wing in appreciation of his efforts in their behalf. The presentation was made by Cadets Carlos Contreras (Right) and Bret Harvell during the Illinois Wing Encampment at Chanute Air Force Base.





Top Award. Illinois cadets, Steven M. Dikcis (Right) and Robert H. Haddick, have attained the highest achievement that can be earned by a CAP cadet as signified by the General Carl A. Spaatz Award presented to them in a special ceremony by Air Force General George S. Brown, Chairman of the Joint Chiefs of Staff. Steven attends the Illinois Institute of Technology and Robert is a student at Hinsdale South High School in Hinsdale, Illinois.



Governor Appreciated. Governor James B. Edwards of South Carolina is recognized by South Carolina Wing Commander Douglas Abercrombie for his support of Civil Air Patrol throughout the state. Governor Edwards' understanding of Civil Air Patrol extends back to his own service as a CAP cadet during the early 1940's.

Scholarship/Grant Winners. Civil Air Patrol scholarships and grants amounting to more than \$40,000 for academic year 1976-77 were awarded to 64 of CAP's outstanding young men and women who are attending colleges throughout the nation.

Alabama

Kathryn L. Howar, \$500, P.O. Box 6656, Irondale 35210 (Washington University)

Arizona

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

Arkansas

Craig C. Harbuck, \$500, 1330 N. Madison, Eldorado 71730 (University of Texas at Austin)

California

Kim L. Joyner, \$750, 3124 Boston Way, Costa Mesa 92626 (Orange Coast College)
Andrew K. Weaver, \$1000, 2226 Morley Way, Sacramento 95825 (California State University at Sacramento)

Colorado

Kirk D. Dameron, \$750, 465 South Eliot Street, Denver 80219 (Tulane University)
Jon A. Johnson, \$500, 390 South Lee Street, Lakewood 80226 (Colorado School of Mines)
Linda J. Wilson, \$500, 7965 E. Mississippi, F-7, Denver 80231 (Metropolitan State College)

Connecticut

Elisabeth L. Sikes, \$1000, 48 Three Corners Road, Guilford 06437 (Wesleyan University)

Florida

Michael A. Fisher, \$500, 113 LaRiviere Road, Cocoa Beach 32931 (University of Florida)
John V. Kelley, \$1000, 400 64th Ave., Apt. 501W, St. Petersburg Beach (Georgia Institute of Technology)
Randall Paul Wostel, \$1000, 1231 SW 3rd Avenue No. 324, Gainesville 32601 (University of Florida)

Georgia

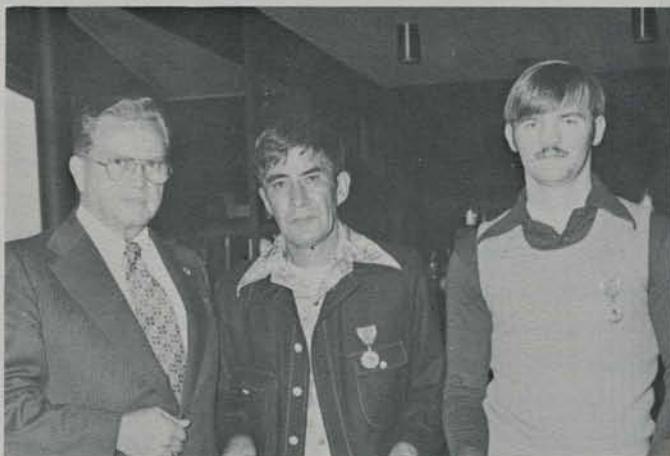
Daniel H. Williford, \$500, 18 Dogwood Road, Newnan 30263 (Auburn University)

Idaho

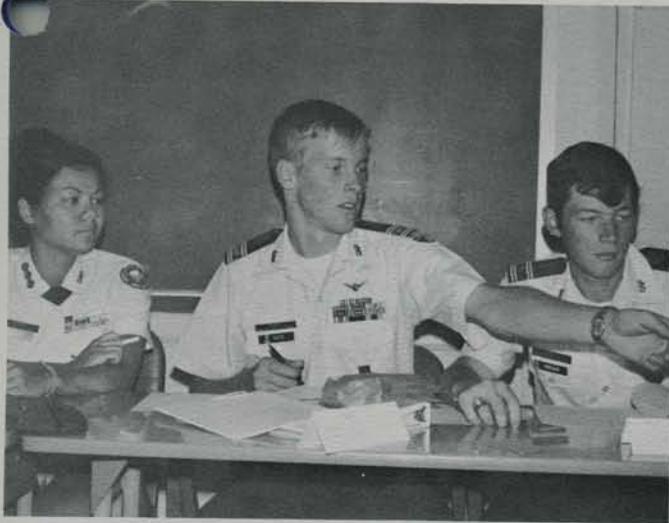
Celeste M. Condit, \$500, Box 390 Mink Creek Road, Pocatello 83201 (Idaho State University)

Illinois

Mark D. Bergen, \$500, 1949 W. Superior Street, Chicago 60622 (University of Illinois)
Diana T. Cangelosi, \$750, 2041 Central Street, Wilmette 60091 (University of Illinois at Urbana)
Joan M. Higgins, \$500, 9042 S. Main Street, Hometown 60456 (St. Xavier College)
Leonard A. Palka, \$750, 8025 Farmingdale Drive, Darien 60559 (Lewis University)
Janice A. Rittmueller, \$500, 126 N. Iowa Avenue, Addison 60101 (Mankato State University)



FAA Award. FAA Alaska Region Director Lyle K. Brown (left) presented FAA's award for heroism to Alaska CAP member Robert Riggs (Right) and Butch Vent. The award was in recognition of their action, at the risk of their own lives, in rescuing another CAP member from an aircraft which had crashed in water after takeoff from the Sitka Alaska Airport.



Leadership Training. One hundred and thirty-nine CAP cadets from across the nation attended the CAP Cadet Officers School at Maxwell AFB, Alabama during June. The two-week long course covered the psychology of leadership, problem solving, public speaking, physical fitness, and orientation field trips.

Indiana

Stephen G. Atkins, \$1000, 7102 Carlsen Avenue, Indianapolis 46224 (Indiana University)
 Laura J. Markiewicz, \$500, 6144 Marshall Avenue, Hammond 46323 (Purdue University Calumet Campus)
 David L. Wenger, Jr., \$500, 2818 Waynedale Blvd., Fort Wayne 46809 (Indiana University-Purdue University at Fort Wayne)

Maryland

Howard F. Eisinger, \$500, 248 Congressional Lane, Rockville 20852 (Duke University)

Michigan

Joseph E. Baka, \$750, 27063 Avondale, Inkster 48141 (Michigan State University)
 Charles J. Lauer, \$500, 31965 Alden Court, Birmingham 48009 (University of Michigan)

Minnesota

David D. Cleary, \$500, 2901 West 96th Street, Bloomington 55431 (St. Olaf College)
 Debra J. Wilson, \$500, RR 1, Box 161, Bovey 55709 (Moorhead State College)

New Hampshire

Sheila J. Parkhurst, \$500, R.F.D. 2, Colebrook 03576 (Colby Women's College)

New Jersey

James R. Bielk, \$750, 826 Riverbend Drive, Clark 07066 (University of Virginia)
 Florence L. DiBenedetto, \$500, 27 Mohawk Trail, Medford Lakes 08055 (Georgetown University)

New York

Murray R. Berkowitz, \$1500, 3350 Radcliff Avenue, Bronx 10469 (New York College of Pediatric Medicine)
 David D. Cleary, \$500, 2901 West 96th Street, Bloomington 55431 (St. Olaf College)
 Donna M. DiFelice, \$500, 143 Fairlane Avenue, Tonawanda 14150 (University of Rochester)
 Douglas G. Hancher, \$1000, 11 Heritage Court, Tonawanda 14150 (Rensselaer Polytechnic Institute)
 Anthony J. Ruffini, \$500, 1828 Gardner Street, Utica 13501 (Clarkson College)
 Paul A. Tolsman, \$500, 96 Bayberry Avenue, West Seneca 14224 (Stevens Institute of Technology)
 Warren E. Zelenski, \$500, 19 Westpark Drive, Huntington Station 11746 (Rensselaer Polytechnic Institute)

Ohio

Douglas A. Daley, \$750, 271 N. Fernwood Drive, Lima 45805 (University of Notre Dame)
 James M. Murray, \$500, 4500 Middle Urbana Road, Springfield 45503 (Ohio State University)
 Mark E. Pekar, \$500, 186 Goodview Avenue, Akron 44305 (University of Akron)
 Cathy K. Rader, \$500, 504 E. Madison Avenue, Springfield 45503 (University of Dayton)
 William L. Reinke, \$500, 12832 Islandview, N.W., Uniontown 44685 (University of Akron)
 Theresa A. Willoughby, \$500, 301 Glenmary Avenue, Englewood 45322 (Ohio State University)

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)

Pennsylvania

Don C. Deno, \$1000, 110 Sussex Place, Berwyn 19312 (Hahnemann Medical College and Hospital)
 Eileen F. MacKrell, \$750, 1022 W. 26th Street, Erie 16508 (University of Notre Dame)

Puerto Rico

Nayda L. DeJesus, \$500, Box 5, Parcelas Aguas Claras, Ceiba 00635 (Universidad de Puerto Rico)

Texas

Robert E. Herd, \$500, 4603 Melody Lane, Wichita Falls 76302 (Texas Tech University)

Utah

Kathy R. Hart, \$500, 1070 East 3rd South No. 208, Salt Lake City 84102 (University of Utah)
 Steven W. Smith, \$500, 3253 So. 475 West, Bountiful 84010 (University of Utah)

Virginia

Paul J. Ackman, \$500, 1603 Trebov Avenue, Richmond 23226 (Massachusetts Institute of Technology)
 Joseph C. Bateman, \$500, 4578 Hampshire Avenue, Norfolk 23513 (Spartan School of Aeronautics)
 John B. Costello, \$500, 707 Greenville Court, Hampton 23669 (Virginia Polytechnic Institute & State University)
 David O. Fitts, \$750, 4223 Brook Road, Richmond 23227 (Virginia Polytechnic Institute & State University)
 Christopher Wist, \$500, 11565 Links Drive, Reston 22090 (University of Virginia)
 Paul A. Willard, Jr., \$500, P.O. Box 13213, Roanoke 24032 (Virginia Polytechnic Institute & State University)

Washington

Daniel I. Stusser, \$500, 8809 25th Place Northeast, Seattle 98115 (Brandeis University)

Wisconsin

Connie J. Falk, \$500, 7100 W. Layton Avenue, Greenfield 53220 (Milwaukee Area Technical College)
 Michael J. Rekoske, \$500, 4303 North 49th Street, Milwaukee 53216 (University of Wisconsin - Milwaukee)
 Barry S. Roitblat, \$500, 6829 West Marion Street, Milwaukee 53216 (Indiana University)
 Russell A. Witt, Jr., \$500, 9919 W. Green Tree Road, Milwaukee 53224 (University of Wisconsin-Madison)

Arizona Award. Sigsbee J.B. Nelson, who is in his sophomore year at the Air Force Academy, was presented the General Carl A. Spaatz Award by Academy Superintendent, Lt Gen James R. Allen, in a special ceremony recognizing his outstanding achievement as a CAP cadet. Sigsbee has been a member of the Falcon Composite Squadron 305 in Mesa, Arizona since 1969.



Gill Robb Wilson Award. This award, given in the name of a founder of Civil Air Patrol, was presented to forty senior members in recognition of their efforts to further the cause of aerospace. Gill Robb Wilson recipients for 1976 were as follows:

Alabama

Vera M. Mauldin, Maxwell Cdt. Sq., 2937 Shenandoah, Montgomery, AL 36111

California

Herman R. Bardfeld, Los Angeles Group 1, P.O. Box 7335, Burbank, CA 91510
 David P. Anholm, Five Cities Flight 94, P.O. Box 731, Grover City, CA 93433
 Richard P. Timm, Sacramento Valley Group 4, P.O. Box 896, Fair Oaks, CA 95628
 James W. Winney, Sacramento Valley Group 4, P.O. Box 896, Fair Oaks, CA 95628
 Rhlee H. Peters, China Lake Comp. Sq. 84, P.O. Box 669, Ridgecrest, CA 93555
 David G. Coleman, Merced County Comp. Sq., Box 203, Atwater, CA 95301

Colorado

Jack Haviland, 76 Senior Sq., 13619 E. Dakota Way, Aurora, CO 80012

Connecticut

Howard E. Palmer, HQ Connecticut Wing, National Guard Hangar, Brainard Airport, Hartford, CT 06114

Clinton L. David, Howard Showalter Sr. Sq., P.O. Box 11006, Orlando, FL 32803

Georgia

Herbert E. Hawk, Albany Comp. Sq., P.O. Box 181, Albany GA 31702

Illinois

Bruce C. Creamer, Sector III, 33 W. Jackson Blvd., Chicago, IL 60604

Indiana

Janet C. Robbins, HQ Indiana Wing, Grissom AFB, IN 46970

Kentucky

Russell F. Gilbert, Lexington Sr. Sq., 880 Honeysuckle Rd., Lexington, KY 40504

Maryland

Edwin A. Keeney, HQ Maryland Wing, Baltimore-Washington International Airport, Baltimore, MD 21240

Massachusetts

Ruth E. Grogan, Quincy Comp. Sq., P.O. Box 772, Quincy, MA 02169
 Anthony F. Grogan, Quincy Comp. Sq., P.O. Box 772, Quincy, MA 02169

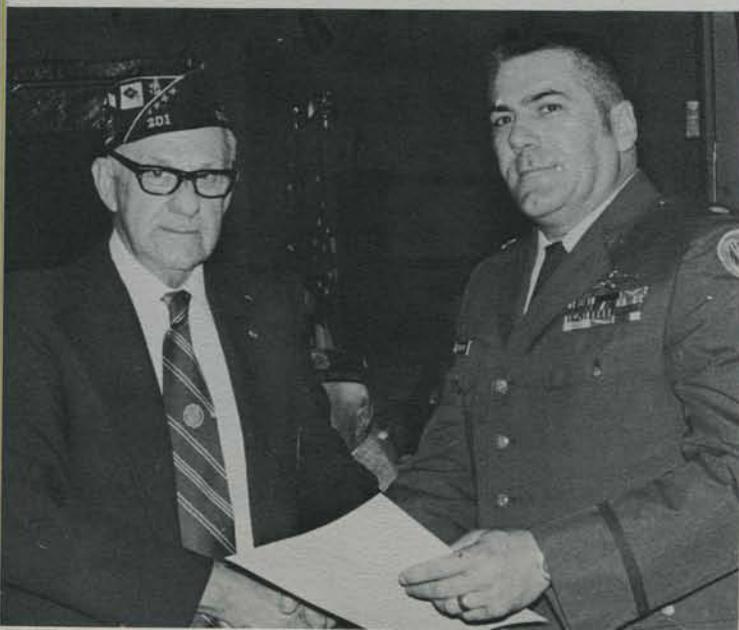
Michigan

Margaret Cooper, Detroit Metropolitan Group 16, 1603 S. Grove, Ypsilanti, MI 48197

Missouri

Lu Cretia B. Knutz, HQ Missouri Wing, P.O. Box 1498, Kansas City, MO 64141

Heroism Cited. CAP Major Paul Routhier (Right) of the Pennsylvania Wing was presented the American Legion Medal for Outstanding Heroism by William Pick, Commander of the Milton Jarrett Norman Post 201. The award was in recognition of Major Routhier's action in risking his own life to save a child from drowning during the flood of September 1975.



National Capital

Jerry F. Smith, HQ National Capital Wing, Bolling AFB, DC 20332
 Charles X. Suraci, Jr., HQ National Capital Wing, Bolling AFB, DC 20332

Nebraska

James F. Purdon, Offutt Cdt. Sq., Box 13001, Offutt AFB, NE 68113
 Theodore J. Suchecki, Jr., HQ Nebraska Wing, 805 Federal Bldg., 106 S. 15th St., Omaha NE 68102.

New Jersey

Ronald G. Adams, McGuire Comp. Sq., P.O. Box 16063, McGuire AFB, NJ 08641
 John N. Charyk, HQ New Jersey Wing, P.O. Box 1969, N. Brunswick, NJ 08902

New York

Lisa Hebo, Manhattan Group, 68 Lexington Ave., New York, NY 10010
 Hans Schmidt, HQ New York Wing, 817 Stewart Ave., Garden City, NY 11530

Ohio

George W. Hartshorn, Jr., Group VI, P.O. Box 6741, Toledo, OH 43612

Oregon

Eugene D. Melvin, HQ Oregon Wing, Bldg. 221, Portland, AB, Portland, OR 97218

Pennsylvania

Herbert E. Payne, HQ Group 40, Orchard Park, RT 1, Hughesville, PA 17737
 Richard L. Welliver, Central Pennsylvania Group 30, P.O. Box 971, York, PA 17405
 William B. Brown, York Comp. Sq. 301, P.O. Box 1911, York, PA 17405

Puerto Rico

John J. Gonzalez, HQ Puerto Rico Wing, Box 5916, Puerta de Tierra Station, San Juan, PR 00906

Rhode Island

Raymond L. Nault, HQ Rhode Island Wing, Hangar I, T.F. Green State Airport, Warwick, RI 02886

Tennessee

Annette H. Tollett, HQ Tennessee Wing, P.O. Box 669, Knoxville, TN 37901

Texas Wing

James R. McMichael, Group XVI, Box 266, New Home, TX 79383

Virginia

Arthur P. Marshall, HQ Virginia Wing, P.O. Box 237, Sandston, VA 23150
 Richard L. Anderson, HQ Virginia Wing, P.O. Box 237, Sandston, VA 23150

HQ Northeast Region

Irene Clayton, Zahns, Airport, Amityville, NY 11701

HQ Rocky Mountain Region

Jerry E. Wellman, Drawer 494, Morrison, CO 80465

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 member for noteworthy achievement contributing to aerospace advancement or understanding.

Cadet Member Category - Douglas B. Shippy, Tacoma, Washington

Senior Member Category - Michael J. Patterson, Pacifica, California

Individual or Organization Category - Louis J. Michot, Baton Rouge, Louisiana

Civil Air Patrol Hall of Honor

The Civil Air Patrol Hall of Honor dedicated in May 1974, is housed in the U.S. Air Force Museum at Wright-Patterson Air Force Base, Dayton, Ohio. It 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:

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

*Deceased

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

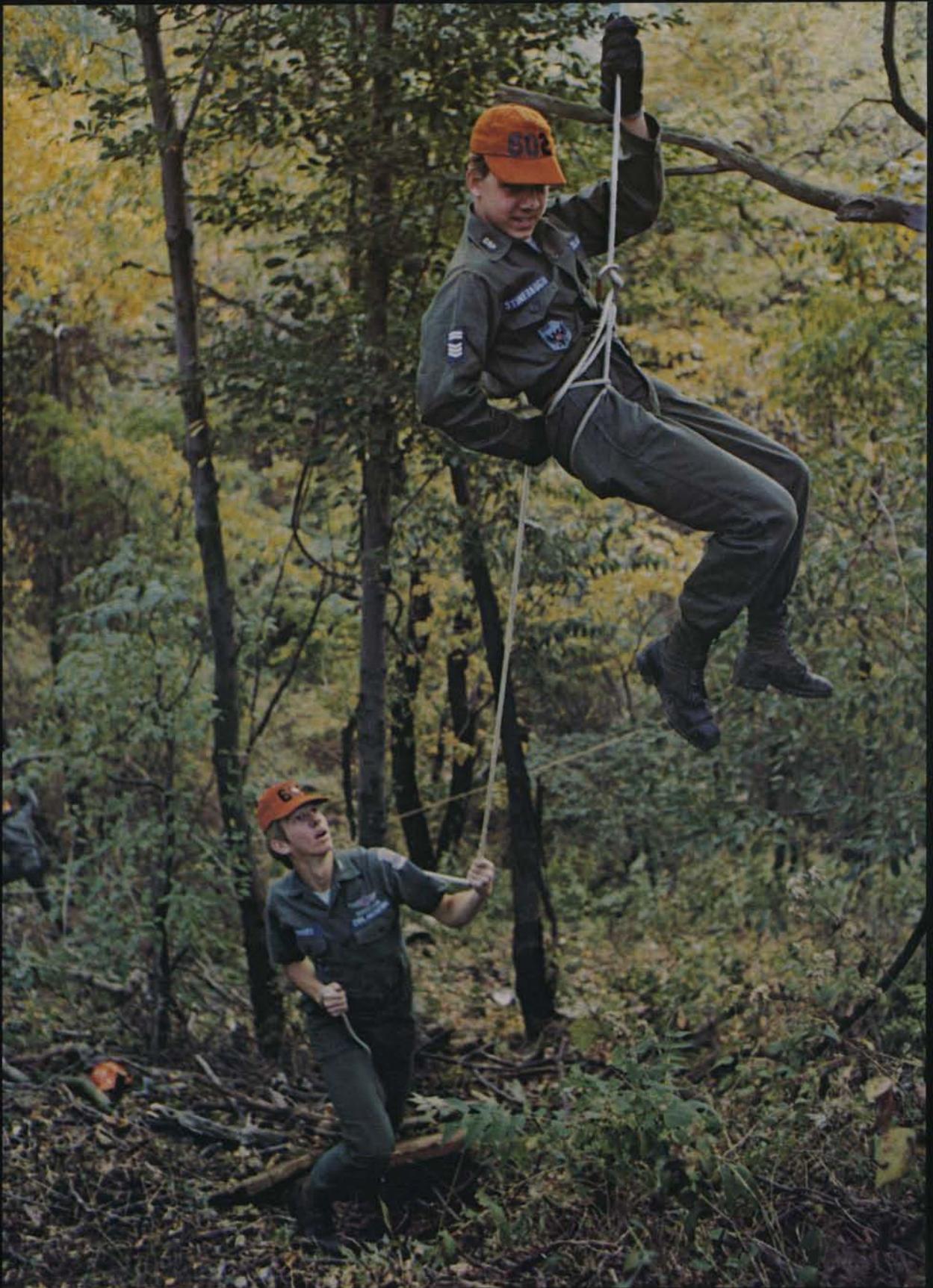


CADET SPECIAL ACTIVITIES

In addition to opportunities for attending summer encampments and locally planned activities, cadets may also qualify to participate in a number of nationally conducted cadet special activities. The most glamorous is the International Air Cadet Exchange which is available to approximately 200 cadets each year. Others include: • Cadet Officers School supported by the Air University at Maxwell Air Force Base, Alabama. • Air Force Academy Survival Course conducted by Air Force personnel at the Academy. • Federal Aviation Administration Cadet Orientation Program conducted by the FAA Academy at Will Rogers Field in Oklahoma City. • Space Flight Orientation Course conducted at the Redstone Arsenal and George C. Marshall Space Flight Center in Huntsville, Alabama. • Air Training Command Familiarization Course conducted at several USAF undergraduate pilot training bases. • Air Force Logistics Command (AFLC) Orientation Program conducted by AFLC. • Christian Encounter/Spiritual Life Conferences sponsored by USAF Chaplains at various locations throughout the country.

Of special interest to cadets considering careers in the medical field is the Medical Services Orientation Program conducted annually at the USAF Regional Hospital, Sheppard Air Force Base, Texas. Cadets have the opportunity to witness simulated surgical procedures and are provided on-the-job experience in various departments of the hospital as well as career information on the various fields of medical services. (Photos by Russ Brown)





CADET GROUND RESCUE TRAINING

