

# CIVIL AIR PATROL



ANNUAL REPORT TO CONGRESS

1978

FOR YEAR ENDING 31 DECEMBER 1977

## EMERGENCY SERVICES A COMMON CAUSE IN NORTH CAROLINA

The Civil Air Patrol Emergency Services mission includes search and rescue, disaster relief, and Civil Defense assistance. In the interest of persons in need of this assistance, it is vital that all organizations engaged in this humanitarian work establish and maintain close and cooperative working relations. Such relationships are possible only through continuous coordination, frequent joint planning, and realistic training and testing.

The potential of the combined forces of various organizations with mutual interests cooperating in a common cause was dramatically demonstrated in a statewide civil defense/disaster relief training and testing exercise coordinated and controlled by the North Carolina Office of Civil Preparedness.

The North Carolina Wing of Civil Air Patrol played a major role in the exercise in cooperation with the Salvation Army, American Red Cross,

Federal Aviation Administration, North Carolina Highway Patrol, Office of Civil Preparedness, Office of Medical Emergency Services, North Carolina Rescue Squads Association, and local hospitals and fire departments.

The performance of the North Carolina CAP was graded excellent by Air Force evaluators monitoring CAP's contribution to the overall effort.

(Photos by Russ Brown)



Interface With Other Agencies



CAP And The Salvation Army



CAP And The American Red Cross



CAP And The Highway Patrol



CAP And Rescue Squads Association



Communication is Fundamental



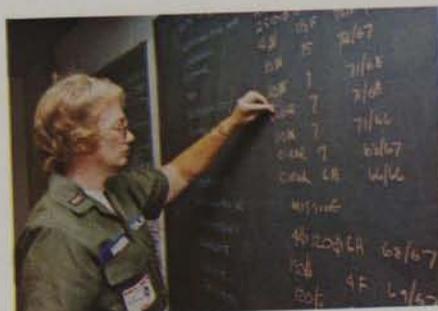
Sound Planning is Essential



Clear Instructions Are Vital



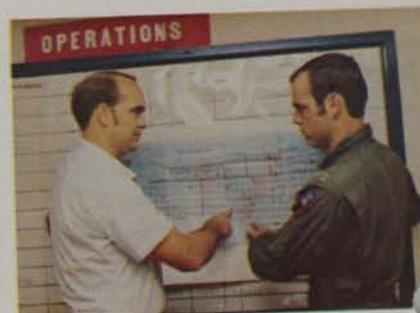
Data Gathered And Evaluated



Mission Status Kept Current



Radioactivity Monitored



Mission Pilot Debriefed

**Cover Page:** The DeHavilland "Beaver," equipped with floats, skis, and conventional landing gear, is the workhorse of the Alaska CAP corporate aircraft fleet performing the emergency services mission in the harsh environment of the vast Alaskan wilderness. This utility aircraft is used for search and rescue, air

evacuation, transportation of ground search teams, and in various other roles over difficult terrain where improved landing strips are practically nonexistent. Alaska CAP has eight "Beavers" in its thirty-plane fleet. (Photo by Vince Doran)

Prepared by The Office of Plans and Programs  
National Headquarters Civil Air Patrol  
Maxwell AFB, AL 36112



## NATIONAL HEADQUARTERS CIVIL AIR PATROL

— USAF AUXILIARY —  
Maxwell Air Force Base, Alabama 36112

### TO THE CONGRESS OF THE UNITED STATES

Civil Air Patrol was created on 1 December 1941 as a unified national system to make civil aviation pilots and aircraft available to the national defense effort. Established by Executive Order, CAP functioned under the Office of Civilian Defense until 29 April 1943, at which time the Army Air Corps was assigned jurisdiction over its operations for the remainder of the war years.

Civil Air Patrol was chartered by the 79th U.S. Congress on 1 July 1946 as a benevolent, non-profit corporation by Public Law 476, and on 26 May 1948 the 80th Congress granted it status as the civilian auxiliary of the U.S. Air Force under Public Law 557. CAP has since served the nation with its programs for youth development, emergency services, and aerospace education.

During 1977, CAP continued to build upon its long record of achievement and service with a solid performance in each of the three mission areas. Outlined in this report are details of CAP's record-breaking performance in search and rescue, innovative developments in aerospace education, and continued progress in leadership development for both its cadet and senior members.

We know that good people are the backbone of every successful enterprise, and we are proud of the capable and dedicated CAP volunteers and are gratified with CAP's overall 1977 performance achieved through their efforts. We know, too, that the continued understanding and support of the Congress has been fundamental to CAP's success . . . and for this we are also grateful.

On 3 December 1977, one of our charter members and past National Board Chairman, Paul W. Turner, passed away. We lost a friend who will long be remembered as a man of vision and great accomplishment.

This report of Civil Air Patrol activities during calendar year 1977 is submitted as required by Public Law 476.

*Thomas C. Casaday*

THOMAS C. CASADAY  
Brigadier General, CAP  
National Commander

*Paul E. Gardner*

PAUL E. GARDNER  
Brigadier General, USAF  
Executive Director

## Emergency Services

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

### SEARCH AND RESCUE

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

During 1977, Civil Air Patrol participated in 896 search missions, flew 16,004 hours, and was credited with locating 448 search objectives and saving 53 lives. CAP search forces also assisted many other persons who were in distress but not in immediate danger of losing their lives.

Compared to 1976, CAP participated in 79 more missions and located 53 more search objectives, but flew 1,600

fewer hours. The favorable comparison is attributed to CAP's increased efficiency, the mandatory use of the Emergency Locator Transmitter (ELT) by all general aviation aircraft and the refinement and increased use of two new SAR techniques: (1) The FAA Track Analysis Program (TAP), which provides computer processed radar flight path data, has proven to be an extremely reliable tool in those instances where it was useable; (2) satellite weather photos enable the SAR Mission Coordinator to evaluate fast developing weather systems and through logic and judgment, make determinations as to altitude and route changes that the pilot of the missing aircraft would probably have made under the circumstances.

*The following extracts from official Air Force reports are representative summaries of air Force authorized missions for which Civil Air Patrol was credited with the saving of lives:*

#### LOST MOTHER AND CHILD

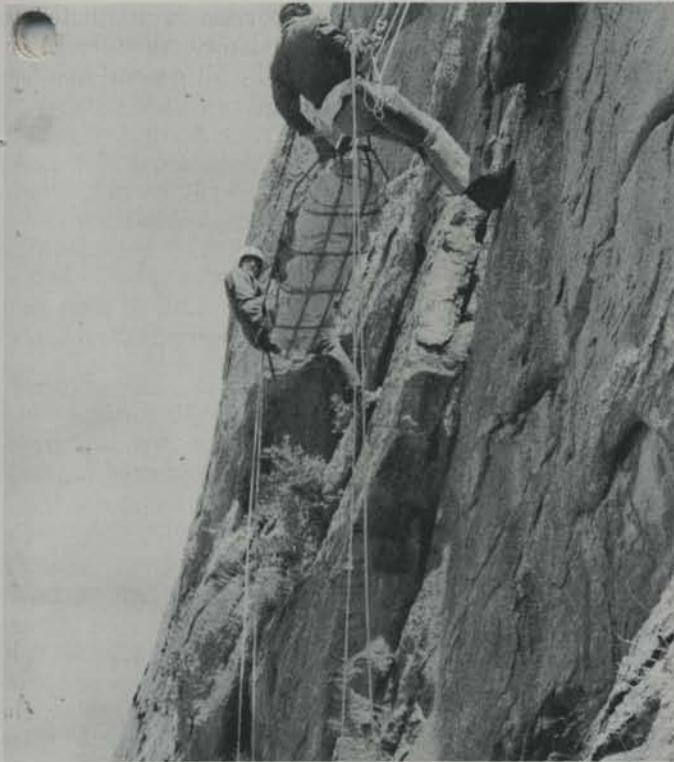
**Minnesota.** A 28 year-old woman and her six year-old daughter were reported missing overnight from a resort hotel. Minnesota CAP entered the mission at the request of the Itasca City Sheriff and used three search aircraft in locating the two in a nearby swamp where they had wandered while exploring outlying areas of the resort. The sheriff used an all-terrain vehicle to recover and return them in good condition to the hotel.

#### HELICOPTERS CRASH

**North Carolina.** Two US Marine Corps CH-53 helicopters with eight persons on board en route from Charlotte, North Carolina to Knoxville, Tennessee were reported overdue. North Carolina CAP located both crash sites approximately

**Hawaii Search.** Lois Weatherwax (left) and Mimi Tompkins were responsible for ending a young couple's ordeal of being adrift at sea for 48 hours in a 16-foot sailboat. The CAP pilots, flying an L-19, were among the CAP and Coast Guard force searching an area of more than 1,000 square miles. After only two and one half hours in the search area, the women sighted the sailboat, a Hobie "Cat", drifting helplessly between the islands of Lanai and Maui. Using the L-19's public address system, the CAP pilots reassured the lost sailors that help was on the way and then remained in the area until the Coast Guard rescue helicopter arrived.





**Rescue Training.** David Evans and Willy Geyer of Colorado CAP's Thompson Valley Senior Squadron descend with a rescue net in realistic training designed to develop the unit into an effective ground search and rescue team.

20 miles southeast of Asheville, North Carolina, less than one half mile apart. CAP ground teams recovered three survivors and the North Carolina Highway Patrol arranged for removal of the deceased.

#### MAYDAY CALL

**Alaska.** The Anchorage FAA Air Route Traffic Control Center received a Mayday call from a light aircraft with four persons on board. An Air Force HC-130 alert aircraft was scrambled and conducted an en route electronic search with no results. Upon request for the Alaskan Air Command Rescue Coordination Center, Alaska CAP entered the search with several light aircraft. An aircrew from the McGrath CAP unit located the downed plane and recovered the four persons on board to McGrath, Alaska.

#### MISSING PERSON

**Pennsylvania.** A 19 year-old boy suffering from epilepsy was reported missing from his home. At the request of the Pennsylvania State Police, CAP ground teams joined the search and, locating the boy approximately four miles from his home, carried him to the home of his parents where a doctor administered needed medication and treatment.

#### LOST RIDERS

**Colorado.** The 4th Aviation Battalion at Fort Carson, Colorado and the Colorado CAP were asked to search for five overdue horseback riders. The group was located in good condition in the vicinity of Roosevelt Lake, Colorado at the 12,300 foot level. Medicine was delivered to one member of the group who was an epileptic and a guide was dropped off to lead them out. The 4th Aviation Battalion and Colorado CAP were jointly credited with five lives saved because of the remoteness of the area and the fact that the five stated that they were totally lost.

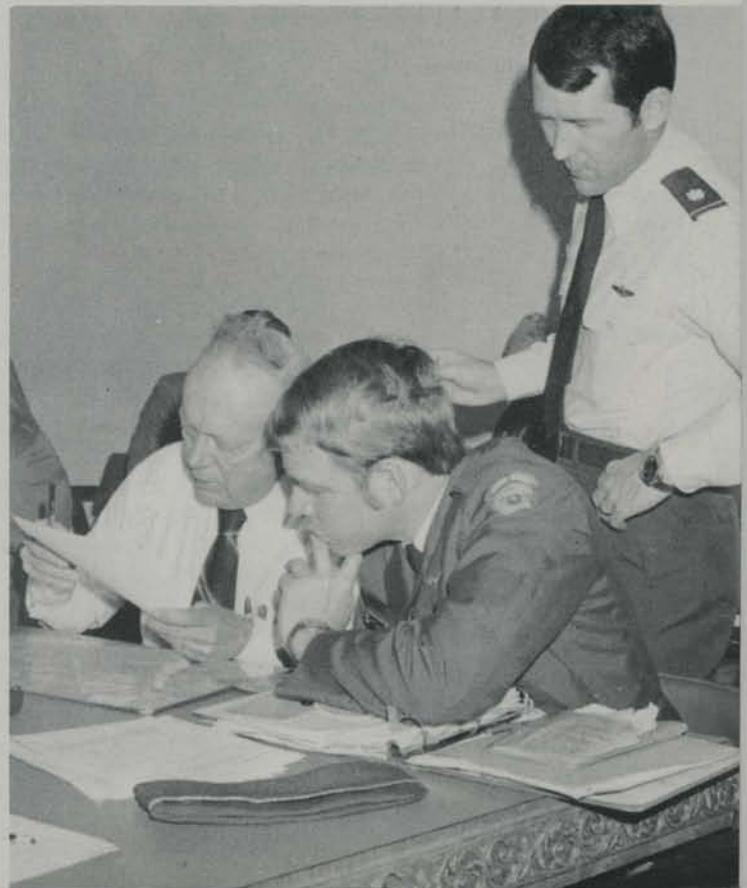
#### LOST IN FOREST

**Idaho.** Two Spokane, Washington women were reported by their families to be overdue in returning from a trip to the Cour d'Alene National Forest. The weather was overcast and cold, and the women were not carrying survival equipment. At the request of the Kootenai County Sheriff, Idaho CAP began air and ground search and on the second day, located the women in good condition except for some minor injuries. They had become stranded when their car broke down and after spending two nights in a nearby cabin, they decided to walk out. When located, they were in a remote area of the Cour d'Alene National Forest traveling in a direction which was carrying them deeper into the wilderness.

#### OVERDUE FISHERMEN

**Alaska.** A search and rescue mission was initiated when the Fairbanks FAA Flight Service Station notified the Alaskan Air Command Rescue Coordination Center that a light aircraft with two persons on board out of Fairbanks was overdue in returning from a fishing trip. Fairbanks CAP and the 71st Aerospace Rescue and Recovery Squadron conducted a route search and located the aircraft on a small lake. A CAP aircraft landed on a nearby lake and recovered the uninjured persons to Fairbanks. Two saves were credited to Alaska CAP because of the remoteness of the area and 20 degree below zero temperature.

**SAR Study.** Utah CAP members Bert Morrison (left) and Ken Peterson (center) attended a Search and Rescue course conducted at Hill AFB in April by Air Force Lt. Col. Bill Langley. Langley, who is now assigned to the Aerospace Rescue and Recovery Service, was previously a member of the USAF-CAP Rocky Mountain Liaison Region Staff where part of his job was to advise and assist CAP in the performance of the SAR mission.



# SIERRA SEARCH

## Sierra Search For Grumman American Yankee

In the late evening of 18 May 1977, a light aircraft (American Yankee) with two people on board on a VFR flight from Oxnard to South Lake Tahoe, California, was reported overdue. The California CAP was alerted at 1:30 a.m. on 19 May and established a search base at the Placerville Airport. The last known position of the aircraft was Westover Airport where the pilot had refueled and made a late afternoon phone call to the Sacramento Flight Service for a weather update before departing to cross the Sierra Nevada Mountain Range.

CAP mission planners, using satellite weather photos provided by the National Environmental Satellite Service determined that after the pilot had made the weather check at Westover Airport, a front had moved into his planned flight path. For planning purposes, it was concluded that the pilot had followed his flight plan and had encountered IFR conditions and crashed. The first CAP aircraft was airborne at 6 a.m. to make a search of the American Yankee's planned route of flight.

At midmorning, a CAP search pilot began receiving an Emergency Locator Transmitter (ELT) signal in the prime search area west of Lake Tahoe and upon investigation, located a Piper Cub which, by chance, had gone down in the area being searched for the American Yankee. An Air Force Aerospace Rescue and Recovery Service (ARRS) helicopter recovered the uninjured pilot who stated that he had been flying line patrol for the Pacific Telephone Company when he crashed.

On 20 May, the prime search area was further narrowed through the use of computer recorded radar flight path data supplied by the Oakland Federal Aviation Administration Air Route Traffic Control Center that accurately displayed the track of the aircraft to the location into which it crashed. At midday a CAP search pilot sighted the pilot of the American Yankee in a clearing, standing on a large boulder, signaling by waving his jacket. The pilot was picked up by a 41st ARRS helicopter, and although he was only approximately one mile away from the crash site, the helicopter crew spent almost an hour hovering at treetop level before finally spotting the American Yankee wreckage. A penetrator was lowered through the dense foliage, and two paramedics went to help the injured passenger who was found next to the wreckage.

The pilot was taken by Air Force helicopter to the Mather Air Force Base hospital for treatment of a broken ankle. The passenger, who was believed to have a broken back, was delivered by Air Force helicopter to an ambulance waiting at the Placerville Airport.

Official Air Force observers attributed the successful and expeditious conclusion of the mission to the professionalism of the California CAP SAR team and their use of the latest techniques and procedures. California CAP has been the leader in developing the weather satellite and FAA radar analysis techniques. The use of FAA computerized radar flight path tracking data is proving to be both a lifesaving and money saving breakthrough in difficult air-crash searches.

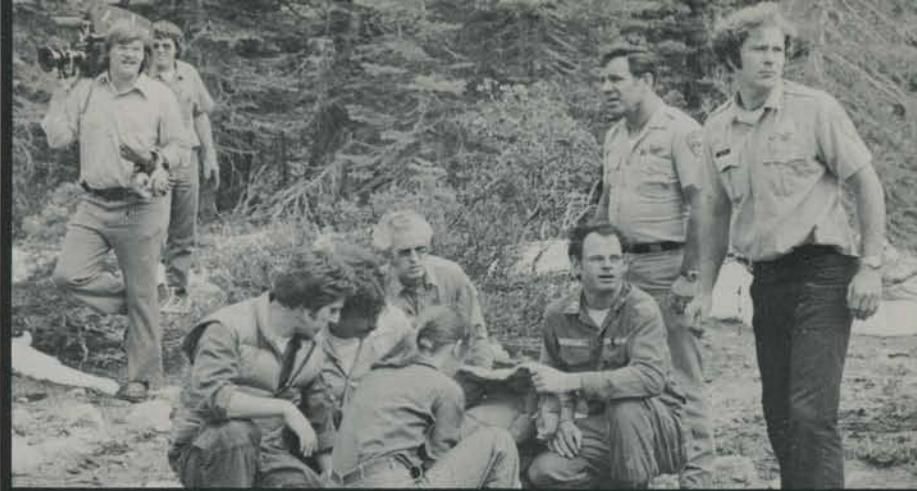
The FAA Track Analysis Program (TAP), which uses computer processed radar information, has proven to be an extremely reliable tool in helping CAP searchers get to the right search area. In 90 percent of the cases where TAP was usable, it led the searchers to within two miles of the missing aircraft. In many instances, the position given was accurate enough to allow ground teams to go directly to the crash site.

CAP's use of the latest aids, such as TAP and satellite weather photos, greatly increase a survivor's chances for a safe recovery. Statistics have shown that 60 percent of the survivors of the air crashes are injured, and the probability of their continued survival diminishes with each passing hour and will have decreased by as much as 80 percent after the first 24 hours. Therefore, it is all important that survivors be found as quickly as possible, and using the latest techniques is a big step toward a faster recovery.

Using the newest search aids has additional benefits such as reducing exposure of the search force to the elements which may have caused the crash of the aircraft for which they are searching, and the reduced flying time of search aircraft means a reduction in the expense of the search effort. CAP is taking advantage of these tools and looking for other methods to improve their service to the communities they serve. Civil Air Patrol is interested in all facets of search, rescue, and disaster relief and is ready to assist local, state, and federal agencies in their humanitarian missions.



**WRECKAGE.** After encountering rapidly deteriorating weather conditions, the pilot was attempting a 180-degree turn when the aircraft crashed into heavy timber, shearing off the wings and tail section and tearing loose the engine which landed several hundred feet away from the fuselage. The men regained consciousness on the ground under the overturned wreckage, their safety belts having broken.



**RESCUE.** The injured passenger, David Thompson, who had survived two nights of exposure to the 30-degree weather, was given first aid and readied for recovery. The men had been unable to make a fire since they were not carrying a survival kit and neither smoked nor carried matches. Thompson, who could hear the search aircraft but could not be seen because of the dense forest, said that he had been confident that the searchers would find them, but by the second day, had given up hope that he could survive long enough to be rescued.



**RECOVERY.** David Thompson was taken aboard a 41st Aerospace Rescue and Recovery Service (ARRS) helicopter and delivered to an ambulance waiting at the Placerville Airport. California CAP and the 41st ARRS were jointly credited for two lives saved.



**PICKUP PREPARED.** The injured passenger was moved to a clearing and prepared for helicopter recovery while an Air Force paramedic released smoke to aid the helicopter pilot in judging wind conditions.



**RELIEVED.** Pilot John Grentzer said he plans to continue flying despite his harrowing experience but also plans to carry a survival kit with plenty of matches. CAP pilots agreed that Grentzer was correct in his decision to leave the crash scene and move to a clearing where he could be sighted from the air because the dense forest would have made it impossible to see the men if both had remained at the site. (Photos by Larry Ross, Courtesy of The Placerville Mountain Democrat).



**WRAPUP.** The CAP Mission Coordinator, Major Bill Turner (left) and Air Force advisors, Col. Bradford Sharp (right) and Lt. Col. Donald Richie are happy with the outcome as they review the mission that was concluded with two downed aircraft located and two lives saved. (Photo by Betty Story)



#### MERCY MISSION

**Colorado.** At the request of the Lajunta Medical Center, Colorado CAP flew a mission from Buckley Field to Lajunta Airport to transport blood urgently needed in the treatment of a patient suffering from internal bleeding. The blood, which had been delivered from the Denver Blood Bank to the waiting CAP aircraft by the Colorado State Police, was picked up by an officer of the Lajunta Police Department and delivered to the Lajunta Medical Center.

#### ELT SAVE

**Georgia.** The Atlanta FAA Air Route Traffic Control Center notified the Aerospace Rescue and Recovery Service on 15 December that an Emergency Locator Transmitter (ELT) signal was being heard in the Macon, Georgia area. The CAP Georgia Wing was alerted and began the search in the late afternoon of the 15th. Early on 16 December, the Macon FAA Flight Service Station issued notice of an overdue Piper Super Cub on pipeline patrol between Macon and Milledgeville, Georgia. The Georgia CAP pinpointed an ELT signal near Jeffersonville, Georgia and the Macon Approach Control diverted an army helicopter to the area which located the crash two miles northeast of Bullard, Georgia. A ground rescue team recovered a survivor and one deceased person, and carried the injured survivor to the Georgia Medical Center in Macon.

**Puerto Rico Test.** Puerto Rico CAP members from all points on the island joined with Civil Defense and Red Cross personnel in an exercise to test the ability of the three organizations to respond to a disaster. CAP cadets functioned as members of ground rescue teams. (Photo by Jorge Gonzalez)



**Realistic Test.** The CAP Oregon Wing, in cooperation with Air Force officials and local enforcement and emergency services authorities, conducted its annual Civil Defense effectiveness exercise in north central Oregon at Maderas. The test situation involved a major aftershock from an earlier devastating earthquake. In responding to the simulated disaster, CAP was required to perform aerial evaluation of damage, a check of Mt. Hood and Mt. Jefferson for seismic activity, air evacuation of the injured, and air drop of emergency medical supplies. Local fire department paramedics assisted in the treatment of simulated accident victims. (Photo by Thomas Traver)

#### HUNTERS CRASH

**Alaska.** A light aircraft with two persons on board on a low level wolf hunt, approximately 100 miles northeast of Anchorage, was reported overdue. The crashed aircraft was located by an Alaska CAP aircraft, but the people were not there. An hour later the CAP aircraft and an Army helicopter jointly located the two survivors three miles from the crashed aircraft. They were uninjured but in their attempt to walk out had become disoriented and were traveling in the wrong direction. They were taken by the helicopter to the Gunsight Mountain Lodge where ground transportation was waiting. Because of the circumstances and the extreme low temperatures, two saves were jointly credited to Alaska CAP and the U.S. Army's 120th Aviation Company.

*The Civil Air Patrol Emergency Services Mission is performed by volunteers who give unselfishly of their talents, and personal resources to help others. Sometimes the sacrifices are even greater.*

#### SEARCH AIRCRAFT CRASHED

**Colorado.** While engaged in an Air Force authorized mission reopened to continue the search for a light aircraft with three persons on board, missing since December 1976, Colorado CAP members George LaFountain and John Eckhoff lost their lives in the crash of a CAP search aircraft near Los Pinos Pass on 26 June 1977.

## DISASTER RELIEF

Civil Air Patrol provides disaster relief support to civil authorities on a local, state, and national level. Local and state level support is contingent upon agreements with those governments. National level support is by agreement with national humanitarian organizations such as American National Red Cross and the Salvation Army or by agreement with federal agencies. When Civil Air Patrol performs relief activity under agreement with a federal agency as authorized by PL 557, CAP is considered a federal resource as the auxiliary of the United States Air Force. To involve CAP as a federal resource is not authorized except when disasters are beyond the capabilities of the resources available to civil authorities.

Under the Department of Defense, the Department of the Army acts as executive agent for all military support in actual or threatened major disasters and has primary responsibility for military support. This support responsibility is passed through Forces Command to the Continental U.S. Armies, First Army, Fifth Army, and Sixth Army. Air Force Reserve (AFRES) is assigned overall responsibility for Air Force participation in natural disaster relief operations. Each numbered Air Force (Reserve) (AF(R)) authorizes and coordinates employment of the CAP within its respective geographical area and coordinates all Air Force disaster relief activity with the Region CONUS Army. Every CAP wing has entered into an agreement with its respective numbered (AF(R)) to make CAP personnel and resources available when required for relief activity.

**Disaster Relief.** Lisa M. Fisher and Arthur J. Smith of West Virginia's Fairmont Composite Squadron load fresh water packaged in milk cartons for distribution to families stranded in the aftermath of a blizzard. CAP members also assisted in delivering fuel oil, coal, and other emergency supplies and provided communications support for other disaster relief organizations. (Photo by James Maloy)



**North Dakota Mission.** North Dakota Wing personnel monitor progress of an exercise to test the Wing's capability to perform a noncombatant wartime mission in support of the Air Force Strategic Air Command. The Air Force total force policy for employment of nuclear weapons in support of national security goal embraces a wide range of situations requiring flexible application of those weapons. The policy requires recovery and reconstitution of residual forces during the post-attack period of general war to insure availability of a strategic reserve for attacks on targets critical to post-attack recuperation. The USAF Survival, Recovery, and Reconstitution Plan includes Civil Air Patrol and the Defense Civil Preparedness Agency (DCPA) among the friendly forces having a capability to assist in this mission as noncombatant additive resources. Under authorization of the CAP National Executive Committee, the North Dakota Wing, working with the Defense Preparedness Agency (Region Six), North Dakota Office of Disaster Emergency Services, and the Strategic Air Command, conducted test exercises that led to the determination that CAP was capable of performing the wartime mission of post-attack damage assessment and radiological monitoring of ICBM fields. (Photo by Kelly Vorachek)

During 1977, CAP responded to 16 natural disasters in 11 states, with more than 2,444 CAP member mandays, supported by light aircraft that made 137 flights, and emergency vehicles, radio networks, and emergency power generators.

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

### BLIZZARD

**Colorado.** A severe winter storm accompanied by winds up to 100 miles per hour struck eastern Colorado on the evening of 10 March 1977 and continued through 12 March. The storm severely crippled the public-service utility system with damage estimated at \$5 million. However, the most urgent concern was for the large number of motorists stranded on mountain pass highways and residents in isolated rural areas without heat in their homes. At the request of the Colorado Division of Disaster Emergency Services, CAP assisted with aircraft reconnaissance of mountain highways to locate stranded motorists and ground vehicle support to aid motorists and other persons in need. Fixed and mobile communications units were used to coordinate ground and air activity. Using four-wheel drive vehicles and snowmobiles, the CAP force removed 60 people from snowbound homes and vehicles; transported



**Toccoa Tragedy.** An earthen dam restraining a 400 acre lake was weakened by a sustained period of heavy rain and collapsed without warning in the early morning of 6 November, sending a 30-foot wall of water down on the Toccoa Falls Bible College campus and housing facilities. The Toccoa, Georgia tragedy took the lives of 39 people and injured 65 others. In response to the request of the local Civil Defense coordinator, 65 CAP personnel assisted with search and cleanup operations in the aftermath.

more than a hundred key personnel, doctors, nurses, telephone operators, etc., to work locations; delivered milk to families with babies that had been without for two days; carried a seriously ill child to a hospital; delivered badly needed insulin; and routinely performed untold additional tasks throughout the two days of the blizzard and in its aftermath. Most importantly, Colorado CAP was credited with saving the lives of nine people rescued from situations that most likely would have resulted in loss of life had they not been located by CAP rescue personnel.

#### FLOOD

**Pennsylvania.** A July rainstorm in Southwest Pennsylvania, with 12 inches of rainfall over a period of seven hours, raised the water level of the Conemaugh River 22 feet above normal and caused the collapse of a dam north of Johnstown which sent millions of gallons of water down the mountainside and through the city. The disaster took the lives of 75 persons and destroyed over 1,200 homes. Overall flood damage was estimated at \$200 million. More than 700 Pennsylvania CAP members responded to the need and assisted by providing emergency communications and power generators; delivery and distribution of food and drinking water; loading, transporting, and unloading more than 50 tons of ice that was urgently needed by hospitals, morgues, and dairies; and provided teams to assist in the search for casualties in the knee-deep mud, damaged buildings, and debris of destroyed homes.

#### 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.

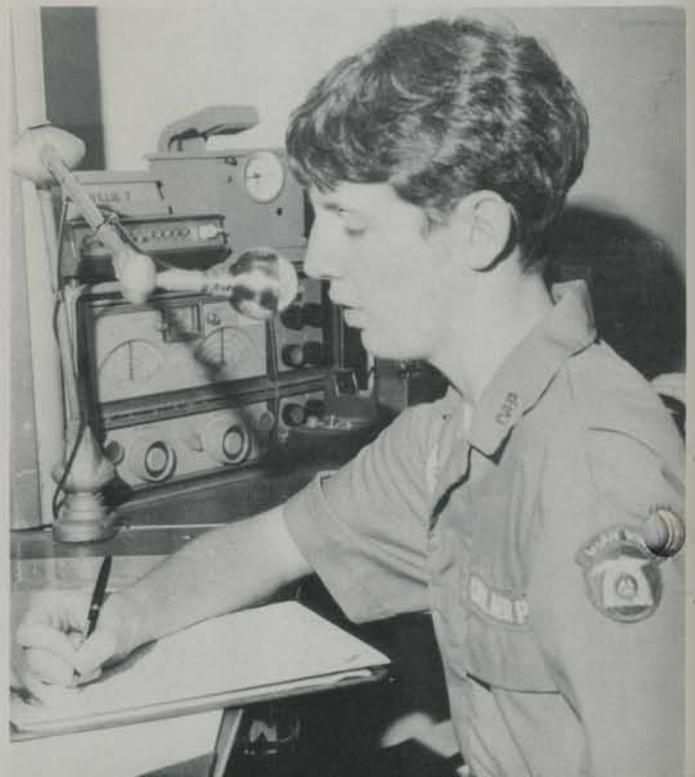
Each CAP wing competes with other wings to achieve the highest percentage of attendance by member pilots. During 1977, 59 flight clinics were conducted by 38 wings. Over 1,129 CAP pilots attended the clinics while hundreds of non-CAP pilots also participated.

#### COMMUNICATIONS

CAP communicators continue to provide outstanding support of the CAP Emergency Services Mission through the nationwide CAP network of HF, SSB, and VHF-FM radio stations. This is impressive because most of the communication equipment is owned by and operated and maintained at the expense of the individual CAP communicators. Because of the increasing popularity of very high frequency, frequency modulation type of equipment (VHF/FM), the number of fixed stations and mobile units is expected to continue to increase, providing a corresponding increase in communications coverage.

The increased use of hand-held walkie talkies and mobile repeaters greatly improves the effectiveness of communications between mission coordinators and ground search parties enabling faster response in making decisions and reacting to developments in critical situations.

**Communications Center.** David Richardson of Utah's Bountiful Cadet Squadron handles communications traffic during a search mission. David is working in the Utah CAP Emergency Operations Center at Fort Douglas. (Photo by Jane Wellman)





**Amarillo Depot.** The CAP Supply Depot at Amarillo, Texas is a central point for overhaul, storage, accountability, and issue of excess aircraft parts. The spare parts are available to CAP units at cost plus a minimum handling charge. The parts are used in maintaining the 676 plane Civil Air Patrol corporate aircraft fleet in operating condition. Commercial aircraft components and accessories are also stocked and sold at volume discount. The depot facility with its inventory of more than 8,000 excess and purchased items, is operated as a service to help defray the out-of-pocket expense of individual CAP members.



**Plane Purchase.** The first plane purchased under the CAP Air-Modernization program was a Cessna Hawk XP11 which is powered by a 195 horsepower engine and cruises at 131 knots. Col. John T. Johnson accepted delivery at Maxwell Air Force Base for its new owner, the CAP Minnesota Wing. Col Johnson flew the plane to Minnesota where it was given CAP markings and readied for its role in the wing's Emergency Services Program.



**Bird-Dog.** One of the most effective search aircraft is the O-1 built by Cessna for forward air controller service in Southeast Asia. The "Bird-Dog" is one of the almost 700 aircraft owned by CAP and assigned to units throughout the nation.

## Aerospace Education

### AEROSPACE EDUCATION WORKSHOPS

Aerospace education workshops, co-sponsored by Civil Air Patrol and colleges and universities throughout the nation, provided over 190 credit-granting, graduate-level workshops for approximately 7,500 educators during 1977.

The program is designed to provide educators with an educational opportunity and to develop a knowledge and awareness of aerospace education. Motivational factors included in the program return the educators to their communities with renewed enthusiasm for promoting an awareness of the benefits to be derived from aerospace.

Course units are offered in space events, aviation, aerospace as it applies to our changing world, and other related subjects. By using aerospace materials as teaching tools in conjunction with timely course materials, student interest is aroused. As our nation becomes more and more aerospace oriented, these workshops become invaluable as a source of keeping educators informed of the latest developments and events taking place in this fast-moving field.

Civil Air Patrol's role is one of assistance, guidance and support to these workshops by assisting with curriculum development, the assignment of military reservists in support roles, and providing teachers and speakers with aerospace expertise. In some specific cases, air transportation is arranged to a site selected for its significant contribution to the aerospace education workshop.

### AEROSPACE EDUCATION LEADERSHIP DEVELOPMENT COURSE

The first annual Aerospace Education Leadership



**Ancient Aircraft.** Among the attendees at the 1977 National Congress on Aerospace Education in Nashville, Tennessee were Dr. Mary Fuller of What Would Happen If, Incorporated and Kamal Naguib, Aviation Editor and Deputy Chief Editor of Al-Ahram, a Cairo newspaper and one of the leading dailies in the Arab world. They are examining a copy of a 2,300 year-old model airplane, the original of which is in an Egyptian museum.



**Air Force Aid.** On behalf of all CAP members, CAP National Commander Thomas C. Casaday presented a donation of \$1,000 to the Air Force Assistance Fund which will be used to help support the Air Force Aid Society, the Enlisted Widows Home and the Air Force Village. The donation was accepted by Lieutenant General Raymond B. Furlong, Commander of Air University.

Development Course (AELDC) was planned, coordinated, developed and held June 27-July 22, 1977. The course materials were researched, written and assembled by CAP-USAF Directorate of Aerospace Education staff members. This month-long, credit-awarding course was instituted as a motivational instrument for educators to prepare them to assume aerospace education leadership roles in educating the public on aerospace issues. The course emphasized current issues and problems in commercial aviation, aerospace manufacturing, general aviation, military aviation, local airports and our space program.

Six semester hours of graduate or undergraduate credit were awarded to students completing the AELDC by Middle Tennessee State University of Murfreesboro, Tennessee. Sponsored by Civil Air Patrol, the course received outstanding professional support from Air University and its Professional Military Education schools. The course was designed for and conducted by seminar-discussion, individual reading and presentation by experts in the fields of study covered. Among the outstanding speakers were U.S. Representative Don Clausen of California; the late Bill Magruder, Vice President of Piedmont Airlines; Karl G. Harr, Jr., President of Aerospace Industries Association of America,

Inc. and David Williamson, Assistant Administrator of Special Projects for NASA.

The first Aerospace Education Leadership Development Course graduated 48 enthusiastic students. Plans are well underway for the second AELDC to be held during July 1978 with a projected student enrollment of 150.

### 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 student center approach allowing 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, Gen. Daniel James, Jr., and a packet on Dr. Robert H. Goddard is ready to go to press. Also available is Packet No. 1 in the Military Aerospace Series which highlights the B-1 Bomber and Packet No. 1 of the Space Exploration Series with the Space Shuttle as its subject. Currently in the development state, Packets No. 1 and No. 2 of the General Aviation Series, "The Development of General Aviation," and "Pilots are People," will soon be released. A series on Commercial Aviation is also planned. Each complete series will consist of six to 10 packets encompassing all aspects of the subject area.

A complete rewrite of the text, "Your Aerospace World," is currently under way and will include the expansion and update of subjects covered as well as the addition of new subject matter. This new text, used by CAP cadets and senior members, will be completed within the next year.

### NATIONAL CONGRESS ON AEROSPACE EDUCATION

The 10th National Congress on Aerospace Education was held in Nashville, Tennessee, at the Hyatt Regency Hotel,



**Model Builders.** High school students build model airplanes at Hobby Industries Association Delta Dart Workshop during the National Congress on Aerospace Education in Nashville. CAP's partners in conducting the annual congress are the Federal Aviation Administration, the National Aeronautics and Space Administration, and the National Aerospace Education Association.

March 31 through April 3, 1977. Cosponsored by the Civil Air Patrol, Federal Aviation Administration, National Aeronautics and Space Administration, and the National Aerospace Education Association, the Congress is a vehicle for promoting aerospace education and developing grass roots aerospace leaders. The theme of the 1977 Congress was Aerospace Education Locally, Nationally and Internationally. The theme was carried out in the keynote address by Mr. Najeeb Halaby, President, Halaby International Corporation and Chairman of Arab Air Services Corporation, Ltd., and expanded upon by representatives of the Soviet Union speaking on "Civil Aviation in Russia," and the TU-144 supersonic aircraft. This presentation was followed by a representative of the British Aircraft Corporation discussing the British-French Concorde.

Other featured speakers for the 1977 Congress included:

- Paul E. Garber, Historian Emeritus, Smithsonian Institution
- General Leigh Wade, USAF (Ret)
- Dr. Chris Buethe, Professor of Education, Indiana University
- Edward Buckbee, Director of Alabama Space and Rocket Center
- Dr. Noel Hinners, Associate Administrator for Space Science, NASA
- Colonel Gregory "Pappy" Boyington, USMC (Ret)
- Jack Eggspuehler, Director of Department of Aviation, Ohio State University
- Mary M. Fuller, President, WWHI, Inc., Management Consultant
- Kamal Naguib, Honorary President, International Aerospace Ed. Committee

The remainder of the Congress included noted speakers and authorities on various facets of aerospace discussing the value and impact of aerospace on today's world. A Heritage Segment was also included featuring Colonel Gregory "Pappy" Boyington whose World War II exploits are dramatized in the TV series "Black Sheep Squadron."

The ending of the Congress was highlighted by the induction of five outstanding and illustrious persons making significant contributions to aerospace into the Hall of Honor.

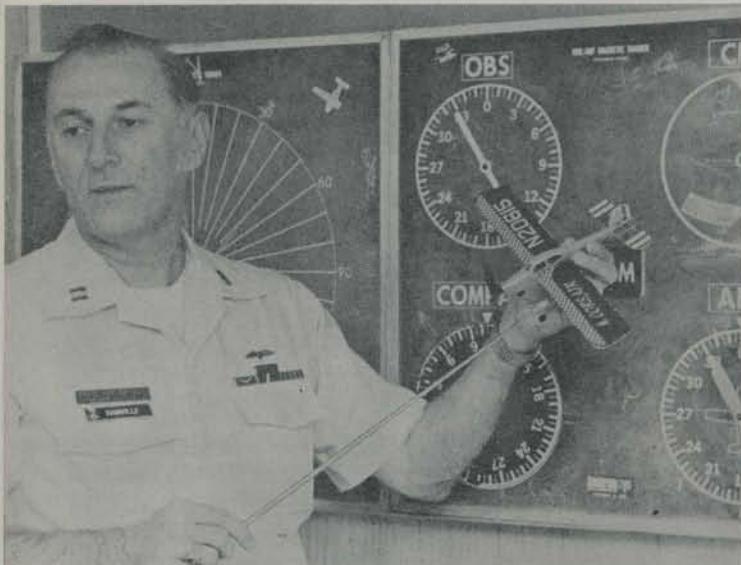


**DePauw Student.** Katherine Near is a CAP cadet member of Indiana's Evansville Composite Squadron and a freshman at DePauw University where she is studying computer science. Katherine qualified for a Civil Air Patrol Educational Grant on the basis of her superior academic, citizenship, and Civil Air Patrol achievements. (Photo Courtesy DePauw University Public Relations News Bureau)

## Senior Member Training

Any organization, to be consistently successful, must have dedicated leaders with well-developed management and leadership skills. This is particularly true of a volunteer organization such as Civil Air Patrol, where the only pay received is the satisfaction of having contributed a meaningful service to the country.

The Senior Member Training Program provides the basis for developing the leadership at each echelon of CAP, beginning with the Level I Orientation Course for new members, and progressing through Level V, which is designed to contribute to the development of persons to serve as wing and region commanders.



**Aerospace Instructor.** Robert A. Rainsville, a member of New York CAP's Hudson Valley Group and an employee of International Business Machines Corporation (IBM), received a \$900 grant from his employers for use in his aerospace education instructional role with Civil Air Patrol. The funds were used to purchase audio-visual equipment and materials designed to enhance subject retention and student participation in the aviation courses provided for both cadet and senior members.

### Level I — CAP Orientation Course

This course is required of all new CAP members, and includes information on the history and missions of the CAP, its relationship with the USAF, military customs and courtesies and proper wear of the uniform.

### Level II — Technical Specialty Training

Level II offers training in any of 19 technical specialties which parallel the functions required in operating a successful CAP unit. Self-study material is available in the form of specialty training tracks to assist the CAP member in achieving the technician, senior, and master levels in these specialties.

Squadron Leadership Schools (SLS) have been developed in all CAP regions to augment training in the Level II specialties. In these schools, members are provided a working knowledge of all the specialties, and are given the opportunity for in-depth study in the specialty to which he/she is assigned. Where time permits, a beginning is made toward the leadership and management training which is an integral part of the following levels.

### Level III — Command & Staff

Level III of the senior member training program addresses the training needs of those members assuming command or staff positions. Integral to this training is the study of four CAP pamphlets which summarize basic leadership/management theory and practice. Members are required to attend four national, region, and/or wing conferences to broaden not only their contacts within the organization, but also to develop a fuller understanding of the purposes of the CAP. Further leadership training is provided through completion of the ECI Squadron Officer School or its DOD equivalent. CAP Region Staff Colleges have been developed to afford CAP-oriented training to squadron level command and staff officers. The focus is on communication skills, leadership/management theories and practices, and planning and conducting squadron activities.

**Derby Duo.** Stephenie Wells points to the Powder Puff Derby shoulder patch worn by fellow-flier, Wendy Hurst, both participants in the 30th and final all-women transcontinental air race. The two members of California's George Air Force Base Composite Squadron finished successfully. Another California team, Carolyn Zapata and Bea Howell, finished eighth in the four-day air race. Both teams emphasized that they had tried to win, but their main objective was to finish. (Photo by Russ Brown)



### Level IV — Senior Command & Staff

Central to the senior command and staff training is the National Staff College (NSC), convened annually at Maxwell AFB, AL. This activity has developed as the graduate-level school for advanced leadership training for CAP members in the grade of major and above. The NSC makes extensive use of the faculties of the USAF Air University Professional Military Education schools. As leaders in CAP organization, members at this level of training are required to make oral presentations to civic and church groups, and governmental agencies within their communities, promoting aerospace programs and the Civil Air Patrol.



**Recruiting Support.** Information Officer Emma Enslin of New York CAP's Hudson Valley Group puts the finishing touches on a sign to make the newly relocated Air Force Recruiting Office more easily recognizable. Support of the Air Force Recruiting Service is a mission of all Civil Air Patrol units collocated with Air Force Recruiting Offices.

### Level V — USAF Senior School

While the senior training program is designed to afford training opportunities throughout the member's CAP career, Level V, USAF senior school, is the highest level offered. The academic accomplishment required is completion of the Air University's Air War College Associate Program. Typically, members in the higher echelons enter this training, which offers an insight into Air Force policy required of the leaders in CAP. Completion of this level of training also requires three years experience in a command or staff position.

### 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 is conducted by the USAF and USCG at Governors Island, New York.

- Mission Coordinator Course. These are two-day courses conducted by the Air Force Aerospace Rescue and Recovery Service at locations throughout the country to provide mission coordinator training to persons involved in the inland search and rescue mission.

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

- 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 is designed to qualify attendees for CAP Communications Officer positions.

### Mission Training Exercises

Each CAP wing conducts Emergency Services training and upgrading programs throughout the year to improve both the skills of individual members and the effectiveness of the entire organization as a team. Also, each wing an-

nually undergoes Disaster Relief and two search and rescue test exercises under the scrutiny of Air Force evaluators. The purpose of these tests is 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.

- 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.

**Teamwork Test.** Jane Wellman pauses to ponder the next move during the challenging problem-solving exercise called Project X, which is included in the curriculum of the CAP National Staff College conducted annually at Maxwell Air Force Base, Alabama. The exercise is designed to test ingenuity and teamwork in finding solutions through use of limited resources and individual initiative. (Photo by Noel Tomas)



## The Cadet Program

One of the three CAP missions is to provide "a cadet program to develop and motivate the youth of the country to leadership and responsible citizenship, through an interest in aviation." The CAP cadet program is open to U.S. citizens and persons lawfully admitted for permanent residence to the United States and its territories and possessions who are 13 through 17 years of age, or have satisfactorily completed the sixth grade. After reaching age 18, cadets may choose to either become senior members or to continue in the cadet program until their 21st birthday.

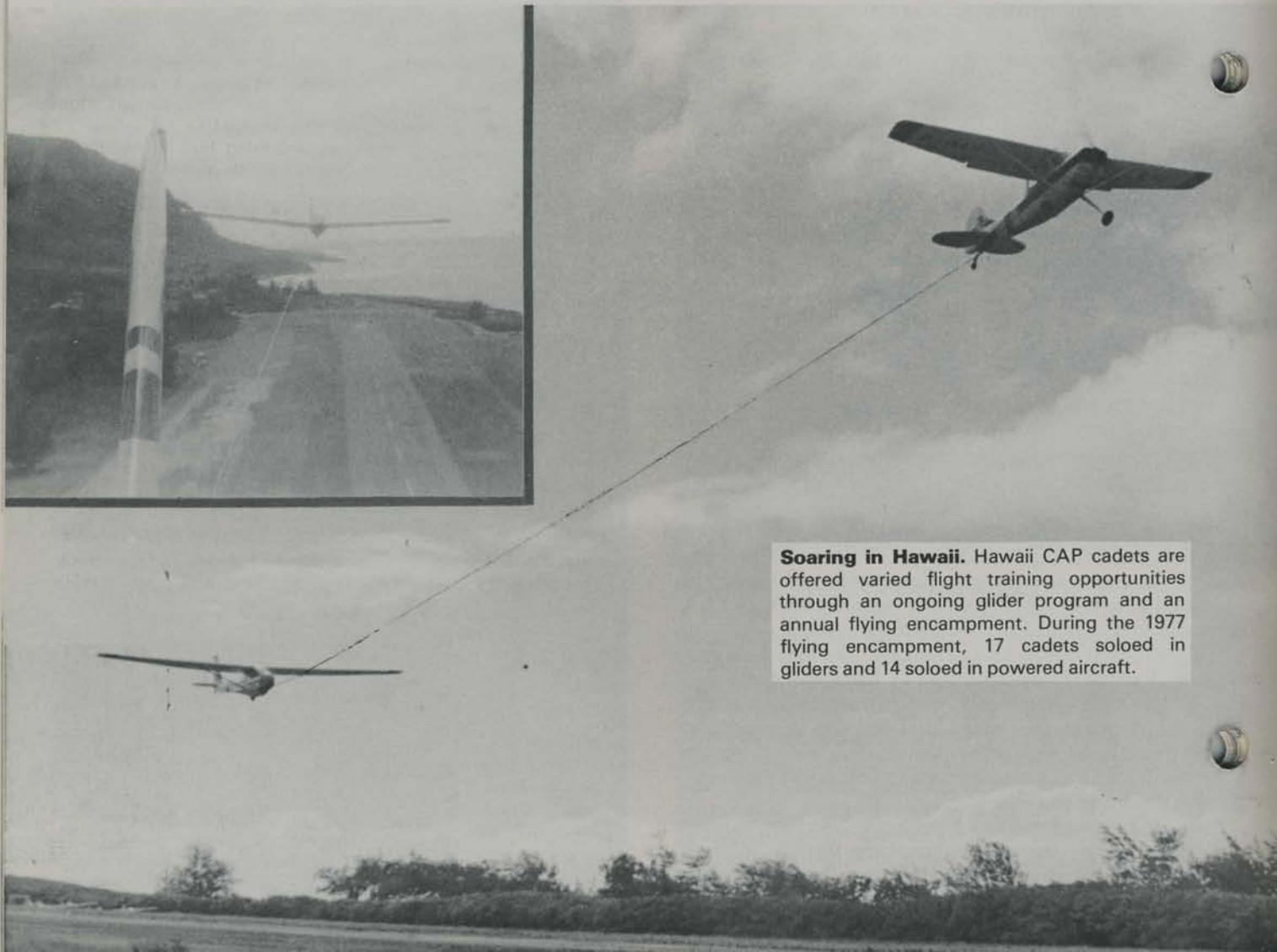
The cadet program provides the individual cadet an opportunity to develop his or her leadership skills in an aerospace oriented environment. Under the guidance of adult CAP leaders and with the advice and assistance of Air Force liaison personnel, cadets are permitted to progress at their own pace through a structured program of aerospace education, leadership training, physical fitness, and moral leadership. The various phases of the structured program which allows both individual and group involvement, are interspersed with orientation flights, encampments, and a variety of other special activities and incentives designed to reward achievements and to motivate continued progression in the program.



**Carolina Cadets.** North Carolina cadet members of the 111th Air Rescue Recovery Squadron were airlifted to field exercise site by Huey Helicopter during 1977 cadet encampment. (From left: Laurie McClure, Robert Jordan, and Dean McGalliard)



**Soaring in Hawaii.** Hawaii CAP cadets are offered varied flight training opportunities through an ongoing glider program and an annual flying encampment. During the 1977 flying encampment, 17 cadets soloed in gliders and 14 soloed in powered aircraft.





**Learning Logistics.** Cadets attending the one-week Air Force Logistics Command Orientation Program at Tinker Air Force Base, Oklahoma received briefings on the global support mission of the command and some first-hand knowledge in the airframe maintenance and equipment repair functions of the mission. (L to R: Eric Vanderlinder, Brian Christensen, Scott Horwitz, and Edith Brazelton. Edith was named outstanding cadet of the activity.)



## Special Activities

**The Air Force Academy Survival Course** is a one week program planned and conducted by USAF personnel at the Air Force Academy in Colorado. The course acquaints cadets with the art of survival through training in water survival, living off the land, and development of life-sustaining techniques in mountainous country.



**Making Jerky.** A cadet slices beef into thin strips to be placed in a smoke tent for curing over a slow fire of green aspen wood. Cadets, later in the survival course, ate the beef jerky they made in this way.



**Firecraft.** Equipped only with survival kit pocket knives and flint and steel, cadets learn from Air Force Instructor, center, about making fires in the wild. They also learned to build fires for different uses; cooking, camping, warming fires at night, and triangular-positioned fires as signal for rescue planes.



**Make-Do Gear.** Cadets use parachute harness to make backpacks, snowshoes, mukluks, knife sheaths, and other survival gear items. (Photos by Bill Madsen)



**Cadet Competition.** The CAP National Cadet Competition is conducted annually between teams from each of the eight Civil Air Patrol regions. The three-phase activity tests team performance in physical fitness, aerospace knowledge, and precision drill.





**Helicopter Orientation.** A one-week Pararescue Orientation Course was conducted for the first time at Kirtland Air Force Base, New Mexico in July with 37 CAP cadets attending. The new program, covering all facets of Air Force pararescue training, was the brainchild of Air Force Major General Ralph S. Saunders, Commander of the Aerospace Rescue and Recovery Service. General Saunders suggested the course and provided facilities at Kirtland and the support of the 1550th Aircrew Training and Test Wing in developing and conducting the program. He acted to assist the CAP leadership in their effort to overcome problems caused by airlift support limitations by creating new and additional cadet training opportunities at various locations throughout the country thereby reducing travel time and distance for individual cadets.

#### CADET FLIGHT TRAINING

Civil Air Patrol allocated \$40,000 in its 1977 fiscal year budget to provide local solo flight training and orientation flights for cadets. The funds provide 104 solo flight scholarships that are available to eligible cadets in the 52 CAP wings. The scholarships cover the expense of the necessary ground school and flight training leading to solo qualification. Distribution of scholarships was based upon CAP wing recruiting performance during 1976, with a maximum of three scholarships going to any one wing.

In addition, the 52 wings were partially reimbursed for the expense of providing 5,500 cadets with their first flight experience through a locally conducted orientation flight.

**Birthday Girl.** Elizabeth "Beth" Wright was prepared and on her first day of eligibility under minimum age limitations, celebrated her fourteenth birthday by completing her solo glider flight. Beth is a two-year member of the General Claire L. Chennault Cadet Squadron in New Orleans. (Photo by Charlotte Payne Wright)



#### SCHOLARSHIP PROGRAM

Through its National Scholarship Program, the Civil Air Patrol Corporation contributed \$39,250 to 66 of its young members in 1977. Scholarships and grants are given to college and vocational-technical students in Engineering, Education, Humanities, Theology, and Aerospace Related Science. Recipients range from young cadets interested in learning to be aircraft mechanics to those pursuing advanced degrees in aeronautical engineering or aerospace medicine. In addition, an untold number of scholarships and grants of various types are provided by local and state level Civil Air Patrol units.



**Technical Training.** William E. Carlson is working on a digital clock project in his electronic fabrication class at the Wisconsin Indianhead Technical Institute in Superior, Wisconsin where he is attending on a Civil Air Patrol Vocational-Technical Grant. William is a CAP cadet in the Wisconsin Chequamegon Bay Composite Squadron and plans to continue in CAP as a senior member working with cadets. (Photo Courtesy Public Relations Department, Wisconsin Indianhead District, Vocational-Technical and Adult Education)

#### CADET ENCAMPMENTS

The General Billy Mitchell Award is the first major milestone of the CAP Cadet Program. One of the prerequisites of this award is attending a CAP cadet encampment. This is 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. They get a firsthand look at military life-style, gain practical experience and become aware of military career opportunities. During 1977, a total of 6,620 CAP cadets and 1,036 CAP senior members attended encampments. Encampments were conducted at 33 active duty Air Force bases and at 35 other Department of Defense facilities.



**CADET ENCAMPMENT  
PEASE AIR FORCE BASE, NEW HAMPSHIRE**

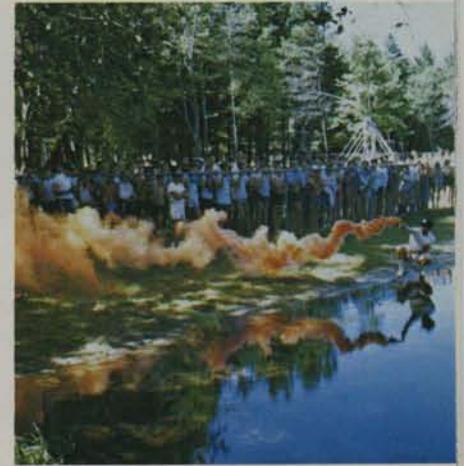
The first major milestone in the Civil Air Patrol Cadet Program is the General Billy Mitchell Award which establishes eligibility for participation in the more advanced special activities and automatic award of the grade of Airman (E-2) should the cadet later choose to enlist in the United States Air Force. To earn the Mitchell Award, a cadet must fulfill all requirements of the fifteen structured achievements and attend a Civil Air Patrol encampment.

Encampments are conducted annually by each Civil Air Patrol Wing at Air Force and other military service installations or at other available community, state and federal facilities. The program provides exposure to everyday life in the aerospace world and practical experience and information on career opportunities.

The encampment conducted at Pease Air Force Base, New Hampshire during July for cadets from the Maine and New Hampshire Wings provided a wide variety of informational, educational, recreational, and training activities that received the enthusiastic endorsement of all participants. The successful program was made possible through the excellent support of Pease Air Force Base and the personal interest and involvement of a number of Air Force personnel, including Brigadier General Jack L. Watkins, Commander of the 45th Air Division, Colonel Guy L. Hecker, Jr., 509th Bomb Wing Commander, and the Commander of Pease Air Force Base, Col. Thomas G. Tobin.

Civil Air Patrol is indebted to the Department of Defense and the personnel of all of the DOD installations that supported the 1977 Civil Air Patrol Cadet Encampment Program.

(Photos by Russ Brown)





Gregory "Pappy" Boyington (Above-R), World War II Marine Corps air ace and Medal of Honor winner, graphically describes to William J. Reynolds, Air Force Aerospace Education Specialist, the maneuvers involved in the air combat portrayed in the painting by Reynolds of one of Boyington's victories. They were participants in the 1977 National Congress on Aerospace Education. (Photo by Russ Brown)

Frances J. Smith assembles the Delta Dart model aircraft in a learning experience for teachers in a CAP-sponsored aerospace education workshop. Frances is a teacher in Maryland's Prince George County Schools and plans to integrate aerospace education into the everyday classroom teaching/learning process. (Photos by Russ Brown)





Arizona CAP cadets were given an upclose look at the newest Air Force air superiority fighter, the F-15 Eagle, during an encampment at Luke AFB, Arizona. The cadet chosen as the most outstanding of the encampment was rewarded with an F-15 orientation flight. (Photo by David Moore)

These young women from the United Kingdom were among the 186 International Air Cadet Exchange (IACE) cadets from 21 nations who gathered in Orlando, Florida for the windup of the United States' phase of the exchange. Their schedule included a visit to the Kennedy Space Center and a day at Disney World before departure for home. (Photo by Russ Brown)





Since its establishment in 1955, 1472 former CAP cadets have entered the Air Force Academy, and 329 are currently enrolled. Some of the former Civil Air Patrol cadets enrolled in Air Force Academy classes of 1980 and 1981 are shown with the Commandant of Cadets at the Academy, Brigadier General Stanley C. Beck. These are the first classes in which women were admitted as cadets. Gen. Beck is also a former CAP cadet, having been a member of Arizona's Phoenix Cadet Sqd. in 1945-1947. He attributed his CAP background as the deciding factor in his choice of the Air Force for a career, following his graduation from West Point in 1954. (Photo by Bill Madsen)

Team Captain John T. Benedict accepted the first runner-up Sweepstakes award on behalf of the Ohio Wing Team which represented the Great Lakes Region in the CAP National Cadet Competition held at Maxwell Air Force Base, Alabama in late December. Air Force Brigadier General Paul E. Gardner, Executive Director of Civil Air Patrol, made the presentation.

Although the Ohio Team took top honors in the College Bowl and Drill phases of the activity, they were nosed out of the Sweepstakes by the Georgia Wing Team which represented the Southeast Region. The Georgia cadets amassed the greatest number of overall points as a result of a tremendous effort in the Physical Fitness phase of the contest. (Photo by Russ Brown)



## INTERNATIONAL AIR CADET EXCHANGE (IACE)

The purpose of the IACE is to foster international understanding, goodwill and friendship among young people having a common interest in aviation.

The program was conceived by the Air Cadet League of Canada and the first exchange was conducted in 1947 between Great Britain and Canada. Civil Air Patrol, with the assistance of the U.S. Air Force, entered the exchange in 1948. The program has grown over the years, and a total of 41 countries have participated at one time or another.

The 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 the past year, 188 CAP cadets and 34 senior member escorts were exchanged with the 13 other IACE-member nations and 8 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 U.S. Air Force officers participated in the 1977 IACE Planning Conference in Baden, Austria, to plan the next year's exchange between the IACE-member nations.



**Winter Training.** Cadets attending the National Emergency Assistance Training (NEAT) School at Hawk Mountain and West Conshohocken, Pennsylvania clear away the snow in preparing to set up tents. Although most of the country was suffering through one of the worst winters in history, more than 175 Pennsylvania Wing Rangers took it in stride and attended the course which is designed to provide proficiency in the skills required to perform the Civil Air Patrol search and rescue mission. (Photo by Raymond Kaminski)



**Virginia Visitors.** Ten enthusiastic young Israelis were guests of the CAP Virginia Wing during their three-week International Air Cadet Exchange (IACE) visit to this country. Their schedule included a meeting with Governor Mills E. Godwin and trips to Charlottesville, Montfair, Fredericksburg, Hampton and Tangier Island. Sightseeing included tours to the Rotunda, Monticello, Luray Caverns, Old Country, Busch Gardens, Colonial Williamsburg, Langley Air Force Base, and the aircraft carrier USS America. Along with their CAP hosts, the visiting cadets enjoyed campouts, picnics, horseback riding, boating, swimming, skeet shooting, and a farewell banquet attended by fifty of their new CAP friends. (L-R): David Ben Shahar, Amnon Gardi, Ehud Lebovitch, Shai Neeman, Ruth Bitton, Gil Zaphrir, Ran Bloomenfeld, Ido Dagan, Nadav Kaplan, Center: Ron Shilo — Photo by Jay M. Ipson).

**California Camp.** The El Toro Marine Corps Air Station hosted a Type B encampment on three weekends in April and May for CAP California Wing cadets. A highlight of the encampment for several cadets was the chance to visit with members of the Navy's "Blue Angel" aerial demonstration team whose performance was the hit attraction of an air show that was coincidentally scheduled on the last weekend of the encampment. The successful encampment was the result of good planning and excellent Marine Corps hospitality and support.



## Association With Other Organizations

A volunteer organization can be successful only if its objectives are worthwhile and even the success is totally dependent upon the commitment and dedication of the volunteer members who contribute their time, talents, and resources in support of those objectives. Organizations can also unite in support of a common cause. Civil Air Patrol is associated in mutually supportive relationships with local, national and international organizations in areas of common interest. As a volunteer organization with limited resources, Civil Air Patrol has found that such relationships help insure that the maximum potential of each organization will more nearly be realized.

### 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. A good example of the latter is the awarding of a national scholarship and several state and local scholarships to participants of the Aerospace Education Leadership Development Course. The continued AFA support of CAP in all of its activities is deeply appreciated.

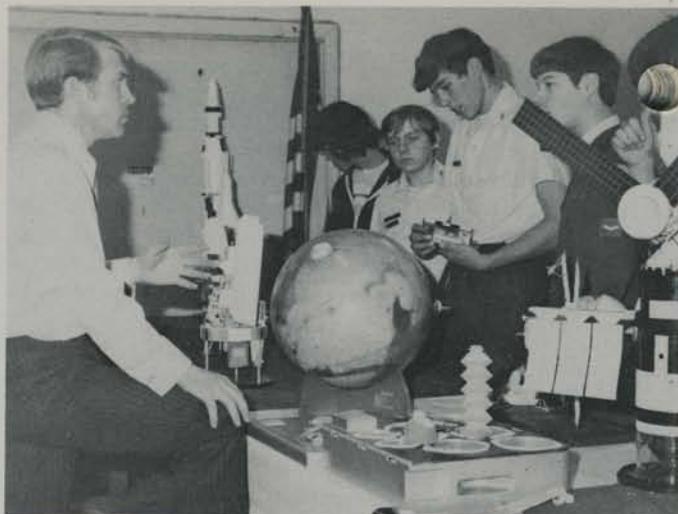
### AEROSPACE INDUSTRIES ASSOCIATION OF AMERICA, INC. (AIA)

The keynote speaker of the first Aerospace Education Leadership Development Course was Dr. Karl G. Harr, Jr., President of Aerospace Industries Association of America, Inc. The AIA provided outstanding support in supplying materials for the course as well as handout materials for students. Dr. Harr's expertise as a speaker and the materials provided by AIA were of inestimable assistance to Civil Air Patrol in the development and production of the first AELDC.

### OPTIMIST INTERNATIONAL

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

**Mountain Search.** CAP pilots in the western states must, of necessity, be specialists in the more difficult and hazardous mountain search. Mountain terrain, combined with weather conditions during the winter months, limit the search mission to only the most skilled pilots.



**Aerospace Education.** Gary Moen (left) of the NASA Ames Research Center made presentations on the space program to 200 members of the CAP Washington Wing as part of his scheduled program on aerospace education in schools and aerospace education workshops throughout the state.

### 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 works closely in other joint projects such as aerospace education workshops for teachers. Dr. Fred Tuttle, of NASA's Education Programs Division, is a member of the CAP National Aerospace Education Advisory Committee.

Dr. Robert S. Tiemann, Education Programs Officer, NASA, and Dr. David Williamson, Administrator of Special Projects, NASA, participated in the first Aerospace Education Leadership Development Course sponsored by Civil Air Patrol and held at Maxwell Air Force Base in June-July 1977. Dr. Tiemann was a member of the Aerospace Education Resources Panel and Dr. Williamson addressed the course participants on the U.S. Space Program Issue. NASA's participation and support of the first AELDC was greatly appreciated.

### ORDER OF DAEDALIANS

This multi-service fraternal organization of military pilots supports CAP through financial contributions for local squadron activities and solo and private pilot scholarships on both a local and national level.

### FEDERAL AVIATION ADMINISTRATION (FAA)

The FAA assists in all three of CAP's mission areas. The FAA Orientation Program is conducted each year at Will 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. FAA provided outstanding support for the first Aerospace Education Leadership Development Course. Dr. Mervin K. Strickler, Jr., Chief of Aviation Education Programs Division, FAA, provided his expertise and untiring support as the Visiting Scholar for the CAP Aerospace Leadership Development Course.



### **AIR CADET LEAGUE OF CANADA**

is a strong supporter of and an active participant in the International Air Cadet Exchange program for the past 30 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.

### **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. Sam Tropea of the FCC Licensing Division and R.C. McIntyre of the FCC Rules Division are members of the CAP Communications Committee and assist by providing technical and administrative guidance.

### **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, no individual memberships are allowed. CAP, and more than 20 other organizations, cooperate in a nationwide effort to promote and improve aerospace education at all levels.

### **SALVATION ARMY**

The Salvation Army is chartered by Congress and charged in the Federal Disaster Relief Act of 1970 with responsibility to assist persons in need as a result of disaster emergencies. This is a common cause with CAP and to insure that the maximum potential of both organizations to assist persons in need will be realized, a Statement of Cooperation between CAP and the Salvation Army was signed in 1973. There has since been a continuing development and strengthening of the mutually beneficial relationship.

### **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 serve 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.

### **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.

### **VETERANS OF FOREIGN WARS (VFW)**

As its 78th National Convention held in Minneapolis during August, the VFW adopted a resolution recognizing the cooperative relationship with CAP and urging all posts, county councils, districts, and departments to maintain and strengthen their ties with CAP.

The longstanding relationship between CAP and VFW has resulted in VFW Post sponsorship and assistance to CAP cadet squadrons in communities throughout the nation. Civil Air Patrol is grateful for this generous support.

### **AMERICAN RED CROSS**

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

### **AMERICAN LEGION**

The American Legion and Civil Air Patrol have a common commitment to aerospace education and youth development, and since 1950, have cooperated in these areas of interest. The Legion participated with CAP and the National Aerospace Education Association in an educational effort planned and implemented jointly by the three organizations. The Legion also urges its post commanders to contact counterparts in local CAP squadrons and discuss means by which the Post can put its interest in CAP into productive channels.

**Colorado Christmas.** Barbara Combas, Coordinator for the Colorado Migrant Council, accepted delivery of over five tons of clothing, food, and toys collected by Colorado CAP members for migrant farm workers stranded for the winter in Colorado. Every child received warm clothing and a toy.



## CAP Chaplaincy

The CAP chaplaincy, with more than 1,000 men and women representing 125 religious denominations serving as CAP chaplains, is the second largest chaplaincy in the world. These volunteer clergy from the civilian sector play a specialized and vital role in the religious life, morale, and morals of the 60,000 Civil Air Patrol cadets and senior members. Each CAP chaplain is carefully screened for professional competence and then must receive ecclesiastical endorsement by his or her denomination. In addition, each is required to be in a full-time religious vocation, ordained, and have completed four years of college and three years of seminary or its equivalent. The CAP chaplain force is further augmented by nearly 350 visiting clergy (not members of Civil Air Patrol) who conduct the cadet moral leadership training program in squadrons that are without a duly appointed chaplain. During 1977 CAP chaplains contributed more than 120,260 man-hours to CAP, conducted 6,408 moral leadership sessions, held 19,241 personal interviews and counseling sessions involving 32,050 members, visited 3,860 homes and units, and conducted 4,985 religious services/rites in addition to attending, at their own expense, innumerable other CAP activities. The CAP chaplaincy demonstrates a type of grass roots ecumenism that 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 Values for Living program (moral leadership), professional functions, personal counseling, worship services, and as a significant liaison between the CAP unit and the member's home, church, and community.

### 1977 HIGHLIGHTS:

- The Casady-Elmore Ministerial Grant of \$500 was awarded to Cadet Second Lieutenant Cheryl J. Wildman, Kenosha Composite Squadron, Kenosha, Wisconsin, for use toward an education preparing for a ministry-related field.

**California Chaplain.** Chaplain Frank C. Watkins (left) of California's Operations and Training Senior Squadron was recognized as CAP's Unit Chaplain of the Year by Brigadier General Thomas C. Casaday, CAP, National Commander of Civil Air Patrol. Chaplain Watkins has served as a CAP chaplain for 25 years.



**Chaplain Conference.** Chaplain, Major General, Henry J. Meade (center), Chief of Air Force Chaplains along with the Chairman of the CAP National Chaplain Committee, Chaplain Luther M. Smith (left), and Air Force Chaplain Robert H. Beckley participated in the annual CAP Chaplains' Conference held in Atlanta in October. Chaplain Meade is the highest ranking former CAP cadet in the United States Air Force.

- Chaplain, Lt. Colonel, Frank C. Watkins, CAP, Operations and Training Senior Squadron 113, California Wing, was awarded the Thomas C. Casaday Unit Chaplain of the Year Award. Chaplain Watkins has been a CAP chaplain 25 years and is the author of several pamphlets on the CAP chaplaincy.

- The National Chaplain Committee met in conjunction with the CAP National Board Meeting in Atlanta, Georgia. In addition to workshops on the CAP chaplaincy, Chaplain, Major General, Henry J. Meade, Chief of Chaplains, USAF, a former CAP cadet, addressed the conferees.

- Ministry to Youth Laboratories/Chaplain Training Conferences were held in seven regions. Eighty-four CAP cadets attended two USAF-sponsored Christian Encounter Conferences.

- New chaplains appointed to CAP units numbered 166.

### 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	Holiness Churches
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	Old Catholic
Christian Reformed Church	Open Bible Standard
Christian Science	Orthodox
Church of Christ	Pentecostal Holiness
Church of God	Pilgrim Holiness
Church of God of Prophecy	Presbyterian
Congregational Church (Christian)	Reformed Church in America
Council of Community Churches	Salvation Army
Disciples of Christ	United Church of Christ

## Support For Civil Air Patrol

**Occupancy of DOD Facilities.** Civil Air Patrol units are located on 157 Department of Defense facilities and occupy approximately 470,000 square feet of building and office space. While this support provides financial relief to the individual CAP units involved and insures maximum utilization of DOD facilities, almost 90 percent of the total CAP units (1,926) requiring facilities are not benefitted. The reduction in the number of DOD facilities even further limits the availability of such facilities for CAP occupancy. Enactment of the proposed amendment of the CAP Supply Bill, HR 6237, would provide relief since it would authorize CAP use of the services and facilities of other federal civil agencies in addition to DOD property as presently authorized by PL 557, Title 10, USC 9441.

**DOD Excess Property.** Public Law 557 authorizes Civil Air Patrol to acquire equipment and supplies that are excess to the needs of the Department of Defense. During 1977, CAP received aircraft, vehicles, communications equipment, office equipment and other property with an estimated value of \$1,750,000. The estimated value is 20 percent of the original cost to the Department of Defense. Restoration of aircraft and vehicles to a safe operating condition and modification of aircraft to meet FAA airworthiness standards requires the expenditure of the limited funds of the Civil Air Patrol Corporation. The Air Force identified 58 excess DOD aircraft for transfer to CAP during 1977 as compared to 40 in 1976. Four of the aircraft were acquired for spare parts which are made available to CAP units through the CAP Supply Depot at Amarillo, Texas.

**CAP Supply Depot.** The Amarillo facility enables CAP to obtain and store aircraft spare parts and ship to individual CAP wings as the need arises. The users of this service pay all transportation and handling charges. Spare parts are provided for the 676 CAP corporate owned aircraft consisting of 46 different makes and models. Parts for these excess and CAP acquired civilian type aircraft are usually unavailable from other sources. Excess DOD aircraft spare parts are not provided to CAP members for use on privately owned aircraft, but the depot does sell vendor acquired

spares to individual CAP members for use on their own aircraft.

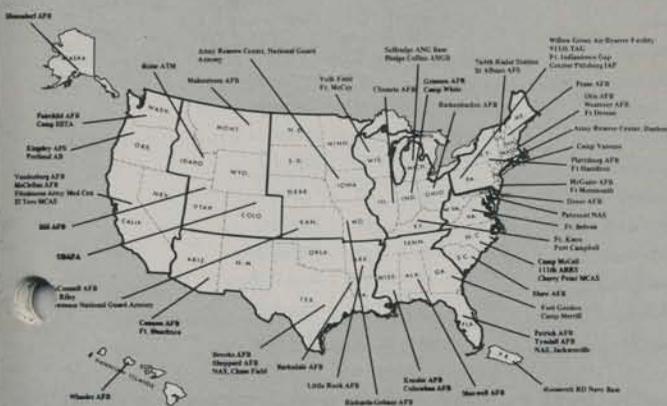
### Proposed Amendment to CAP Supply Bill (10 USC 9441).

- CAP is currently authorized under Public Law 557, Section 9441, Title 10 USC, 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.

- A proposed amendment to Section 9441, Title 10, USC (The CAP Supply Bill) was introduced in Congress on 6 April 1977 as HR 6237. The proposed amendment (HR 6237) contains provisions requiring both federally funded support and unfunded support. The unfunded support provisions authorize the USAF to (1) acquire excess personal property (aircraft, automotive vehicles, communications equipment, and tools) from Federal civil agencies and in hands of government contractors for transfers to CAP; and (2) acquire excess real property and facilities under control of Federal civil agencies for use on a loan basis by CAP units. The support provisions requiring additional Federal funding are (1) free uniforms for CAP cadets at certain stages of achievement; (2) reimbursement to CAP units on an hourly basis for aircraft maintenance expended during USAF-approved actual and training search and rescue missions; (3) reimbursement to CAP members for telephone tolls and automotive fuels expended during the accomplishment of actual and training search and rescue missions as authorized by USAF; and (4) partial reimbursement (per diem) for subsistence and quarters to CAP members who travel excessive distances from their homes to accomplish actual and training search and rescue missions as authorized by USAF.

- If the CAP is to maintain its current level of capability in search and rescue, disaster assistance, and its other public service programs in youth development and aerospace education, the passage of the proposed amendment (HR 6237) is definitely required.

### DOD FACILITIES SUPPORTING CADET ENCAMPMENTS



### CADET SUMMER ACTIVITIES

#### COUNTRIES OF VISITING IACE CADETS AND HOST WINGS



# Statistical Summary

## VITAL STATISTICS 31 December 1977

	1976	1977
<b>Membership</b>		
Cadets	27,373	26,778
Seniors	37,143	36,595
Total Membership	64,516	63,373
<b>Organizational Units</b>		
Regions	8	8
Wings	52	52
Groups	184	185
Senior Squadrons	267	268
Cadet Squadrons	402	406
Composite Squadrons	949	940
Flights	82	68
Total Units	1,945	1,927
<b>Communications</b>		
Fixed Land	10,051	13,894
Ground Mobile	7,541	8,291
Air Mobile	1,291	1,162
Citizen Band	3,797	3,256
Aeronautical Search and Rescue	727	732
Corporate Aeronautical	548	705
Repeater Stations	113	173
Total Radio Stations	24,068	28,213

	1976	1977
<b>Aircraft</b>		
Corporate Owned	656	666
Member Owned	5,735	5,746
Total Aircraft	6,391	6,412
<b>Search and Rescue Missions (USAF Auth.)</b>		
Missions	817	896
Flights (Sorties)	8,875	8,431
Hours Flown	17,604	16,004
Search Objectives Located	395	448
Lives Saved	34	53
<b>Effectiveness Tests</b>		
Search and Rescue	52	51
Civil Defense	51	50
<b>Encampments</b>		
Host Bases (Type A)	45	32
Cadets Attending	8,408	6,620
Seniors Participating	1,421	1,036
<b>Cadet Awards</b>		
Mitchell Awards	1,822	1,456
Earhart Awards	584	595
Spatz Awards	49	39

### Wing participation in Search and Rescue

1 Jan. 77 through 31 Dec. 77 (USAF Authorized Missions)

	Sorties	Hours		Sorties	Hours
Alabama	82	188	National Capital	4	8
Alaska	856	2,131	Nebraska	7	13
Arizona	407	975	Nevada	92	204
Arkansas	113	203	New Hampshire	30	42
California	1,950	3,327	New Jersey	12	14
Colorado	812	1,478	New Mexico	505	904
Connecticut	0	0	New York	103	151
Delaware	0	0	North Carolina	62	135
Florida	326	428	North Dakota	22	38
Georgia	34	58	Ohio	130	288
Hawaii	19	51	Oklahoma	139	272
Idaho	47	85	Oregon	79	149
Illinois	82	163	Pennsylvania	41	75
Indiana	96	174	Puerto Rico	10	18
Iowa	18	31	Rhode Island	0	0
Kansas	55	105	South Carolina	124	166
Kentucky	96	208	South Dakota	36	71
Louisiana	35	76	Tennessee	30	41
Maine	52	113	Texas	305	754
Maryland	25	48	Utah	206	419
Massachusetts	20	38	Vermont	33	64
Michigan	596	753	Virginia	69	109
Minnesota	41	117	Washington	8	12
Mississippi	70	152	West Virginia	93	163
Missouri	41	72	Wisconsin	83	175
Montana	45	105	Wyoming	290	640
			<b>Total</b>	<b>8,431</b>	<b>16,004</b>

### Finds and Saves

The following are CAP wing credits for finds (objectives located) and saves (lives saved) during 1977 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	6	National Capital	0	0
Alaska	10	39	Nebraska	0	1
Arizona	0	14	Nevada	0	4
Arkansas	0	15	New Hampshire	0	0
California	4	42	New Jersey	0	4
Colorado	15*	17	New Mexico	0	10
Connecticut	0	0	New York	0	5
Delaware	0	0	North Carolina	8	11
Florida	0	17	North Dakota	0	3
Georgia	1	9	Ohio	0	11
Hawaii	0	2	Oklahoma	0	2
Idaho	2	3	Oregon	0	3
Illinois	0	11**	Pennsylvania	2	14
Indiana	0	12**	Puerto Rico	0	0
Iowa	0	5	Rhode Island	0	0
Kansas	0	6	South Carolina	0	1
Kentucky	0	11	South Dakota	0	4
Louisiana	0	10	Tennessee	2	8
Maine	0	5	Texas	1	21
Maryland	0	6	Utah	1	6
Massachusetts	0	2	Vermont	0	1
Michigan	0	15	Virginia	1	10
Minnesota	2	7	Washington	0	4
Mississippi	3	12	West Virginia	1***	4
Missouri	0	13	Wisconsin	0	7
Montana	0	3	Wyoming	0	2
			<b>Total</b>	<b>53</b>	<b>448</b>

\*9 of the saves credited to Colorado resulted from their participation in a Disaster Relief Tempest Rapid Mission.

\*\*Credit for a find shared with another wing.

\*\*\*One of the saves credited to West Virginia resulted from their participation in a Disaster Relief Tempest Rapid Mission.

# Statistical Summary

## STATE SUPPORT

Thirty-three states appropriated a total of \$1,381,014 in support of Civil Air Patrol wings for FY 1978. This local support is needed and greatly appreciated.

WING	AMOUNT	WING	AMOUNT	WING	AMOUNT
Alabama	\$35,000	Maryland	97,709	Puerto Rico	30,000
Alaska	222,856	Michigan	50,000	Rhode Island	10,500
Arizona	55,000	Minnesota	32,000	South Carolina	77,031
Arkansas	26,906	Mississippi	20,000	South Dakota	19,500
Colorado	55,848	Nevada	30,000	Tennessee	38,322
Connecticut	10,000	New Hampshire	22,250	Utah	21,950
Hawaii	75,000	New Mexico	23,800	Vermont	4,998
Illinois	93,500	New York	49,397	Virginia	30,000
Kentucky	10,000	North Carolina	55,068	West Virginia	21,000
Louisiana	62,090	North Dakota	28,350	Washington	30,439
Maine	5,000	Pennsylvania	35,000	Wyoming	2,500
				Total	\$1,381,014

## TEN YEARS IN REVIEW

Year	No. Wings	Amount	Year	No. Wings	Amount	Year	No. Wings	Amount
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
1970	29	861,123	1973	33	1,088,078	1977	33	1,381,014
			1974	33	1,094,566			

## National Executive Committee

Brig. Gen. Thomas C. Casaday, CAP  
 Brig. Gen. Paul E. Gardner, USAF  
 Colonel Oscar K. Jolley, CAP  
 Brig. Gen. William C. Whelen, CAP Chairman Emeritus  
 Brig. Gen. Lyle W. Castle, CAP Chairman Emeritus  
 Colonel A.A. Milano, CAP  
 Colonel Louisa S. Morse, CAP  
 Colonel Edward L. Palka, CAP  
 Colonel L.H. McCormack, CAP  
 Colonel William B. Cass, CAP  
 Colonel Johnnie Boyd, CAP  
 Colonel Larry D. Miller, CAP  
 Colonel Howard Brookfield, CAP

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 Controller

Colonel Kelly S. Neeley, CAP

### National Administrator

Gordon T. Weir

### CAP Wing Commanders

AL Col. Duke C. Bradford, CAP  
 AK Col. Russell J. Anderson, CAP  
 AZ Col. Thomas M. May, CAP  
 \*AR Lt. Col. David L. Guthridge, CAP  
 CA Col. Warren J. Barry, CAP  
 CO Col. Roger E. MacDonald, CAP  
 CT Col. Kenneth D. Faust, CAP  
 DE Col. Howard N. Pratt, CAP  
 FL Col. Richard L. Leali, CAP  
 GA Col. Leroy S. Riley, CAP  
 HI Col. William K. Baker, CAP  
 \*ID Lt. Col. Keith L. Lysinger, CAP  
 IL Col. Albert G. Nicholson, CAP  
 IN Col. Jack R. Hornbeck, CAP  
 IA Col. Patricia J. Gigstad, CAP  
 KS Col. James E. Barkley, CAP  
 \*KY Lt. Col. Herman H. Bishop, CAP  
 LA Col. D. Peter Laguens, CAP  
 ME Col. Joseph R. Melrose, CAP  
 MD Col. Frank A. Kunkowski, CAP  
 MA Col. Carl J. Platter, CAP  
 MI Col. Russell A. Sheibels, CAP  
 MN Col. Russell E. Kruse, Sr., CAP  
 MS Col. Forest A. Henley, CAP  
 MO Col. Nicholas J. Knutz, CAP  
 MT Col. Robert E. Fears, CAP  
 \*Interim Commander

NCAP Col. Alfred E. Morris, 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 E. Harwell, CAP  
 ND Col. Maurice E. Cook, CAP  
 \*OH Lt. Col. Claude H. Fore, CAP  
 \*OK Lt. Col. William F. Beringer, CAP  
 OR Col. Bobbie J. Girard, CAP  
 \*PA Lt. Col. Andrew E. Skiba, CAP  
 PR Col. Rodolfo D. Criscuolo, CAP  
 \*RI Lt. Col. Raymond J. Loynds, CAP  
 \*SC Lt. Col. George O. Compton, CAP  
 SD Col. Harold K. Lindseth, CAP  
 TN Col. William C. Tallent, CAP  
 TX Col. Ben W. Davis, Jr., CAP  
 UT Col. Harold M. Hilburn, CAP  
 VT Col. David A. Dawson, CAP  
 VA Col. Reed S. Vaughan, CAP  
 \*WA Lt. Col. F. David Lambert, CAP  
 WV Col. Pearl A. Ward, CAP  
 WI Col. Arthur D. Rediske, CAP  
 WY Col. Leah L. Sampson, CAP

# Financial Statement

## The National Treasury of Civil Air Patrol Balance Sheet

	June 30,	
	1977	1976
<b>ASSETS</b>		
Cash	\$ 116,005	\$ 17,004
Time deposits and certificates of deposit	683,013	841,448
Marketable securities, at cost (market value \$215,500)	278,289	204,435
Accounts receivable — Note 2	173,944	200,636
Educational materials and aircraft parts inventories — Note 1	383,627	295,538
Prepaid expenses	39,427	22,816
Machinery and equipment, less accumulated depreciation of \$92,998 in 1977 and \$82,053 in 1976 — Note 1	72,501	49,704
	<u>\$1,746,806</u>	<u>\$1,788,171</u>
<b>LIABILITIES AND FUND BALANCE</b>		
Notes payable — Note 2	\$ 79,623	\$ 80,478
Accounts payable	70,278	33,932
Accounts payable — securities	—	204,435
Deposits and refunds due	57,158	74,816
Due to national scholarship fund	116,723	72,275
Accrued payroll taxes	2,348	2,757
Unearned stock option premiums	1,048	15,071
Deferred finance revenue	34,030	31,224
	<u>361,208</u>	<u>514,988</u>
Fund balance — Note 3	<u>1,385,598</u>	<u>1,273,183</u>
	<u>\$1,746,806</u>	<u>\$1,788,171</u>

See accompanying notes to financial statements.

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

	For Years End	
	June 30, 1977	1976
Cash, time deposits and certificates of deposit beginning of period	\$1,015,042	\$ 830,696
Sources of funds:		
From operations		
Excess of revenues over expenses	112,415	172,994
Add expenses not requiring outlay of funds:		
Depreciation	10,946	11,181
	<u>123,361</u>	<u>184,175</u>
Increase (decrease) in liabilities and deferred revenues:		
Notes payable	( 855)	( 23,874)
Accounts payable	36,346	17,882
Accounts payable — securities	( 204,435)	204,435
Deposits and refunds due	( 17,658)	11,978
Due to national scholarship fund	44,448	41,902
Accrued payroll taxes	( 409)	1,129
Unearned stock option premiums	( 14,023)	15,071
Deferred finance revenue	2,806	2,535
Total sources of funds	<u>( 30,419)</u>	<u>455,233</u>
Uses of funds:		
Additions to fixed assets	33,743	22,651
Increase (decrease) in assets:		
Marketable securities	73,854	204,435
Accounts receivable	( 26,692)	28,955
Educational materials and aircraft parts inventories	88,089	17,799
Prepaid expenses	16,611	( 2,953)
Total use of funds	<u>185,605</u>	<u>270,937</u>
Increase (decrease) in funds:		
Cash	( 57,589)	( 7,311)
Time deposits and certificates of deposit	( 158,435)	191,657
	<u>( 216,024)</u>	<u>184,346</u>
Cash, time deposits and certificates of deposit, end of period	<u>\$ 799,018</u>	<u>\$1,015,042</u>

**TOM SMITH & ASSOCIATES**

INDEPENDENT PUBLIC ACCOUNTANTS

One American Bank Building, Birmingham, Alabama 35203

July 22, 1977

To the National Board of Civil Air Patrol  
Huntsville Air Station, Alabama

We have examined the balance sheets of the National Treasury of Civil Air Patrol as of June 30, 1977 and 1976, and the related statements of income and expense, 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 we included such items 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, 1977 and 1976, in conformity with generally accepted accounting principles applied on a basis consistent with that of the reporting entity.

*Tom Smith, President*

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

	For the Years Ended	
	1977	1976
Balance at June 30, as previously reported	\$1,273,183	\$1,100,189
Excess of revenue over expenses for the year	112,415	172,994
Balance at June 30	<u>\$1,385,598</u>	<u>\$1,273,183</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,	
	1977	1976
<b>REVENUES</b>		
Membership dues	\$ 522,104	\$ 531,504
Members contributions	39,646	38,486
Educational materials	479,357	342,454
Amarillo depot aircraft parts	334,054	265,935
Aircraft disposal program	636,793	139,013
Interest	44,448	41,902
Other	22,573	1,705
Stock options	22,559	—
Dividends	6,457	—
	<u>2,107,991</u>	<u>1,360,999</u>
<b>EXPENSES</b>		
Cadet activities	155,893	159,056
Senior activities	20,504	17,262
Subscriptions	33,335	20,429
Public relations and publicity	9,145	6,082
Insurance	112,310	104,604
Machine rental	49,698	51,491
Regional, national commander and executive director	21,496	21,119
Administrative support	31,388	43,694
Directional finders	—	4,171
Contingency	8,088	6,184
Art and art supplies	2,950	3,548
Awards and citations	5,296	5,741
Equipment maintenance	3,748	3,388
Administration finance	16,887	16,875
Protocol	5,699	3,469
Salaries	78,050	100,236
Business member	576	224
Educational materials	425,750	286,361
Amarillo depot aircraft parts and general operations	328,013	233,240
National scholarships	44,448	41,902
Depreciation	8,890	8,127
U-6 Aircraft disposal program	632,167	29,844
Other	1,245	20,958
	<u>1,995,576</u>	<u>1,188,005</u>
Excess of Revenues over Expense	<u>\$ 112,415</u>	<u>\$ 172,994</u>

See accompanying notes to financial statements.

## Financial Statement

**The National Treasury of  
Civil Air Patrol  
Notes to Financial Statements  
June 30, 1977**

**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 1977 and 1976 of \$10,946 and \$11,181, respectively, is computed on the straight-line method.

**Revenue Recognition**

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

**Income Taxes**

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

**NOTE 2**

Notes payable amounting to \$79,623 and \$80,478 for 1977 and 1976, 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 \$81,421 and \$85,929 for 1977 and 1976 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 Ewa Beach Cadet Squadron of the Hawaii Wing* was selected as the Civil Air Patrol Squadron of Distinction based on its accomplishment of having attained the highest level of achievement within the cadet program. The Squadron's Commander, *Lt. Col. Richard B. Fry*, received the F. Ward Reilly Leadership Award in recognition of his outstanding work with the squadron.

**Squadrons of Merit.** The following runners-up in the Squadron of Distinction were designated as Squadrons of Merit:

- 1) *Turn Pine Cadet Squadron, New Jersey Wing*
- 2) *South Macomb Cadet Squadron, Michigan Wing*
- 3) *Palm Beach Cadet Squadron, Florida Wing*
- 4) *Humacao High School Cadet Squadron, Puerto Rico Wing*

**Number One Wing.** *The Georgia Wing* was the top performer in the CAP Wing Effectiveness Evaluation Program.

**Number One Region.** *The Southeast Region* was named top region based on the combined performance of assigned wings in the Wing Effectiveness Evaluation Program. Those wings are: Alabama, Florida, Georgia, Mississippi, Puerto Rico, and Tennessee.

### INDIVIDUAL RECOGNITION

**Cadet of the Year.** *Cadet Deirdre M. Condit*, of the 102nd Cadet Squadron of the Iowa Wing

**Senior Member of the Year.** *Lt. Col. Barbara L. Morris*, Middle East Region

**Wing Commander of the Year.** *Col. Leroy S. Riley*, Georgia Wing

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



**Curious Cadet.** During an orientation flight for Arizona CAP cadets, the Flight Engineer on an Arizona Air National Guard KC-97 tanker explains the purpose of the various gauges and dials on the flight engineer's control panel. (Photo by David Moore)

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

#### Alabama

Mark D. Sockwell (No. 456), Tuscaloosa Comp Sq., 820 4th Ave. E-41, Tuscaloosa, AL 35401

#### California

Michael R. Couillard (No. 420), Douglas Cdt. Sq., 93, PO Box 1306, USAF Academy, CO 80841  
 Gary S. Martin (No. 435), Salesian Cdt. Sq., 138, 1184 W. 30th St., Los Angeles, CA 90007  
 Brian D. Wolf (No. 457), Los Alamitos Cdt. Sq., 153, 7310 Ewell Way, Stanton, CA 90680  
 David N. Simmons (No. 447), Arvada Comp. Sq., 7095 W. 32nd Ave., Wheat Ridge, CO 80033  
 Jay T. Tourtel (No. 455), Timberline Cdt. Sq., 3254 Quail, Lakewood, CO 80215

#### Connecticut

Doris H. Krampe (No. 428), 399th Comp. Sq., PO Box 3034, USAF Academy, CO 80841  
 Bruce L. Roy (No. 432), 103rd Comp. Sq., 38 Branford St., Hartford, CT 06112

#### Delaware

Kent D. Hiestand (No. 436), New Castle Cdt. Sq., Rd. 2, Box 49C, Hockessin, DE 19707

#### Florida

James J. Drew (No. 426), Cutler Cdt. Sq., 6970 S.W. 148 Terrace, Miami, FL 33158  
 Edward A. McLuckie (No. 444), East Dural Optimist Comp. Sq., 2509 Una Dr., Jacksonville, FL 32216

#### Georgia

Jeffrey N. Peterson (No. 425), Atlanta Comp. Sq., 2, 1016 St., Bernard Dr., Lilburn, GA 30247

#### Illinois

Robert F. Byrd (No. 454), Clinton-Scott Comp. Sq., 52 Harmon Dr., Lebanon, IL 62254  
 Jack C. Sartoris (No. 431), Lewis-Clark Cdt. Sq., RR No. 5, Box 229M, Edwardsville, IL 62025

#### Indiana

Ronald F. Reimer, Jr. (No. 441), Weir Cook Cdt. Sq., 12 Horseshoe Ln, Carmel, IN 46032

#### Michigan

Glenn E. Overby, II, (No. 437) 93000 Great Lake Region, 21751 Pleasant, E. Detroit, MI 48021

#### Minnesota

Douglas M. Rutherford (No. 442), North Hennepin County Comp., 4111 Wayzata Blvd., Minneapolis, MN 55416



**Top Performer.** In a special ceremony at Peterson Air Force Base, Gary Tullis was presented the General Carl A. Spaatz Award by Air Force General Daniel James, Jr., Commander in Chief of the North American Air Defense Command. The nineteen year-old student at the University of Colorado in Boulder is only the eighth cadet from Colorado to receive the award which recognizes the highest level of achievement in the CAP cadet program.



**Pararescue Training.** The week-long Pararescue Orientation Course, developed and conducted for the first time by the Air Force's 1550th Aircrew Training and Test Wing at Kirtland Air Force Base, New Mexico, was attended by 37 CAP cadets. The group received two days of on-base classroom orientation and tours of facilities and four days of rugged and disciplined field training in the Pecos wilderness area. The cadets were taught use of the compass and map reading during frequent hikes and were required to observe strictly enforced safety rules. (Photo by Terry Fletcher)



**Mississippi**

Leland W. Maxey (No. 421), Golden Triangle Comp., Rt. 2, 5 Cardinal Ln, Starkville, MS 39759  
 Michael E. Russell (No. 448), Jackson Cdt. Sq., 908 Oakhill Circle, Clinton, MS 39056

**Nebraska**

Margaret R. Simmons (No. 418), Lincoln Cdt. Sq., 2125 S. 62nd St., Lincoln, NE 68506

**New York**

Randy C. Anger (No. 422), TAK Sq., 369 Willow Ridge Dr., Tonawanda, NY 14150  
 Bernard N. Horak (No. 427), Dewitt Cdt. Sq., 301 Hopper Rd., Syracuse, NY 13207  
 Steven R. Gullberg (No. 439), Eagle Cdt. Sq., 417 Superior St., Jamestown, NY 14701  
 Warren E. Zelenski (No. 443), Suffolk Cdt. Sq. VII, 19 Westpark Dr., Huntington Station, NY 11746

**North Carolina**

Walter H. Leach (No. 451), Raleigh Comp. Sq., 304 East Rowan St., Raleigh, NC 27609  
 William C. Scheppegrell (No. 450), 111th Air Rescue and Recovery Sq., 1343 Paddock Circle, Charlotte, NC 28209

**Ohio**

Claude H. Fore, III (No. 438), Group VII, 1720 Rockhurst Ave., Kettering, OH 45420  
 David M. Schuster (No. 429), Delhi Comp. Sq., 109, 1034 Covedale Ave., Cincinnati, OH 45238

**Oklahoma**

Stephen J. Greubel, (No. 424) Tahlequah Cdt. Sq., 1101 Seminary, Tahlequah, OK 74464

**Oregon**

Gary K. Lorimor, (No. 446) Corvallis Comp. Sq., Rt. 3, Box 529A, Corvallis, OR 97330

**Pennsylvania**

Robert J. Mattes, (No. 445) Mifflin County Comp. Sq., 1302, 637 Lexington Rd., Warminster, PA 18974  
 Konrad J. Trautman (No. 423) Capital City Comp. Sq., 302, 434 Pine St., Steelton, PA 17113  
 Lawrence L. Trick (No. 452) Erie Comp. Sq. 502, 4039 W. Ridge Rd., Erie, PA 16506

**to Rico**

Leonard Correa (No. 430) Caquas H.S. Cdt. Sq., Turabo Gardens-Calle GF 1S, Caguas, PR 00928

**South Carolina**

George R. Moore, Jr., (No. 449) Greenville Comp. Sq., 19 Burgundy Dr., Greenville, SC 29607

**Texas**

Eddy R. Billman (No. 419) Crusader Comp. Sq., 326 Nunez Dr., Grand Prairie, TX 75051



**Spatz Award.** John Tor Bejnar (left) of New Mexico's Las Vegas Composite Squadron was presented the General Carl A. Spatz Award by New Mexico Governor Jerry Apodaca. Members of John's family attended the special ceremony recognizing his outstanding achievements as a CAP cadet.

## Virginia

John B. Costello, (No. 453) Peninsula Comp. Sq., 1907-A Franklin, Langley AFB, VA 23065  
Christopher Wist, (No. 434) Herndon Comp. Sq., 11565 Links Dr., Reston, VA 22090

## Wisconsin

Stephen L. Foster, (No. 440) 622nd Wisconsin Cdt. Sq., 4666 N. 66th St., Milwaukee, WI 53218

## Illinois

Joe H. Abegg, \$500, 526 South 20th, Belleville 62221 (Parks College of St. Louis Univ.)  
Mark D. Bergen, \$500, 1949 W. Superior Street, Chicago 60622 (University of Illinois at Urbana-Champaign)  
Carol J. Hartmann, \$1,000, 36 Minnie Drive, Belleville 62223 (Avils College)  
Leonard A. Palka, \$750, 8025 Farmingdale Dr., Darten 60559 (Lewis University)  
Joel Signorelli, \$500, 806 Kimberly Way, Lisle 60532 (University of Illinois)

## Indiana

Stephen G. Atkins, \$1,000, 7102 Carlson Ave., Indianapolis 46224 (Indiana University)  
Katherine N. Near, \$500, 508 South Boeke Rd., Evansville 47714 (DePauw University)  
Kerry P. Staller, \$500, 1228 W. Wallen Road, Fort Wayne 46825 (Purdue University)

## Louisiana

Rodney L. Horn, \$500, 3415 Sherian, Bossier City 71112 (Louisiana State University-Shreveport)  
Nola Elaine Tullier, \$500, P.O. Box 244, Addis 70710 (University of Southwestern Louisiana)

## Massachusetts

Michael J. Flangan, Jr., \$500, 109 Old Billerica Rd., Bedford 01730 (Ohio State University)

## Michigan

Joseph E. Baka, \$750, 27063 Avondale, Inkster 48141 (Michigan State University)  
Douglas W. Stout, \$500, 5378 Michael Drive, Bay City 48706 (University of Michigan)

## Minnesota

David D. Cleary, \$500, 2901 West 96th Street, Bloomington 55431 (St. Olaf College)  
Debra K. Dundas, \$500, 1405 Marsh Street, Mankato 56001 (Mankato State University)

## Mississippi

Joyce P. Cain, \$500, 106 Nottingham, Ocean Springs 20564 (Mississippi University for Women)  
Pamela E. Peyman, \$1,000, Rt. 1, 307 Cambridge Rd., Starkville 39759 (Mississippi State University)

## Missouri

Linda S. Bangert, \$500, 302 East McGee, Springfield 65807 (Southwest Missouri State University)  
Kathryn L. Howar, \$500, Box 3270, 6516 Wydown Blvd., Clayton 63105 (Washington University at St. Louis)

## New Hampshire

Shelia J. Parkhurst, \$500, R.F.D. 2, Colebrook 03576 (Colby-Sawyer College)



**Spirit Visit.** Denise Edwards provided public information support for the touring replica of Charles Lindberg's airplane, the Spirit of Saint Louis during its September 24 visit to Houston. Denise and other cadets of the Thunderbird Composite Squadron of the Texas Wing assisted with the all-day display at Houston Hobby Airport.

**Scholarship Winners.** Civil Air Patrol scholarships and grants amounting to more than \$89,000 for academic year 1977-1978 were awarded to 66 of Civil Air Patrol's outstanding young women and men who are attending colleges and vocational-technical schools throughout the nation.

## Alabama

Nancy J. Hollis, \$500, 3800 Squaw Valley Dr., Huntsville 35805 (Calhoun State Community College)

## Arizona

Lorry M. Fenner, \$500, 7661 Venus Way, Chandler 85224 (Arizona State University)  
Barbara A. Kirkpatrick, \$1,000, 538 West Monterey, Chandler 85224 (Northern Michigan University)  
Sandra L. Vanderlek, \$500, 5353 E. 22nd St., Tucson 85711 (University of Arizona)

## Arkansas

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

## California

Kim L. Joyner, \$750, 2300 Fairview #A-102, Costa Mesa 92626 (University of California-Davis)  
Christine O. McKannon, \$1,500, 879 Rivera Street, Milpitas 95035 (San Jose State University)  
Robert P. Royer, \$500, 6450 Navarette Ave., Atascadero 93422 (Northwestern University)  
Andrew K. Weaver, \$500, 2226 Morley Way, Sacramento 95625 (California State University)

## Colorado

Robert E. Ratliff, \$500, 791 South Field Street, Lakewood 80226 (Grimmell College)

## Connecticut

Darlene E. Pearl, \$500, 107 Welch Road, Southington 06489 (State University College at Utica)

## Delaware

Lamont A. Durante, \$500, 7 Andrea Road, Newark 19702 (Spartan School of Aeronautics)

## Florida

Monte E. Belote, \$750, 6975 West 16th Ave., Hialeah 33014 (University of Florida)  
John V. Kelley, Jr., \$500, 400 64th Ave., St. Petersburg Beach 33706 (Georgia Institute of Technology)  
George O. Navarini, \$500, 7792 W. 14th Ave., Hialeah 33014 (University of Florida)

## Idaho

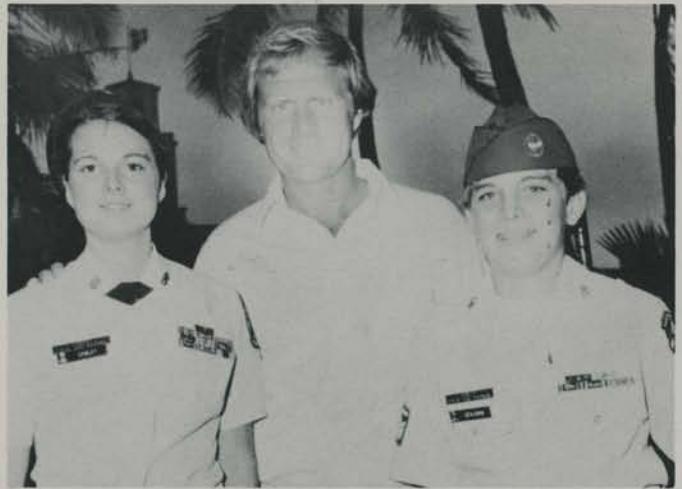
Deirdre M. Condit, \$750, Box 390 Mink Creek Road, Pocatello 83201 (Idaho State University)



**Proud Parent.** Nineteen year-old Skye M. Mitchell of Albuquerque, New Mexico was sworn into the Air Force by her father, Colonel Howard C. Mitchell, USAF (retired). In addition to her many outstanding achievements as a Civil Air Patrol cadet, Skye completed high school in two years, college at New Mexico State in three, and is now studying for her Master's degree.



**First Flight.** Air Force Colonel Bradford Sharp experienced his first glider flight with Hawaii Cadet Cindy Hughes serving as his instructor. Colonel Sharp is an experienced military pilot and Commander of the USAF-CAP Pacific Liaison Region, which is the Air Force organization that serves in an advisory capacity to the CAP Pacific Region.



**Golf Benefit.** Susan Cawley and John Benjamin of Florida's Palm Beach Cadet Squadron, pose with Jack Nicklaus during a local American Cancer society golf benefit at the Breakers Hotel. Assisting with the benefit is just one of many such activities participated in by squadron members each year. The Palm Beach unit is ranked among the top five cadet squadrons in the nation.

**New Jersey**

James R. Bielk, \$1,000, 12 Hillmont Terrace, Colts Neck 07733 (University of Virginia at Charlottesville)

**New York**

Sam G.A. Betz, \$500, 163-39 25 Drive, Flushing 11358 (Queensborough Community College)  
 Timothy J. Cleary, \$500, 614 Maywood Avenue, Schenectady 12303 (Colgate University)  
 Douglas G. Hancher, \$1,000, 11 Heritage Court, Tonawanda 14150 (Rensselaer Polytechnic Institute)  
 John P. Nolan, \$500, 445 Elmdale Avenue, Utica 13502 (New England Aeronautical Institute)

**North Carolina**

William C. Scheppegrell, \$500, 1343 Paddock Circle, Charlotte 28209 (University of North Carolina)

**Ohio**

Mark E. Pekar, \$500, 186 Goodview Ave., Akron 44305 (University of Akron)  
 Timothy K. Rader, \$500, 504 E. Madison Ave., Springfield 45503 (University of Dayton)  
 Theresa A. Willoughby, \$500, 301 Glenmary Ave., Englewood 45222 (Ohio State University)

**Oklahoma**

Joseph D. Brown, \$500, 120 NE Meadowlark, Bartlesville 74003 (Bethany Nazarene College)  
 Deborah L. Kiristof, \$500, 8216 NW 28th Terrace, Bethany 73008 (University of Oklahoma)  
 Lyndell D. Wann, \$500, 1501 Monument Road, Ponca City 74601 (Oklahoma State University)

**Oregon**

Mark W. Allen, \$500, 7336 N. Syracuse St., Portland 97203 (Portland State University)  
 Frederick J. Wolff, \$500, 4584 Old State Road, Central Point 97502 (Oregon State University)

**Pennsylvania**

Janet M. Jones, \$500, 409 Fourth Street, Monongahela 15063 (Indiana University of Pennsylvania)  
 Kurt A. Wallace, \$500, 9864 McClellan Street, N. Huntingdon 15642 (University of North Carolina)

**Puerto Rico**

Nayda L. DeJesus, \$500, Box 5, Parcelas Aguas Claras, Celba 00635 (Universidad de Puerto Rico)  
 Daniel J. Melendez, \$500, I-6, URB, Los Angeles, Carolina 00630 (Florida State University)

**Texas**

Karen S. Harnagel, \$500, 3913 Plantation Drive, Fort Worth 76116 (Texas Christian University)  
 Robert E. Herd, \$500, 4603 Melody Lane, Wichita Falls 76302 (Texas Tech University)

**Virginia**

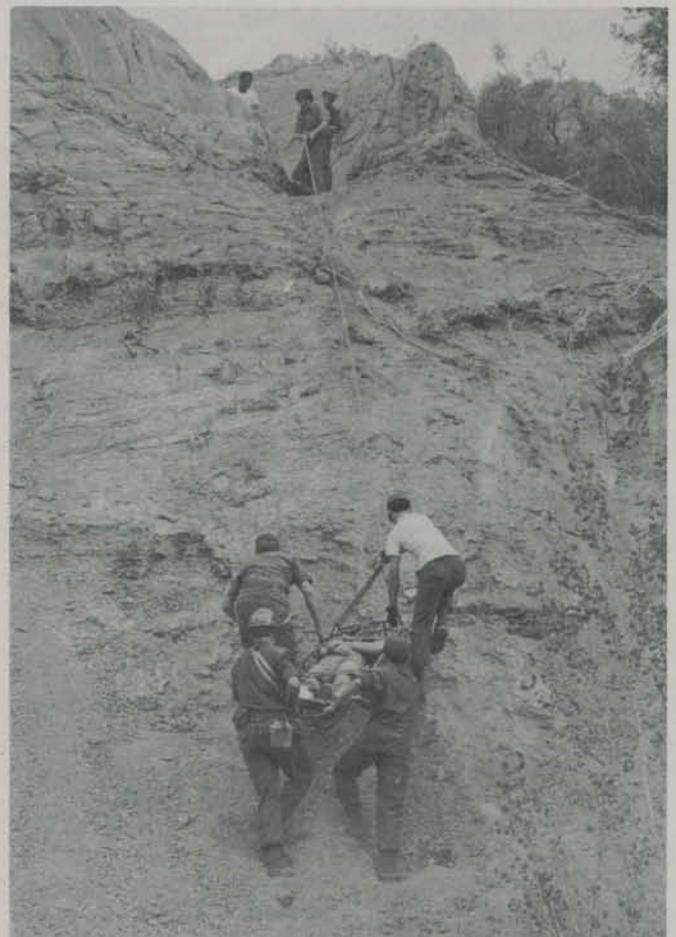
Ma L. Seim, \$1,000, 1911 Fordson Road, Richmond 23229 (University of Virginia)  
 Christopher West, \$500, 11565 Links Drive, Reston 22090 (University of Virginia)

**Washington**

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

**West Virginia**

Simon K. Chang, \$500, 7894 Fairview Road, Lesage 25537 (University of Michigan)



**Rugged Rescue.** CAP cadets used the rugged terrain of a river canyon near Dickinson, North Dakota to practice rescue and first aid techniques during a weekend test of North Dakota's search and rescue effectiveness.

## Wisconsin

Todd A. Block, \$500, 4223 N. 75th Street, Milwaukee 53216 (University of Northern Colorado)  
William E. Carlson, \$500, 704 West Third Street, Washburn 54891 (Indianhead Technical Institute)  
Michael J. Rekoske, \$500, 4303 North 49th Street, Milwaukee 53216 (University of Wisconsin-Milwaukee)  
Barry S. Roitblat, \$750, 6829 West Marion Street, Milwaukee 53216 (Indiana University)  
Cheryl J. Wildman, \$500, 6052-37 Avenue, Kenosha 53140 (University of Wisconsin-Parkside)



**Open House.** CAP cadet and senior members of Pennsylvania's Corapolis Composite Squadron worked together in conducting an open house at the Greater Pittsburgh International Airport to tell the CAP story to the public and to potential members through films, literature, and demonstrations.

**National Commander's Citation.** This is the highest award attainable in the Senior Member Training Program. In addition to acquisition of the Gill Robb Wilson Award and three years in a CAP command or staff position, recipients of the National Commander's Citation must have successfully completed the USAF Air War College Correspondence Course conducted by Air University, Maxwell Air Force Base, Alabama. Citations numbers forty-one through forty-five were achieved by the following CAP senior members during 1977:

Barry L. Thompson, Maxwell Cdt. Sq., Alabama Wing, 2937 Shenandoah Dr., Montgomery, AL 36116  
Alfred E. Williams, Central Coast Group 10, California Wing, P.O. Box 920, Grover City, CA 93433  
Charles R. Denman, Group 21, Florida Wing, P.O. Box 4155, Patrick AFB, FL 32925  
Ernest D. Riggsby, HQ Georgia Wing, Box 3117, Dobbins AFB, GA 30060  
Kermit K. Schauer, HQ North Dakota Wing, Hector Field, Fargo ND 58102

**Gill Robb Wilson Award.** This award, given in the name of a founder of Civil Air Patrol, was presented to fifty-nine senior members in recognition of their efforts to further the cause of aerospace. Gill Robb Wilson recipients for 1977 were as follows:

## Alabama

Howard L. McGill, HQ Alabama Wing, 4508 69th St. N., Birmingham, AL 35206  
Carl J. Bahner, Dannelly Fld. Comp. Sq., 1924 Graham St., Montgomery, AL 36106

## California

Leslie R. Carter, Cypress Sr. Sq. 33, P.O. Box 1607, Monterey, CA 93940  
Raymond N. Lantz, Yosemite Gp. 16, P.O. Box 395, Tracy, CA 95376  
Thomas M. Mayer, San Gabriel Gp. 15, P.O. Box 2222, W. Covina, CA 91793  
Ward A. Soladar, San Valley Gp. 22, P.O. Box 8486, Van Nuys, CA 91406

## Connecticut

Ronald J. Rudolph, Plainville Cdt. Sq., 140 Tomlinson Ave., Plainville, CT 06062  
Nicholas T. Brignola, Sr., West Haven Cdt. Sq., 131 School St., Hamden, CT 06518  
Aurelio Bruciatelli, HQ Connecticut Wing, National Guard Hangar, Brainard Airport, Hartford, CT 06114

## Delaware

Edwin D. Stowell, Jr., HQ Delaware Wing, P.O. Box 265, Wilmington, DE 19899

## Florida

William A. Ouzts, Jr., N. Jacksonville Comp. Sq., P.O. Box 2493, Jacksonville, FL 32203  
Glenn M. Pena, Patrick Cdt. Sq., P.O. Box 4155, Patrick AFB, FL 32925

## Georgia

Philip T. McLendon, HQ Georgia Wing, Box 3117, Dobbins AFB, GA 30060  
Ernest D. Riggsby, HQ Georgia Wing, Box 3117, Dobbins AFB, GA 30060

## Hawaii

Lawrence L. Louis, Bellows Cdt. Flt., P.O. Box 965, Kailua, HI 96734

## Illinois

Hilda J. Snelling, Clinton-Scott Comp. Sq., Box 436, Scott AFB, IL 62225

## Indiana

Don N. Dille, HQ Indiana Wing, Grissom AFB, IN 46971  
Edgar E. Holloway, HQ Indiana Wing, Grissom AFB, IN 46971

## Kansas

Herbert A. Traulsen, HQ Kansas Wing, Bldg. 201, McConnell AFB, KS 67231

## Kentucky

James W. Stice, Gp. IV, 880 Honeysuckle Rd., Lexington, KY 41042  
John D. Stice, Gp. II, 103 Boxwood Dr., Hopkinsville, KY 42240

## Maryland

Phillip E. Cvach, Gp. I, 335 Gusryan St., Baltimore, MD 21224  
Leonard T. Gostonski, Gp. I, 335 Gusryan St., Baltimore, MD 21224  
Eugene L. Przychowicz, Gp. I, 335 Gusryan St., Baltimore, MD 21224  
Anthony M. Saladino, Gp. I, 335 Gusryan St., Baltimore, MD 21224  
Donald A. Driscoll, Gp. VI, 3125 Eastern Ave., Baltimore, MD 21224  
Kimberly A. Driscoll, Gp. VI, 3125 Eastern Ave., Baltimore, MD 21224  
William A. Haas, Sr., Gp. VI, 3125 Eastern Ave., Baltimore, MD 21224  
James E. Diggs, Chesapeake Comp. Sq., Rt. 15, Box 695, Bowleys Qtrs. MD 21220  
Richard E. Hoerner, Middle River Comp. Sq., Rt. 15, Box 695, Bowleys Qtrs. MD 21220

## Michigan

Patti A. Rogers, S. Macomb Cdt. Sq. 3-2, 24537 Shook Rd., Mt. Clemens, MI 48043

## Mississippi

Edith C. Sessums, Peebles Jr. High Cdt. Sq., 290 Treehaven Dr., Jackson, MS 39212

## Missouri

Guillermo Lopez, Gp. II, 10738 Hallstead Dr., St. Louis, MO 63136

## Nebraska

John H. Johannes, HQ Nebraska Wing, P.O. Box 669, Bellevue, NE 68005

## National Capital

Ronald A. Quander, Col. Charles Young Cdt. Sq., 1836 Varnum St. NE, Washington, DE 20018



**Parent's Night.** New Jersey's Twin Pine Cadet Squadron was ranked as the number two squadron in the nation in the annual Squadron of Distinction competition. Squadron Commander, Kenneth Wagner (standing center), attributes the unit's success to the extensive indoctrination provided prospective cadets and a complete understanding by parents of their obligations and the obligations demanded of their children before prospective cadets are permitted to become members.

**Nevada**

A. McLellan, Clark County Comp. Sq., Box 4085, N. Las Vegas, NV 89030  
Joe Ferrara, HQ Nevada Wing, 6400 Kleppe Ln, P.O. Box 133, Sparks, NV 89431

**New Jersey**

Robert C. Budrow, Gp. 223, 167 North St., Woodbridge, NJ 07095

**New York**

William A. Eckhoff, New York Wing Support Sq., 2493 Central Ave., Baldwin, NY 11510  
Joseph T. DePaolo, Hudson Valley Comp. Sq., State Armory, Rt. 9A, Ossining, NY 10562  
Walter J. Pollack, Nassau Cdt. Sq., VIII, 47 Genesee St., Hicksville, NY 11801

**North Carolina**

David N. McGavock, Charlotte Air Rescue Comp. Sq., 5726 Hickory Grove Rd., Charlotte, NC 28215  
Eugene E. Harwell, HQ North Carolina Wing, 6224 Wilkinson Blvd., Charlotte, NC 28214

**Ohio**

Susan H. Manning, HQ Ohio Wing, 4900 Sawyer Rd., Port Columbus Int'l Airport, Columbus, OH 43219  
Roger T. Leach, HQ Ohio Wing, 4900 Sawyer Rd., Port Columbus Int'l Airport, Columbus, OH 43219  
Edward M. Brown, HQ Ohio Wing, 400 Sawyer Rd., Port Columbus Int'l Airport, Columbus, OH 43219

**Oklahoma**

Sammie V. Pierce, HQ Oklahoma Wing, P.O. Box 10659, Midwest City, OK 73110  
Elizabeth A. Pierce, HQ Oklahoma Wing, P.O. Box 10659, Midwest City, OK 73110

**Pennsylvania**

Alfred M. Heston, N. Philadelphia Airport Sr. Sq., 1257 Robbins St., Philadelphia, PA 19111  
Richard J. Luce, Jr., Philadelphia Gp. 10, 6551 Lawton St., Philadelphia, PA 19128

**South Carolina**

Kaye I. Mellert, HQ South Carolina Wing, 3301 Air Line Dr., Owens Fld., Columbia, SC 29205



**Mission Pilot.** Over 11,000 of Civil Air Patrol's senior members are rated pilots and almost 6,000 are aircraft owners. CAP pilots operate their personal aircraft and the 650 plus CAP corporate owned aircraft in training for and performing the search and rescue mission.



**Soft Sell.** Caroline Blessing (left) and Jennifer Hatton-Ward of Utah's Bountiful Cadet Squadron operated an outdoor recruiting office during Friendship Day at Fort Douglas. (Photo by Jane Wellman)

**Tennessee**

Richard L. Bowling, HQ Tennessee Wing, P.O. Box 669, Knoxville, TN 37901  
Barzilai S. Pickett, HQ Tennessee Wing, P.O. Box 669, Knoxville, TN 37901

**Texas**

Trudy Cooper, 13th Gp., P.O. Box 10907, Houston, TX 77018  
Stephen B. Howard, HQ Texas Wing, P.O. Box 957, Grand Prairie, TX 75050

**Virginia**

Donald J. Thomas, Task Force II, P.O. Box 237, Sandston, VA 23150

**West Virginia**

Pearl A. Ward, HQ West Virginia Wing, Kanawha Airport (Hert-Avis Rd) Charleston, WV 25311

**Southwest Region**

Johnnie Boyd, P.O. Box 15008, Del City, OK 73115  
Sharon E. Hill, P.O. Box 15008, Del City, OK 73115

**Brewer Aerospace Memorial Awards** — The Frank G. Brewer — CAP Memorial Aerospace Award is presented annually for noteworthy achievement contributing to aerospace advancement or understanding.

**Senior Category** — Jule Zumwalt, Pacific Region

**Individual or Organization Category** — Colorado Air Force Association, Rocky Mountain Region

**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*     | William M. Patterson   |
| Clara E. Livingston | Zack T. Mosley         |
| Joseph S. Bergin    |                        |

\*Deceased



**Valor Award.** CAP member Dorothy Kelly of Fitzwilliam, New Hampshire was serving as a flight attendant on the Pan American jetliner involved in the disaster at Tenerife in the Canary Islands that claimed 530 lives. Although suffering from a severe concussion and other injuries, Dorothy continued in her efforts to assist the survivors and was credited with saving the lives of several people. The Civil Air Patrol Medal of Valor awarded in recognition of her actions was presented by Air Force Brigadier General Carl S. Miller.

**Actor Honored.** Television and motion picture actor George Kennedy appeared on the Dinah Shore television show to receive an Honorary Membership in Civil Air Patrol presented by Brigadier General Thomas C. Casaday, National Commander of CAP. Mr. Kennedy was honored for his contributions to American youth and to the advancement of flying safety, both of major importance to Civil Air Patrol.





Oregon CAP personnel worked against the clock filling hundreds of sandbags in the battle to fend off rising flood waters at the former Beaver Creek Coast Guard Station in Clatskanie. After undergoing severe drought conditions during the summer, the western states were subjected to flood conditions created by a sudden change in the weather pattern in the winter months. CAP personnel worked closely with American Red Cross and local Disaster Coordination Officials and assisted a number of communities in successfully combating flood waters. (Photo by Tom Traver)

Civil Air Patrol cadet Susan Ann Malik is among the few persons who have been admitted to the Air Force Academy without first completing high school. The seventeen year-old "A" student was still in her junior year when she was appointed to the Academy by U.S. Senator Harrison Williams, Jr. of New Jersey. Susan was a three-year member and cadet commander of New Jersey's Pineland Composite Squadron. (Photo by Bill Madsen)





THE "BOOM" OPERATOR ON AN ARIZONA AIR NATIONAL GUARD KC-97 TANKER EXPLAINS ENFLIGHT REFUELING PROCEDURES TO A GROUP OF ARIZONA CAP CADETS. (PHOTO BY DAVID MOORE)