



**CIVIL AIR PATROL
ANNUAL REPORT
TO CONGRESS
1981**



**FOR YEAR ENDING
31 DECEMBER 1980**

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



CAP CADETS AT THE AIR FORCE ACADEMY

Under the bill to admit women to the service academies signed by the President on 8 October 1975, 157 were selected for admission to the Air Force Academy. Among that history-making group entering the Air Force Academy on 28 June 1976 were eight former cadet members of Civil Air Patrol. Five of these former CAP cadets were among the graduates of the Air Force Academy Class of 1980. They were (L to R above):

*Phyllis A. Loving, Andrews Composite Squadron, National Capital Wing
Ann E. Moore, Lantana-Lake Worth Cadet Squadron, Florida Wing
Deborah M. LaFrambois, Fox Cities Composite Squadron, Wisconsin Wing
Mary W. Daley, Fredericksburg Composite Squadron, Virginia Wing
Doris H. Krampe, 399th Composite Squadron, Connecticut Wing*

Since its establishment in 1955, the Air Force Academy has admitted 1,756 former Civil Air Patrol cadets. The 340 former CAP cadets currently enrolled comprise approximately 8% of the total enrollment. (Courtesy Air Force Academy Office of Public Affairs, Photo by Bill Madsen)

COVER PAGE: A Civil Air Patrol owned "Hello-Courier" (HT-295) assigned to the Rocky Mountain Region of CAP and piloted by CAP Colonel Bill Hewitt photographed at 9,000 foot level near Ben Lomand Peak in the Wasatch Range

in north central Utah. The aircraft is ideally suited for search in mountainous terrain. Fifteen of the planes are assigned to the 600 CAP corporate owned fleet. (Photo by CAP Major Jerry Wellman)



NATIONAL HEADQUARTERS CIVIL AIR PATROL

— USAF AUXILIARY —
Maxwell Air Force Base, Alabama 36112

TO THE CONGRESS OF THE UNITED STATES

This report of the activities of Civil Air Patrol during its 39th year was prepared in accordance with the requirements of Public Law 476. Civil Air Patrol was created on 1 December 1941 as an emergency measure to make civil aviation aircraft and pilots available to the national defense effort.

Following its wartime service, Civil Air Patrol was chartered by the U.S. Congress on 1 July 1946 under Public Law 476, codified at 36 U.S.C. 201-208. Then on 26 May 1948 Congress passed Public Law 557, codified at 10 U.S.C. 9441, which granted Civil Air Patrol status as the official auxiliary of the Air Force and authorized the Secretary of the Air Force to provide certain limited support to the fulfillment of its objectives.

During 1980, Civil Air Patrol's long record of achievement and service to the nation was further recognized by the Congress through amendment of 10 U.S.C. 9441, commonly called the CAP Supply Bill. The new legislation authorized reimbursement of maintenance expenses as well as fuel, lubricants and communications on Air Force authorized search and rescue, training and testing missions. The legislation clearly defined the status of Civil Air Patrol as a federal instrumentality while serving on Air Force requested missions.

This report highlights a few of the many instances of CAP members assisting people in distress, CAP's work in developing aerospace education classroom materials, and its initiative in developing and conducting leadership programs for both its cadet and senior members.

We are proud of the capable and dedicated CAP volunteers and their achievements during 1980. We are also grateful for the continued understanding and support of Congress and the moral and material support given by the United States Air Force; both of which have been fundamental to CAP's success.

It is a privilege to present this report of Civil Air Patrol activities during the past calendar year.

Johnnie Boyd
JOHNNIE BOYD
Brigadier General, CAP
National Commander

H.W. Miller
H.W. MILLER
Brigadier General, USAF
Executive Director

EMERGENCY SERVICES

The overall objective of the Civil Air Patrol Emergency Services program is to save lives and relieve human suffering while safeguarding the lives of CAP personnel providing the service. CAP Emergency Services includes search and rescue in support of the Aerospace Rescue and Recovery Service and civil defense and disaster relief operations in support of local, state, and national emergency services organizations. CAP cooperates with local civil officials and rescue organizations in search and rescue operations and has a mutual support relationship with the American National Red Cross, Salvation Army and other humanitarian organizations in conducting disaster relief operations.

SEARCH AND RESCUE

The U.S. Air Force is assigned responsibility by the National Search and Rescue Plan for coordinating search operations in the inland region of the United States, and discharges its responsibility through the Military Airlift Command's Aerospace Rescue and Recovery Services (ARRS) operation of the Air Force Rescue Coordination Center (AFRCC) which provides federal resources upon request. As the civilian auxiliary of the Air Force, CAP is the primary resource available to ARRS/AFRCC in fulfilling this responsibility.

During 1980, CAP participated in 1,175 search missions, flew 14,424 hours, and was credited with locating 649 search objectives and saving 115 lives. Compared to 1979, CAP participated in 175 more missions and located 150 more search objectives, but flew 3,916 fewer hours. The favorable comparison is attributed to CAP's ability to use the newer SAR aids and tools and reduce mission time. According to Air Force Rescue Coordination Center data, the emergency locator transmitter (ELT) has continued to be the best aid searchers have, and the best hope for a timely rescue of survivors of air crashes. The Interim Track Analysis Program (ITAP) has also proven to be an extremely reliable tool in those instances where it was usable. The ITAP is an FAA innovation and was conceived with the help of the California Wing. This program was designed to assist search planners in locating lost aircraft by recalling computer-generated records of radar signals. The retrieval of stored radar data at the Air Route Traffic Control Centers (ARTCC) makes it possible, in many cases, to pinpoint or estimate the aircraft's last location and possible condition prior to dropping off radar. The Civil Air Patrol mission coordinator routinely requests and uses this important data in search planning.



Olympic Support. Lt. Colonel William F. Smith as Commander of Sector 4, New York Wing organized and maintained an alert force of 30 SAR pilots and aircraft in support of the Winter Olympic Games at Lake Placid. The precautionary search force was established at the request of the New York State Department of Military Affairs in anticipation of the unusually high number of aircraft to be operated in the area. The group provided ramp checks at airports for overdue aircraft and gave briefings on mountain flying to visiting airmen. The only accident involved a twin-engine aircraft that crashed on approach to the Aeriondack Airport during a snowstorm, killing all three persons on board. The crash was located immediately and did not involve the CAP group.



Mission Aircraft. A Civil Air Patrol owned T-41A aircraft being refueled during a local search and rescue test exercise. The T-41A is the military version of the Cessna-172 Skyhawk. This T-41A and other aircraft acquired by Civil Air Patrol from Department of Defense (DOD) sources must be restored to safe operating condition and modified to meet Federal Aviation Administration (FAA) airworthiness standards before they can be assigned to individual CAP units for use in performing the CAP missions. The costs of such restorations and modifications are paid from the limited funds of the Civil Air Patrol Corporation which come primarily from the dues paid by its volunteer members. (Photo by Ken Kennedy)

MISSION SUMMARIES

The following accounts of Air Force authorized Civil Air Patrol missions that resulted in the saving of lives were extracted from official Air Force records:

LOST GIRL

Alaska. A fourteen year-old girl became cold and left a dog sled group 15 miles north of Kotzebue to return alone to camp on foot...but never arrived. She was located by CAP aircraft 20 miles north of Kotzebue suffering from hypothermia and frostbite.

MT. ST. HELENS

Washington. The Washington CAP wing provided disaster assistance support to the Skamania, Lewis and Cowlitz County sheriffs in the aftermath of the eruption of Mt. St. Helens and was credited with saving one life.

ELT CRASH

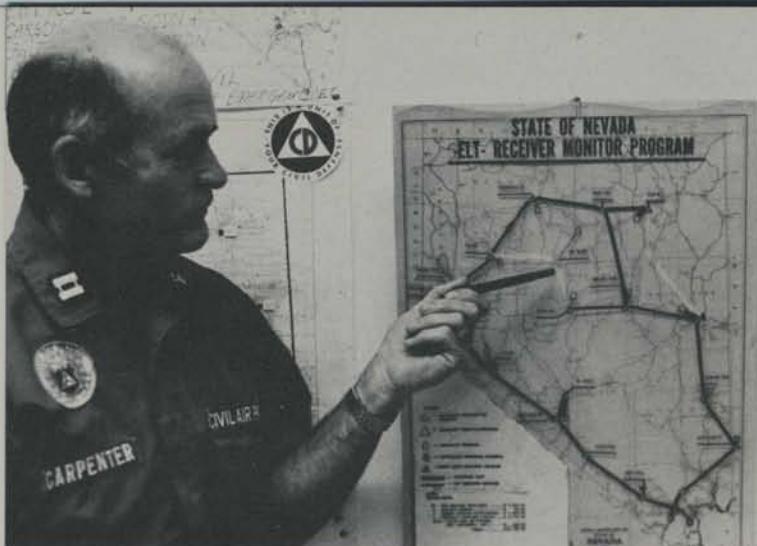
Colorado. The Air Force Rescue Coordination Center notified Colorado CAP that an Emergency Locator Transmitter (ELT) signal had been reported in the area of Pagosa Springs, Colorado. Colorado CAP aircraft used direction finding equipment to locate an ELT signal coming from a crashed Beech K37 aircraft approximately 45 miles SSW of Taos, New Mexico. Four survivors of the crash were recovered by the MAST (Military Assistance to Safety and Traffic) unit at Fort Carson and taken to the Parkview Hospital at Pueblo, New Mexico.

AMBULANCE ACCIDENT

Nevada. A Cessna Skymaster disappeared from the radar scope shortly after departure from Reno International Airport. The plane was operating as an air ambulance to transport an 18-day-old baby to San Francisco for heart surgery. The crew consisted of the pilot, a pediatric doctor, and two nurses. At the request of the Washoe County Sheriff, Nevada CAP assisted in the search. A Department of Forestry helicopter located the crashed aircraft at the 8,400 feet level on the northeast side of Mt. Rose. An Army National Guard helicopter was used to airlift paramedic and other rescue personnel to a safe landing zone a half-mile down-slope from the crash site. The pilot and doctor were removed from the wreckage and sledged to the landing zone and airlifted to the Washoe Medical Center. The nurses were trapped in the rear of the fuselage and an air chisel and axe were used to free them. The four victims were treated for frostbite, hypothermia, and broken legs. The baby did not survive the crash. Four saves were credited to the combined efforts of Nevada CAP and the Washoe County Sheriff.

LOST STUDENT

Florida. After hearing a distress call from a lost pilot, a Florida CAP aircrew used a direction finder to locate the troubled aircraft in the vicinity of Sanibel Island. The disoriented student pilot was escorted to the Naples, Florida Airport for a safe landing with only 30 minutes of fuel remaining.



ELT Monitor. Jim Carpenter of the Nevada Wing shows the location of Emergency Locator Transmitter (ELT) receiver monitor stations which will automatically monitor 80 percent of the state's area on a 24-hour basis when completed. The system designed by Carpenter and Don Hillister alerts state and local authorities through the Nevada Highway Patrol dispatch office when ELT signals are received. (Photo by Frank Follmer)

ELT FIND

Alaska. The Alaska Civil Air Patrol assisted Alaska State Troopers in searching for an overdue light aircraft with one person on board. Because other leads were not available, three days were spent in searching the primary flight path of the missing aircraft. On the fourth day of the search, an ELT on the lost aircraft began transmitting. A CAP aircrew tracked the ELT signal and located the crashed aircraft approximately 145 miles northwest of Anchorage. A ski equipped State Trooper aircraft landed and picked up the pilot who was suffering from severe frostbite.

CALIFORNIA CRASH

California. While California CAP was responding to a reported ELT signal in the Sacramento area, a Cessna 172 was reported as having disappeared from the radar screen in the area. The plane which was enroute from Elko, Nevada, to Sacramento was located by California CAP. The pilot (husband) was dead and wife injured. The survivor was recovered by a Navy helicopter.

LOST CHILD

Oklahoma. At the request of the county sheriff, Oklahoma CAP searched for a four year-old boy reported missing by his parents. The child was located in good condition two miles northeast of Guymon, Oklahoma.

WATER CRASH

Alaska. A light aircraft was enroute from Barrow to Kotzebue, Alaska, with six persons on board when radar and radio contact with the aircraft was lost. An Alaska CAP aircraft located the downed aircraft three miles offshore from Kotzebue, in Hotham Inlet. Six survivors were in the water in a small raft. Two survivors suffering from back injuries were recovered by helicopter and the other four were rescued by a civilian boat. All six were taken to the Kotzebue Medical Clinic and treated for exposure and minor injuries.

BLIZZARD RESCUE

Colorado. Following heavy snows, the Sheriff of Garfield County, Colorado, requested assistance for people stranded in the flat top wilderness area of the county. Colorado CAP provided airborne communications relay support during the mission which resulted in 42 persons being rescued by helicopters from Fort Carson and a local television station.

MEDICAL EVACUATION

Wisconsin. At the request of medical authorities, a Wisconsin CAP light aircraft evacuated an 18 month-old infant, suffering from Meningitis, from Eagle River, Wisconsin, to Milwaukee Childrens Hospital.

LOST HUNTER

Alaska. Upon arrival at a hunter's camp at a prearranged time for pick-up, an air taxi pilot reported that the site was uninhabited and appeared to have been so for several days. A search was initiated using two Alaska CAP aircraft. The lost hunter was spotted in a remote area where an aircraft was unable to land. An HH-3 helicopter of the 71st Aerospace Rescue and Recovery Service recovered the man who had been without food and shelter for five days.

MISSING HIKERS

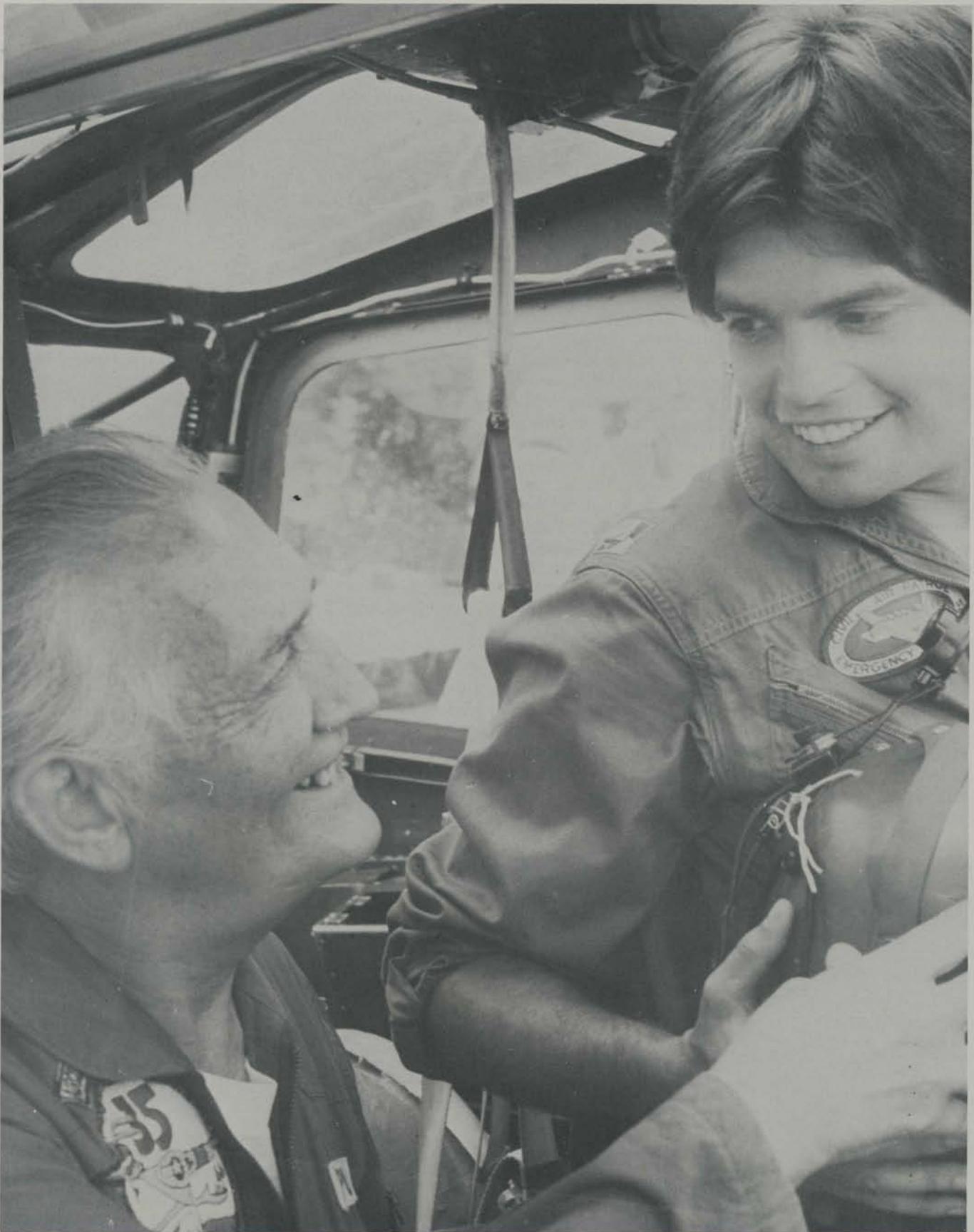
Washington. Two hikers, ages 28 and 10, were reported a day overdue with weather conditions of light snow and rain. Washington CAP aircraft located the survivors in good condition and they were recovered by an army helicopter from Fort Lewis and delivered to the main search base.

OVERDUE HIKERS

Oregon. Three persons were reported overdue in returning from a hiking trip. Oregon CAP assisted the Oregon Office of Emergency Services in conducting a search and located the hikers at Wahtum Lake, Eagle Trail, in good physical condition. Oregon CAP returned the hikers to their automobiles.



Simulated Rescue. The South Carolina Wing conducted a full scale exercise to test its search and rescue capability. The simulated operation was based on the scenario of an aircraft being reported missing while enroute from Myrtle Beach, SC to Asheville, NC. The mission, which was conducted at Union, SC with 150 CAP members participating, was termed a success by Air Force observers.



Rescue Film. Television star Chris Nelson, right, is handed a helmet by CAP Captain Stan Puls, mission pilot with California's San Fernando Senior Squadron 35. A television film, "Mayday! Mayday!" featuring Civil Air Patrol was being prepared for broadcast in two parts on the "ABC Weekend Specials" during January 1981. (Photo by Al Meryman)

NIGHT CRASH

Alaska. A light aircraft with husband and wife aboard was reported missing. A CAP aircraft from the Clear CAP Squadron located the crashed Stinson aircraft 210 miles north of Anchorage. The plane had crashed at night in extremely poor visibility. The pilot was suffering from a broken hip and head injuries and the passenger sustained fractured ribs. They were recovered by a HH-3 helicopter of the 71st Aerospace Rescue and Recovery Service from Eilson AFB and taken to Fairbanks International Airport and from there to Memorial Hospital by civilian ambulance.

DEATH VALLEY HIKER

California. The National Park Service at the Death Valley National Monument requested CAP assistance in searching for a USMC PFC who was overdue in returning from a hiking trip in Death Valley. His survival equipment had consisted of a sleeping bag and one quart of water. A CAP light aircraft was used to locate the hiker in the vicinity of Badlands, Death Valley and to direct a ground posse to his location. The survivor was airlifted to a hospital in Las Vegas.

MISSING PERSON

Minnesota. A 71 year-old woman was reported missing from the Pine River Nursing Home. A Minnesota CAP aircraft sighted the individual and radioed the location to the Cass County Sheriff who recovered and returned her in good physical condition to the nursing home.

MISSING HELICOPTER

Utah. A Bell helicopter with three persons on board enroute from Moab to Lizardrock, Utah, was reported overdue and became the objective of an aerial search with four Utah CAP aircraft participating. A Utah CAP aircraft equipped with direction finder tracked an ELT signal and located the distressed helicopter and directed a civilian helicopter to the scene. The three survivors were recovered in good physical condition and delivered to Moab.

AIR RACE CRASH

California, Nevada. A light aircraft with two persons on board was reported missing on a round robin air race from Bullhead City, Arizona. California and Nevada CAP and the U.S. Army National Guard conducted a search that resulted in location of the aircraft wreckage approximately 12 miles northeast of the Goffs, California VOR. A ground vehicle was used to recover one survivor and one deceased. The survivor was the pilot who suffered two broken legs and burns. One save was credited jointly to participating SAR agencies.

TWO SAVED

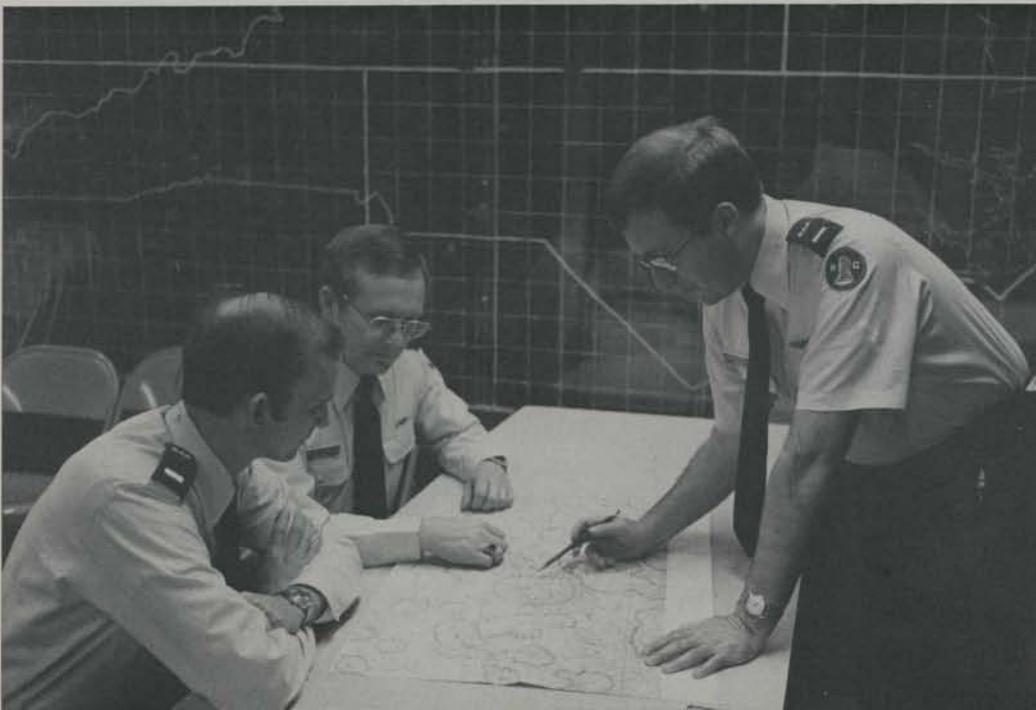
Minnesota. A light aircraft with two people on board was reported missing on a flight from Hibbing, Minnesota to White Bear, Minnesota. Minnesota CAP located the crashed aircraft near Big Sandy Lake, Minnesota. Another CAP aircraft located the two survivors in good condition approximately 15 miles northwest of the downed aircraft. A helicopter from KSKP radio station in Minneapolis/St. Paul picked up the survivors and delivered them to a hospital in Brainerd, Minnesota.

THIRTEEN SAVED

Oregon. A January winter storm in the vicinity of Portland, Oregon left numerous people stranded in the path of flood waters and campers trapped by rising water. Oregon CAP assisted state and county agencies in the search and rescue operation by evacuating stranded victims from their homes to temporary shelter in Portland. Oregon CAP was credited with 13 saves by the county emergency services agency.

EMERGENCY MEDEVAC

Alaska. A medic at Sparravohn AFS notified the flight surgeon at Elemdorf AFB that a RCA employee with severe back prolems needed to be evacuated to Anchorage for treatment. An Anchorage CAP search aircraft was used to transport the patient from Sparravohn to Elemdorf AFB.



Top Squadron. Duty Officer Eric Karnes briefs aircrew members Stephen Wilkerson, left, and Ted McIntosh, in the mission coordination center of the 111th Air Rescue and Recovery Squadron of the North Carolina Wing. The unit, commanded by Lt. Col. Joseph R. Bondurant, excels in emergency services operations and the CAP cadet program and earned the Squadron of Distinction Award in 1979.

NASA ELT DATA COLLECTION PROJECT

The Civil Air Patrol was requested by the Goddard Space Flight Center of National Aeronautics and Space Administration (NASA) to support a limited-period data collection project concerning the performance of emergency locator transmitters (ELTs). First generation ELTs have proven to be unreliable, and more statistical information is needed by the Goddard Space Flight Center personnel to improve the next generation ELT.

The Civil Air Patrol is assisting in the program because they perform the majority of the ELT search missions coordinated by the Air Force Rescue Coordination Center. The overall purpose of this data collection program is to reduce suffering and loss of life in aircraft accidents. The secondary goal is to reduce the present high false ELT activation rate (about 98%) which wastes valuable search and rescue resources.



Direction Finder. Members of the Texas Wing Lubbock Composite Squadron assemble a direction finder on a squadron vehicle. The device was designed and constructed by squadron member Art Gentry and will be used to augment the airborne capability of the squadron to track Emergency Locator Transmitter (ELT) signals.

DISASTER RELIEF

Civil Air Patrol provides disaster relief support to civil authorities on a local, state and national level. Local and state support is contingent upon agreements with those governments. National-level support is by agreement with humanitarian organizations such as American National Red Cross and Salvation Army or by agreement with federal agencies.



Command Post. Cadet Bill Comicz of New York's Orange County Composite Squadron posts current data to mission status boards in the headquarters at Stewart Airport during an evacuation exercise involving CAP units in the Hudson Valley. (Photo by William Kuebler)

When CAP performs relief activity under agreement with a federal agency as authorized by PL-557, it is considered a federal resource as the auxiliary of the U.S. 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.

U.S. Military forces may provide support to civil authorities in relieving the suffering of victims of flood, storms, fires, earthquakes, and other catastrophies. 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.

The Air Force Reserve (AFRES) is assigned overall responsibility for Air Force participation in natural disaster relief operations. Each numbered Air Force (Reserve) 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 Air Force (Reserve) to make CAP personnel and resources available when required for relief activity.

During 1980, CAP participated in 14 natural disaster missions in 11 states, with more than 863 CAP member mandays, supported by light aircraft, emergency vehicles, radio networks, and emergency power generators.

Blood Airlift. Through an agreement between the South Dakota Wing Rushmore Composite Squadron and the United Blood Services of Rapid City, the squadron is on 24-hour call to provide emergency airlift of blood. Since the arrangement was initiated in 1976, the squadron has performed over 60 emergency blood airlift missions. (Photo by Phillip McCauley)





Dedicated Communicator. Lt. Col. George Reed of the CAP Indiana Wing operates the alternate net control station for the Great Lakes Region from a wheelchair. Although Col. Reed has been a victim of muscular dystrophy for 40 years, he has been an active CAP communicator for the past 26 years. Col. Reed visited the communications center during the CAP National Board Meeting in Louisville.

COMMUNICATIONS

Civil Air Patrol operates a national system of radio networks that enables communications throughout the continental United States, Hawaii, Alaska, and Puerto Rico. Activation of the system commences with the National Headquarters' station that conducts a daily net with stations in each of the eight CAP regions. The region stations then participate in network broadcasts involving stations in each of their assigned wings. Wing stations conduct networks within their state that provide contact with the lowest echelon and can be monitored by individual CAP members. This relay system enables communication between the National Headquarters and even the most remote locations.

Additionally, there are special networks organized for specific purposes. The varied frequencies on HF, VHF and citizens radio service permit many networks to operate simultaneously without interference, and in an emergency the CAP networks can be interfaced into an effective, cohesive communications system.



Search Training. Members of the Virginia Wing Herndon Composite Squadron ground rescue team practice taking readings from a hand held direction finder (DF) which is used in tracking signals emitted by emergency locator transmitters (ELTs) on crashed or missing aircraft during actual search and rescue missions.



ELT Practice. Cadets Arthur McCord, left, and Keith Gunn care for the Emergency Locator Transmitter (ELT) used in state-wide South Carolina Wing search and rescue test exercise. The distress signals emitted by the ELT simulated a downed aircraft which was a target of the search exercise.

MILITARY TRAINING ROUTE SURVEYS

The Civil Air Patrol is helping to assure the safety of Air Force crew members participating in practice missions by helping survey military low-level training routes for hazards and environmental factors. The Federal Aviation Administration (FAA) has established military training routes (MTRs) to allow military pilots to practice low-level bombing and reconnaissance missions. These routes provide the most realistic yet safest missions with the least possible environmental impact.

To assure the continued safety of these routes, the FAA requires aerial visual surveys of all routes for obstructions or other hazards. The surveys must be flown below 1,000 feet above ground level, once down the center and once along each side. Strategic Air Command (SAC) has in the past used more expensive commercial light aircraft and pilots to carry SAC personnel to perform these surveys. Now, where possible, SAC units have turned to Civil Air Patrol to fly the routes. During CY 1980, CAP assisted in the survey of 23 routes, saving SAC over \$15,000. Future plans call for CAP to perform at least 12 annual surveys for SAC and possibly more for other military commands.



Route Survey. Members of New Hampshire's Seacoast Composite Squadron and Air Force personnel of the 509th Bombardment Wing at Pease Air Force Base plan a flight along Strategic Air Command low level, high speed training routes to make a visual survey for obstacles. For safety reasons, the FAA requires an initial aerial visual survey for obstacles of all newly assigned low level, high speed military training routes, and stipulates that surveys be flown below 1,000 feet, once down the center and once along each side.



Flight Instructor of the Year. Lt. Col. Evelyn Johnson shows Captain Frank Thornburg the award presented to her by the Federal Aviation Administration (FAA). Evelyn was selected as Flight Instructor of the Year in a nationwide competition sponsored by 30 general aviation organizations in cooperation with the FAA. In over 32 years as a flight instructor, Evelyn has taught more than 3,000 persons to fly and given more than 5,000 flight tests. The 70-year-old Tennessee Wing veteran learned to fly in 1944 and joined CAP in 1947. Evelyn is the manager of the Morristown Airport and operator of the Morristown Flight Service which is headquartered there.

THE CADET PROGRAM

The Civil Air Patrol Cadet Program is designed to develop and motivate young people to leadership and responsible citizenship through an interest in aviation. The 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. Upon reaching age 18, cadets may choose to either become senior members or to continue in the cadet program until their 21st birthday.

Individual cadets are provided opportunities to develop their 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.

Upon completion of each achievement in the structured program, cadets earn increased cadet rank, decorations, awards, eligibility for national special activities, and an opportunity for scholarships and grants. The various phases of the structured program which allow both individuals and group involvement are interspersed with orientation flights, encampments, and a variety of other special activities and incentives designed to reward achievement and motivate continued progression in the program.

INTERNATIONAL AIR CADET EXCHANGE (IACE)

The IACE program was conceived in 1946 by the Air Cadet League of Canada and the Air Training Corps of Great Britain and was first conducted in 1947 with the assistance of the Royal Air Force and the Royal Canadian Air Force. Civil Air Patrol entered the exchange in 1948, with the assistance of the U.S. Air Force. The program has grown over the years, having involved some 41 countries at one time or another.

From its origin the purpose of the IACE has been to promote international understanding, goodwill and friendship among young people having a common interest in aviation. To this end, the annual, nineteen-day exchange of cadets is conducted by Civil Air Patrol and organizations such as national aero clubs and national air force academies. Participating organizations in each country sponsor and provide visiting cadets with sightseeing trips, tours of aerospace industries and museums, visits to airports and Air Force installations, orientation and training flights in gliders and powered aircraft, and visits in host families' homes.

In the 1980 program, 179 CAP cadets and 29 senior member escorts were exchanged with the 14 other IACE member nations and six countries in the East Asia/Pacific area. Annual exchanges with these latter, nonmember countries are arranged and conducted bilaterally by Civil Air Patrol under similar rules and format and in conjunction with the regular IACE program.



Illinois IACE. Twelve Illinois Wing CAP cadets gathered at Chicago's International Airport for departure on the 1980 International Air Cadet Exchange (IACE). The program consisted of 205 CAP cadets and escorts visiting Canada, thirteen European countries and five Pacific-Far East nations, with a like number from those countries visiting the United States.



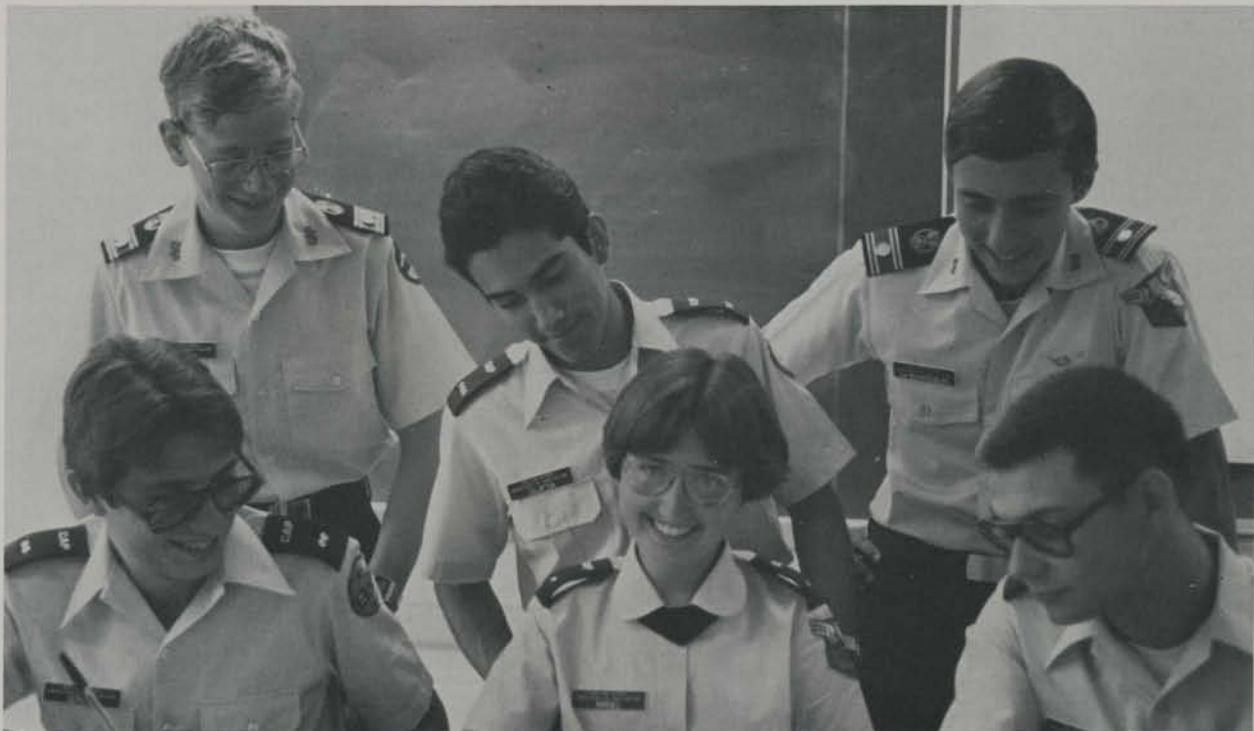
Minnesota Camp. Cadet Joel L. Butkowski participates in a retreat ceremony during the Minnesota Wing encampment at Grand Forks AFB, North Carolina.



Obstacle Course. Cadet Barbara Brown goes through the high stepover portion of the Fort Bragg obstacle course during the South Carolina Wing encampment at Pope AFB, North Carolina.



Pope AFB. Sheri Treadwell was impressed with the orientation flight in a C-130 aircraft during the South Carolina Wing encampment held at Pope Air Force Base, North Carolina.



Cadet School. The ten-day national Cadet Officers School held at Maxwell Air Force Base, Alabama, during June was attended by 103 cadets from across the country, including Hawaii, Alaska, and Puerto Rico. The purpose of the course was to train cadets in the fields of leadership and communications. The seminar settings provided the teenagers a good opportunity to become better acquainted. From left: Steve Gervais, Dan Lord, Manuel DeLaRosa, Tracy Nansel, David Van Waardenburg and Bob Hazey.

SCHOLARSHIP PROGRAM

In 1980, the Civil Air Patrol, through its National Scholarship Program, provided \$25,500 to 51 of its members to supplement their college or vocational-technical school education. Scholarships and grants are given for study in engineering, education, humanities, theology, and science. Recipients range from young persons interested in learning to be aircraft mechanics to those pursuing advanced degrees in aeronautical engineering or aerospace medicine. In addition to the national scholarship program, many scholarships and grants are provided by local and state level CAP units.

CADET ENCAMPMENTS

A prerequisite for earning the General Billy Mitchell Award is that a cadet attend a CAP encampment, either at a U.S. Air Force or DOD installation or at a community, state or national facility arranged at the local level. Attainment of the Mitchell Award is the first major benchmark of the Cadet Program. It qualifies cadets for participation in more advanced special activities and automatically qualifies them for the grade of Airman First Class (E-3) should they choose to enlist in the Air Force.

Most importantly, however, is the impact of encampment attendance on the cadets' future lives. In most cases, this is their first exposure to the working life in the aerospace world. They get firsthand knowledge of military life, gain practical experience and become aware of career opportunities.

During 1980, a total of 5,263 CAP cadets and 865 CAP senior members attended encampments. Civil Air Patrol is again deeply grateful to the commanders and personnel of the 28 active Air Force bases and 18 other Department of Defense installations across the country who so generously supported the Civil Air Patrol encampment program in 1980. An additional 28 encampments were conducted at non-DOD facilities.



Challenger Course. The 1980 Pacific Region Challenger Encampment, held in Washington's Olympic Mountains, was attended by 83 CAP members. The week-long exercise included rappelling, basket rescue, shelter construction, firecraft, food procurement and preparation, backpacking, hiking and navigation. Instructor Janet Boucher of Washington's Ephrata Composite Squadron gave a demonstration in fire building.



Army Support. The U.S. Army Garrison at Fort Buchanan, Puerto Rico provided helicopter flights for more than 300 Puerto Rico Wing CAP cadets during a single day's operation. The small army installation located in the heart of the San Juan metropolitan area is a primary provider of year-round support for Civil Air Patrol. In addition to orientation flights for cadets in Puerto Rico and the Virgin Islands, the unit also supports cadet encampments, cadet training and recreational special activities, and training programs for CAP senior members. The installation commander, Colonel Nick Badovanic, Jr., insured the success of CAP activities through his personal interest and involvement. (Photo by Ernesto Cortes)



Louisiana Observers. Carol Hopper pins CAP observer wings on daughter Cadet Nancy Hopper. She and Nancy were graduates of a Louisiana Wing observer class taught by husband/father Les Hopper.

CADET FLIGHT TRAINING

Various flight training opportunities are available to CAP cadets. In its fiscal year 1980 budget, Civil Air Patrol allocated \$40,000 to provide locally-conducted solo flight training and orientation flights for cadets. The funds provided 52 solo flight scholarships to eligible cadets in the 52 CAP wings. The scholarships covered expenses of ground school and flight training leading to solo qualification.

Upon joining CAP, cadets become eligible to qualify for a series of six 30-minute orientation flights. Although the program is conducted and funded at wing and unit level, the national treasury provides partial reimbursement for the first flight. In 1980, the 52 wings were partially reimbursed for the expense of providing 4,100 cadets with their first flight experience through a locally-conducted orientation flight.



Self Help. Cadets Mike Friday and Nancy Davidson of Oregon's Salem Composit Squadron check on progress in their unit's project to rebuild a glider. The unit cadets work under professional supervision and the job is regularly inspected by FAA officials. After completion of the two year project, they will use the glider as a model for two others they plan to build for use in a squadron flight training program.



Exchange Cadet. Daween Johnson of Virginia's Roanoke Composite Squadron shows Patricia Hamblin and Tim Grove souvenirs from her IACE trip to Great Britain.



British Exchange. IACE cadets from Great Britain check out a DC-8 simulator at the Delta Airlines Greenbriar Facility during a visit to Atlanta's new Midfield Terminal.

AEROSPACE EDUCATION

AEROSPACE EDUCATION WORKSHOPS

Civil Air Patrol's most important contribution to aerospace education continues to be its support of teacher training through aerospace education workshops. The purpose of the workshop program is to provide attendees with a basic knowledge and interest in aerospace which will be included in their teaching upon return to the classroom or school system.

In cooperation with colleges and universities, and individual school systems, Civil Air Patrol supported 209 graduate-level workshops in 46 states, Puerto Rico and the District of Columbia in 1980. Approximately 7,000 educators attended these projects.

Civil Air Patrol provides advice, assistance, and support in developing curriculum according to the requirements of the host institution. Air Force support is authorized in the form of Air Force reserve personnel on active duty tours who serve as liaison and instructional resources to the workshop director. In some cases, Air Force airlift is provided for workshop participants to visit an aerospace facility as part of the curriculum.

AEROSPACE EDUCATIONAL MATERIALS

FALCON FORCE. The Civil Air Patrol Falcon Force test program was completed during the final quarter of CY-1979. The results were evaluated and a report was presented to the CAP National Executive Committee in March 1980. Approval was received to proceed into full production of Falcon Force materials for sale during school year 1980-81.

The Falcon Force kit was conceived and developed by a panel of experienced aerospace education teachers over a period of two years. The purpose of Falcon Force is two-fold —



Innovative Educator. Ruth Gold West uses paper airplanes that really fly in her packets of teaching tools for implementing the CAP Aerospace Education Program in the Pennsylvania Wing. The CAP 1st Lt. is a retired teacher and an ordained minister who considers her commitment to Civil Air Patrol as a professional ministry. In her years as a teacher, she developed teaching aids such as puzzles, games, etc., and published four workbooks for instructors with a "learning center approach" that encouraged students to learn at their own pace. In 1979, Lt. Gold represented CAP at a National Air and Space Museum seminar where she demonstrated flight principles with her paper airplanes.



Aerospace Laboratory. Louis Martinage briefs cadets of the Massachusetts Wing Hanscomb Composite Squadron on an inertial guidance system during a tour of the Charles Stark Draper Laboratory. The laboratory's founder and senior scientist, Dr. Charles Stark Draper, also met with the cadets and told them of his experiences in pioneering the development of aircraft and inertial guidance instrumentation.

(1) to provide a flexible and motivational learning tool through which the dynamics of aerospace can be better presented to youngsters, and

(2) to provide a self-contained kit to the teachers which will allow them to include aerospace topics in their classrooms regardless of their personal aviation/space backgrounds.

Falcon Force consists of a self-contained kit of materials including:

(1) Falcon Missions (study units) and Student Action Cards (activity units) in eight different areas of study. The eight study areas are: **Force 1 - Principles of Flight; Force 2 - Weather; Force 3 - Airplanes in the World Community; Force 4 - Flight: People, Machines, and Events; Force 5 - Spacecraft; Force 6 - Aerospace Communications; Force 7 - Aerospace Art; and, Force 8 - Aerospace Odyssey: The Future,**

(2) A Teacher Resource Guide

(3) Awards, including certificates and wallet cards, and

(4) Classroom resources including charts, posters, paper airplanes, activities, etc.

The Falcon Force test program involved a 3-month test in 140 elementary schools across the nation. This test program was conducted on a volunteer basis using teachers with no prior training in use of the Falcon Force materials. Care was taken to ensure that a balance of geographical, demographic, socioeconomic and grade level was present in the test schools. These test schools were located in 36 of the 50 states.

Following the 3-month test program, evaluations were sent to the test schools. Of the 140 schools beginning the project, 17 dropped out during the test, 24 did not return the evaluation form, and 4 returned the form too late to be included in the figures. The test results were compiled on 95 test schools.

AEROSPACE: THE CHALLENGE. The high school aerospace education textbook, "Aerospace: The Challenge," has been well received by both Air Force Junior ROTC and by school systems throughout the nation. During the first year of publication, 31,000 were sold and a second printing of 26,000 was procured. Sixteen thousand copies of the second printing have been sold.

LEARNING PACKETS. CAP has continued development of its single concept learning packets for use in upper elementary/junior high schools. These packets consist of four to six large posters, multidisciplinary student activity cards, and a teacher's manual. During 1980, two packets entitled "Aerial Applications" and "Dr. Robert H. Goddard" were added to our inventory.

NEW INSTRUCTIONAL ITEMS. Two new educational materials were developed during 1980 for use in schools and by the United States Air Force. The first is number one in a series entitled "Meet your United States Air Force." This series will deal with the history and mission(s) of each major USAF command and separate operating agency. The first packet deals with the Aerospace Rescue and Recovery Service and consists of three wall posters depicting the history, mission and future of ARRS.

The other new instructional item is a large wall chart entitled "Chronology of Aerospace Events." The chart consists of three time lines depicting the major aero-

space events during the past 5,500 years. As a single source reference on the history of aviation and space events, it should be a valuable resource to schools and aerospace education workshops.

WORLD AEROSPACE EDUCATION ORGANIZATION

Civil Air Patrol was the first institutional member of the World Aerospace Education Organization (WAEO) formed in 1977 as a direct result of the National Congress on Aerospace Education. WAEO is an international organization dedicated to the following objectives:

- To group at international level organizations, firms and individuals interested in aerospace education to provide an international forum for exchange of experience;
- To promote the methods and practices used in aerospace education and to contribute to the creating of international standards related to aerospace education.
- To identify the main trends in aerospace education in the developing countries, making use of the experience of developed countries; and,
- To increase the average person's understanding of the importance of aerospace for life today and tomorrow.

In October 1979, Cairo, Egypt, was the site for the first biennial World Congress on Aerospace Education. It was an outstanding success. The second biennial Congress will be held in Amsterdam, Holland, 6-12 July 1981.



Aerospace Meetings. Participants in the fourth annual Aerospace Education Workshop and Educators Symposium at the Air Force Academy included, from left: Colonel E. J. Zulauf, Commander of the USAF-CAP Rocky Mountain Liaison Region; Mr. John V. Sorenson, Deputy Chief of Staff for Aerospace Education at CAP National Headquarters; Dr. Herb Kaczmarek of Western College; and Dr. Boyd Baldur of the University of Colorado. Sorenson was keynote speaker at the January meeting of 38 educators from Colorado, Utah and Wyoming.



Aerospace Congress. Dr. Noel Hinners, left, Director of the Smithsonian Institution National Air and Space Museum; his son Craig; and Mr. Kamal Naguib, President of the World Aerospace Education Organization, were among the 700 participants in the 1980 National Congress on Aerospace Education in Orlando, Florida, in late March. Mr. Naguib presented Dr. Hinners with an alabaster replica of an Egyptian model airplane dating back to 2500 B.C., the original of which is in an Egyptian museum. (Photo by Ken Kennedy)



Aerospace Course. Peter B. Wright of Florida's Joe Ross Senior Squadron teaches an aerospace education course for an adult high school class at Florida Junior College. He developed the course and plans to teach it several times during the year.

Aerospace Fair. Juan Reyes, right, and Christine Julien of New Jersey's Cumberland Composite Squadron were among 100 cadets attending a Northeast Region Aerospace Fair at McGuire Air Force Base, New Jersey. Juan won first place for the best airplane in the Delta class and first prize in the flight endurance contest. Additional sessions were also provided on other aspects of aerospace education.



NATIONAL CONGRESS ON AEROSPACE EDUCATION

The 1980 National Congress on Aerospace Education was held at the Court of Flags Hotel, Orlando, Florida, 27-29 March, 1980. The Congress was the most successful ever with more than 700 educators attending. Congress co-sponsors were Civil Air Patrol, the Federal Aviation Administration, and the National Aeronautics and Space Administration. The program is conducted for aerospace education leaders from education, government, and industry to develop an awareness of the issues and activities in aerospace, nationally and internationally, so that they may return to their sphere of influence and share their learnings with their contemporaries.

The keynote speaker was Dr. Noel W. Hinners, Director, National Air and Space Museum, Smithsonian Institution, whose theme was "Space Challenges in the 80's and 90's." Other program highlights included:

- Dr. Bevan M. French, NASA, speaking on lunar science.
- Capt. Loren J. Shriver, NASA Astronaut.
- Honorable George M. McWilliams, Deputy Assistant Secretary of the Air Force (Reserve Affairs).
- Mr. Quentin S. Taylor, Deputy Administrator, Federal Aviation Administration.
- Lt. General John B. McPherson, USAF (Ret.), President, Air Force Historical Foundation.
- Brigadier General Charles E. Jones, III, Commander, 459th Tactical Airlift Wing.

The Heritage Segment starred Dr. Paul E. Garber and Mr. Glenn Messer reminiscing about the early days of flight.

A highlight of the Congress was a field trip through the NASA Kennedy Space Center with Special emphasis on the Space Shuttle Program.

The 1981 National Congress on Aerospace Education will be held at the El Tropicano Hotel, San Antonio, Texas, on 2-4 April 1981.



Shuttle Program. Astronaut candidate Loren Shriver gave a presentation on NASA's Space Shuttle Program during the National Congress on Aerospace Education. The Congress is held annually and sponsored jointly by Civil Air Patrol, the Federal Aviation Administration, and the National Aeronautics and Space Administration. The 1980 meeting of the Congress was held in Orlando, Florida, on 27-29 March.



The Cessna Skywagon (C-185C) undergoing preflight preparation for a Civil Air Patrol mission is owned by CAP member Major John E. Burgin of Birmingham, Alabama. Over 18,000 of CAP's adult members are FAA rated pilots and more than 7,000 of them are aircraft owners. While Civil Air Patrol maintains and operates a fleet of approximately 600 corporate owned aircraft, the bulk of the mission support aircraft flying hours is provided by the volunteer members using their privately owned aircraft. Under new legislation (Amendment to the CAP Supply Bill), aircraft maintenance expenses incurred on Air Force authorized missions for both CAP owned and member owned aircraft will be paid by the Air Force. This is in addition to the previously authorized reimbursement for the costs of fuel and lubricants used. (Photo by Ken Kennedy)

The communications mission of Civil Air Patrol is to organize and maintain a reliable, nationwide, point-to-point, air-to-ground, and ground mobile radio capability for use in day-to-day administration, training, and emergency operations. Voice communications is the primary means employed, with specific emphasis on mobility. The CAP communications network, consisting of about 27,000 stations, is vital to the success of the peacetime emergency services mission and is included in wartime emergency operations plans as a primary backup to augment military communications resources. (Photo by Ken Kennedy)





Nellis Air Force Base, Nevada was the host for a Type A Encampment attended by 188 Civil Air Patrol cadets from the Nevada and Oregon CAP Wings during the last two weeks in July. Nellis is a Tactical Air Command Base located approximately eight miles northeast of Las Vegas and is home of the USAF Thunderbirds Aerial Demonstration Squadron. Air Force SSgt Cheryl L. Gillen, right, briefs CAP cadet Toni L. Bauer of Oregon's Grants Pass Composite Squadron on the Northrop T-38 Talon which serves as the demonstration aircraft for the Thunderbirds. In addition to being an aircraft engine mechanic on the Thunderbirds team, Cheryl is also a member of the Nevada Wing CAP Clark County Composite Squadron. The encampment program provides CAP cadets with first-hand experience on day-to-day life in the Air Force and practical information on career opportunities. Several thousand cadets annually attend encampments conducted on Air Force bases and at other military facilities or at available community, state, and federal locations. (Photo Courtesy of Nellis AFB Office of Public Affairs)



North Dakota Wing CAP cadets attending a Type A encampment at Ellsworth Air Force Base, North Dakota, during August assumed responsibility for conducting all flag ceremonies on base during the period of the encampment. The highly successful encampment was credited to the superb support of Air Force personnel at Ellsworth. Attendance at an encampment is a prerequisite to earning the General Billy Mitchell Award. The Mitchell Award qualifies cadets for participation in more advanced activities and also for the rank of Airman First Class (Pay Grade E-3) should they later choose to enlist in the Air Force. Civil Air Patrol is again deeply grateful to the commanders and personnel of the Department of Defense installations throughout the country who so generously supported the vital CAP encampment program in 1980. (Photo by Ken Kennedy)



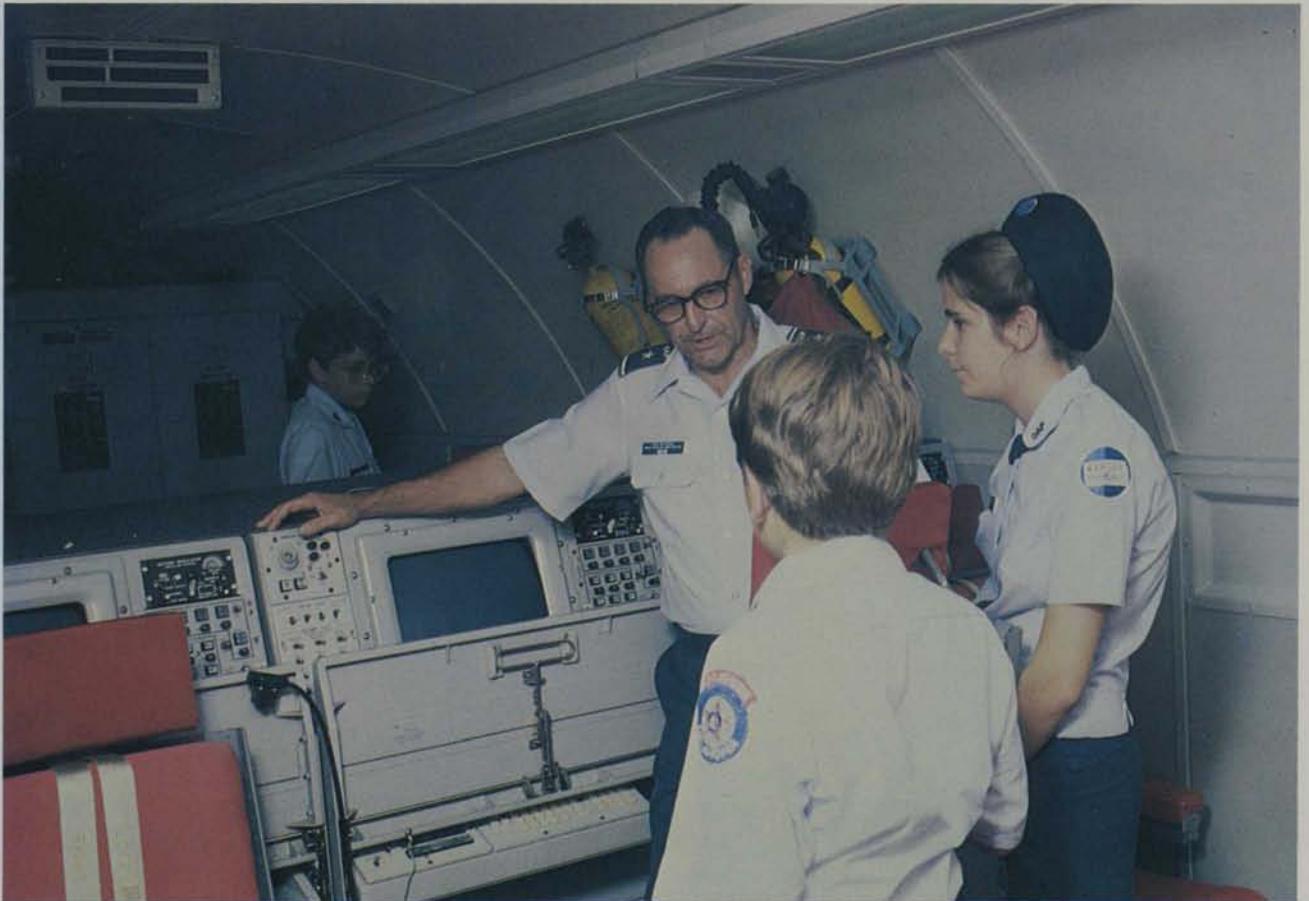
Air Force MSgt Wayne L. Fisk was a popular guest at the annual Civil Air Patrol National Board Meeting in Louisville. Wayne is a former cadet member of the Alaska Wing Ketchikan CAP Squadron and was the wing's outstanding cadet in 1961, 1962, and 1963. He was captain of the local drill team and visited Great Britain on the International Air Cadet Exchange. Wayne earned an appointment to the Air Force Academy, but chose not to accept because of the serious illness of his mother. He enlisted in the Air Force in 1966 and became a pararescueman.

Wayne earned the Silver Star as a member of the assault force on the Son Tay prison in North Vietnam in 1970 and another in the action against the Khmer Rouge off the Cambodian Coast during the successful S. S. Mayaquez rescue mission. In addition to his five tours of duty and 450 combat missions in Southeast Asia, Wayne also served as a primary member of the Apollo 8, 9, and 10 U.S. Air Force Recovery Teams in Bermuda.

In January 1980, MSgt Wayne L. Fisk was honored by the U.S. Jaycees as one of the Ten Outstanding Young Men of America. (Photo by Ken Kennedy)

Cadet Christopher L. Havenridge of the Nebraska Wing Omaha Cadet Squadron was selected as Civil Air Patrol's Cadet of the Year for 1980. He was presented with a plaque by Air University Commander Lieutenant General Stanley M. Umstead, Jr. at the closing banquet of the CAP National Board Meeting in Louisville, Kentucky, on 27 September 1980. Christopher, who also received an Air Force Association Special Award in recognition of his outstanding record, is in his first year as a cadet at the Air Force Academy. (Photo by Ken Kennedy)





The Federal Aviation Administration annually conducts an orientation program at its Oklahoma City facility for Civil Air Patrol cadets from throughout the United States. During the 1980 activity, the cadets were accompanied on a field trip to Tinker Air Force Base by the CAP National Commander, Brigadier General Johnnie Boyd. General Boyd, himself a former CAP cadet, is employed at Tinker as a systems engineer. He and the cadets went aboard an Air Force Airborne Warning and Control System (AWACS) aircraft where he provided a briefing on its maintenance and operation. The aircraft, also known as the E-3A Sentry, is based at Tinker. (Photo by Ken Kennedy)

Civil Air Patrol entered the International Air Cadet Exchange (IACE) in 1948 and has participated annually since. The program has grown over the years and has involved as many as forty-one countries. During the past year, 179 CAP cadets and 29 adult escorts participated in the 19-day exchange with twenty other nations. Canadian IACE cadets, left, exchange gifts with cadets of the National Capital Wing during a visit to the Smithsonian National Air and Space Museum. The Apollo-Soyuz Test Program capsules are in the background. (Photo by Ken Kennedy)





Falcon Force. Fourth and fifth grade students in Lincoln School in Canon City, Colorado have fun building and flying kites and at the same time learn fundamentals of flight. Fifth grade teacher Keith Marcy, incorporated the aerospace program into the school curriculum after attending several CAP sponsored aerospace education workshops and the annual CAP sponsored National Congress on Aerospace Education. The CAP Falcon Force Program was successfully tested in over one hundred schools before being made available to local school systems.

(Photos by Debbie Gibbens)



SENIOR MEMBER TRAINING

The three missions of Civil Air Patrol attract a diverse group of members with varied education and skill levels that make a strong and standardized training program a basic necessity. Not only must members be trained to work with cadets and aerospace personnel, and in the specialties required for the more glamorous search and rescue mission, they must also be trained to do the routine day-to-day jobs in areas such as personnel, administration, logistics, finance, etc., which are fundamental to any successful organization.

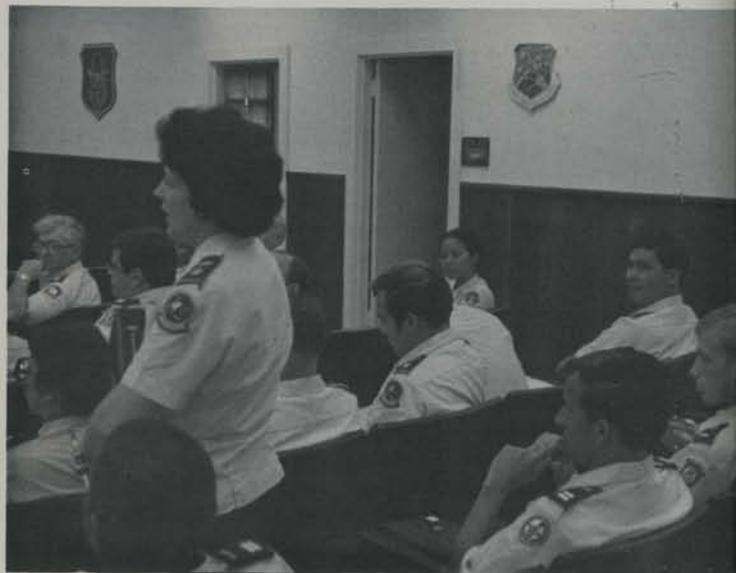
The Division of Senior Training at National Headquarters implements training needs and develops programs in relation to the demonstrated and expressed desires of CAP members to fulfill the purposes and accomplish the missions of Civil Air Patrol. The division staff works with CAP members in the field at all unit levels to develop curricula for courses to be conducted by CAP personnel. The CAP senior training program is organized into five levels.



Kutztown School. Cadets Gregory Weidenfeld of Lakewood, New Jersey, and Bethany Foster of Whitehall, Pennsylvania, are coached by Captain Donald Knutz during practice session in radio room at the Northeast Region Communications School at Kutztown, Pennsylvania. The week-long school was attended by 43 cadets from 11 CAP wings.

LEVEL I — CAP ORIENTATION COURSE

The Level I CAP orientation course is a 4-hour slide/tape presentation which introduces new members to the unique aspects of Civil Air Patrol. It is during this course that new members gain a knowledge of the purposes, missions, and programs of CAP on which to base decisions regarding which mission they wish to help accomplish and which job function they may desire to adopt. This course provides basic instruction in such areas as the history and organization of CAP career development programs and activities and CAP customs, courtesies and proper wear of the CAP uniform.



Staff School. Donna Medina of the Mississippi Wing asks a question during a session of the 13th annual National Staff College held at Gunter Air Force Station, Alabama, during June. The ten-day course was attended by 58 senior members from throughout the country.

LEVEL II — TECHNICAL SPECIALTY TRAINING AND OFFICER DEVELOPMENT

The senior member begins to train in one or more of the CAP specialties and learns to perform unit functions. Study guides are provided and the trainee is encouraged to study CAP directives pertaining to the specialty. Often new members may train under an experienced member in an on-the-job training situation.

CAP Squadron Leadership Schools are conducted locally to augment training in Level II specialties. In these weekend schools, members are provided a working knowledge of all specialties, and are given in-depth instruction in the specialty of their choice. Members also learn to handle certain CAP-unique leadership and counselling situations, and receive instruction on planning unit meetings and activities. Perhaps as important as the stated course objective is the opportunity for members from the same geographical areas to get to know each other, which often results in more cooperation between units in developing and conducting activities.

In addition, senior members study a CAP Officer Course administered by the Extension Course Institute (ECI) at Gunter Air Force Station, Alabama, in order to become fully effective officers in Civil Air Patrol.

LEVEL III — COMMAND AND STAFF

Central to this training level is the Region Staff College, now available in each region, or as needed. These one-week courses provide training in the communicative, leadership, and management skills to squadron level command and staff officers. A total of 312 senior members graduated from region staff colleges in 1980.

Successful completion of Air University's Extension Course Institute Squadron Officer School and study of four CAP pamphlets summarizing basic leadership/management theory and practice are required for completion of this level of training.

LEVEL IV — SENIOR COMMAND AND STAFF

Members at this level are expected to represent CAP in their communities with presentations before local civic clubs, church groups, and governmental agencies. They also must attend the ten-day National Staff College (NSC) conducted annually at Gunter Air Force Station and Maxwell AFB, Alabama. This course provides advanced leadership/management training for wing and region command and staff personnel who have completed a region staff college. It also provides development experiences required to operate complex CAP programs. The NSC makes extensive use of the facilities and faculties of the USAF Air University's Professional Military Education schools. Both graduate and undergraduate academic credit are available for completion of the course.

LEVEL V — USAF SENIOR SCHOOL

The academic accomplishment required in Level V is completion of Air University's Air War College Associate Program. The training provides an insight into Air Force policy desired of senior leaders in CAP. Three years' experience in command or staff position is also required for completion of this training. Only the most dedicated senior member will achieve this level.

SPECIALIZED MISSION TRAINING

• **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. In 1980, an additional school was conducted at the Naval Support Activity, Seattle, Washington.

• **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. Currently under development are CAP-unique courses to augment training in the Level II specialties.

• **Mission Coordinator Course.** These are 2-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 missions.

• **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 organization as a team. Also, each wing annually undergoes disaster relief and 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 test exercises is training gained through the opportunity provided to practice mission skills under realistic conditions.

• **Communication Schools.** The CAP Northeast Region conducts an annual communications school at Kutztown State College, Kutztown, Pennsylvania. The Great Lakes Region also conducts a communications school

at Michigan State University, Lansing, Michigan. Both of these schools are open to senior and cadet members. The specialized training in communications techniques and procedures is designed to expand interest and qualify attendees for CAP Communications Officer positions.

• **CAP Flight Clinics.** CAP encourages flight safety by providing financial assistance to pilots attending a qualifying flight clinic sponsored by the CAP, the FAA, the Aircraft Owner's and Pilot's Association, or any other flight safety organization. These clinics must include ground instruction in several essential subjects such as flying safety, FAA regulations, emergency procedures, flight planning, and aviation weather. Flight clinic participants are also required to demonstrate safe aircraft operation to an FAA certified flight instructor or a qualified CAP check pilot. During CY 1980, over 50 CAP flight clinics were held and were attended by over 800 CAP pilots.

• **Air Force Survival Continuation Training.** Air Force Regulations allow individual Air Force units to use the Civil Air Patrol in support of local programs. The 4950th Test Wing at Wright-Patterson AFB Ohio, is using the Ohio Wing CAP to help provide continuation survival training to base aircrew members. Using techniques established at formal survival schools, Wright-Patterson survival instructors are using the Ohio CAP planes, pilots, and portable 2-way radios to teach aircraft vectoring procedures to "victims" of downed aircraft. The ground-based personnel issue vectoring instructions and other information to the aircraft based on the direction of the aircraft sound, distinguishing characteristics of the area, and, if possible, the known geographical location of the ground site. The ground party also uses various signaling devices available to aircrew members to communicate their location and needs to airborne personnel. The aircraft and pilot provide instant feedback to the ground party on the effectiveness of their efforts. This actual experience, rather than standard textbook training, has given Air Force personnel invaluable firsthand experience in guiding and communicating with a search aircraft should the need ever arise.

Top Recruiters. Robert Olds, left, Commander of California's Barstow Composite Squadron was presented an award recognizing his unit as top recruiter in the California Wing, with 15 new cadets and 20 new seniors during 1979. CAP National Vice Commander Howard L. Brookfield made the presentation as John Abbott, center, Commander of California Group 15 looked on.



Historical Collection. Colonel Louisa S. Morse collected and assembled a display of Civil Air patrol insignia dating back to the organization's earliest days, which she donated to the National Headquarters at Maxwell AFB, Alabama. Colonel Morse joined CAP in October 1942 and has since served in leadership positions at every level of the organization including Delaware Wing Commander and Commander of the Middle East Region. She is now the CAP National Controller. (Photo by Ken Kennedy)



CAP Display. The Sixgate Composite Squadron of the Michigan Wing operated a CAP information display in the Twelve-Oaks Mall during Armed Forces Week. The 1946 J-3 Piper Cub was flown in for the display by its CAP member/owner. Cadet Jeff Arthur was among the squadron members who made contact with large numbers of potential members during the busy week. Such public affairs activities are important in attracting new members to Civil Air Patrol since creating an awareness of the program and its opportunities is the first step in the recruiting process. (Photo by William Mendoza)

CAP CHAPLAINCY

The dedicated civilian clergy who make up the nearly 1,000-member volunteer Civil Air Patrol chaplaincy contribute many hours of their time in providing a professional, ecumenical ministry to approximately 60,000 cadet and senior members. They represent all major religious denominations. In addition to performing a specialized and vital role as personal counselor/chaplain to each CAP member, as well as participating in search and rescue missions, encampments, and memorial and patriotic observances, one of the most crucial areas of ministry for these CAP chaplains is conducting the moral leadership program for the Civil Air Patrol cadets.

The ultimate goal of the moral leadership program is to equip America's youth, and, hopefully, future leaders, with a deep sensitivity and strong commitment to moral, spiritual, and patriotic values. To this end, a new edition of the "Values for Living" pamphlet is published in a continuing series each year for use in the moral leadership sessions. These pamphlets contain topics relevant to today's problems and offer guidance to individuals in selecting a good set of values for daily living. During this activity, the CAP chaplain does not deliver the traditional lecture-style sermon, but rather leads the entire group of cadets to become involved in raising moral issues, looking at inconsistencies, and avoiding forced or preconceived values. Thus, by encouraging cadet participation in character, citizenship, and moral leadership discussions, the CAP chaplain helps prepare the young cadet mentally and morally to face the world of tomorrow.



Squadron Colors. Members of the Alpha Chapter of the Beta Sigma Phi Sorority presented a unit flag and guide-on to Joseph M. DeRico, Commander of the Yokota Cadet Squadron on Yokota Air Base in Japan.

emphasis on chaplain training. Chaplain, Major General, Richard Carr, Chief of Chaplains, USAF, attended for the fourth time and gave an interesting and enlightening address on family structure in America today, especially in the Armed Forces, and marriage enrichment programs. At the National Commander's Prayer Breakfast, Chaplain Colonel, John F. Elliott, CAP, Chairperson of the National Chaplain Committee, delivered an inspiring address entitled "God's Remedy for Stress." During the Prayer Breakfast, awards were presented to the following for outstanding progress in the chaplain area of the Civil Air Patrol-Management Analysis Program (CAP-MAP): First Place Region - Middle East Region; Second Place Region - Pacific Region; First Place Wing - California Wing; Second Place Wing - Virginia Wing.

- Chaplain, Major, Don C. Bunnell, CAP, Casa Grande Composite Squadron, Arizona Wing, received the Thomas C. Casaday Unit Chaplain of the Year Award for his outstanding service and active participation in flying, communications, aerospace education, emergency services, and the cadet program in the Casa Grande Composite Squadron.

- Ministry to Youth Laboratories/Chaplain Conferences were held in six regions.

- With the endorsement of the United States Air Force Chief of Chaplains, Air Force chaplains joined Civil Air Patrol chaplains in observing Civil Air Patrol Sunday on the first Sunday in December in recognition of the valuable contribution of CAP to the Nation and in commemoration of the founding of Civil Air Patrol on 1 December 1941.

Open House. The Bearcat Composite Squadron of the Minnesota Wing held an open house in cooperation with a Minneapolis American Legion post during which Juanita Collins, Councilwoman for the Town of Richfield was briefed on Civil Air Patrol by Squadron Commander Jim Davis. (Photo by Elizabeth Berrinberg)



Chaplain Award. Chaplain, Major, Don C. Bonnell of Arizona's Casa Grande Composite Squadron was recognized as the Unit Chaplain of the Year at the 1980 CAP National Board Meeting in Louisville. The award was presented by Brigadier General Thomas C. Casaday, past CAP National Commander. (Photo by Ken Kennedy)

1980 HIGHLIGHTS

- The National Chaplain Committee and Civil Air Patrol chaplains from across the United States held their annual meeting in conjunction with the CAP National Board Meeting in Louisville, Kentucky. The chaplain meeting was in the form of an institute, with special

SUPPORT FOR CIVIL AIR PATROL

LEGISLATION IN SUPPORT OF CAP

Section 9441, Title 10, USC popularly known as the CAP Supply Bill, was originally passed on 26 May 1948. The act was amended on 27 May 1954, and again on 8 September 1980. The statute did the following things:

a. It established the Civil Air Patrol as an official auxiliary of the Air Force and further clarified it for the purpose of determining civil liability as an instrumentality of the United States Government while performing Air Force authorized missions.

b. It provided for the Secretary of the Air Force to assist the Civil Air Patrol in the fulfillment of its objectives. The Secretary of the Air Force with approval of the Secretary of Defense was authorized to give, lend, or sell to the Civil Air Patrol without regard to the Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. 471 et seq.) —

(1) Major items of equipment including aircraft, motor vehicles, and communications equipment; and

(2) Necessary related supplies and aids that are excess to the military departments. The statute also permitted the use of services and facilities of the Air Force as the Secretary of the Air Force considers to be needed by the CAP to carry out its mission. This included the free use of utilities.

(3) The statute also authorized reimbursement for POL used on Air Force directed missions including unit capability testing missions and training missions. The statute set up the regional structure of CAP and provided for liaison officers at national, regional, and state levels. It authorized the detail of any civilian or military member to any unit of CAP to assist in the CAP training program.

(4) It authorized the payment of aircraft maintenance expenses relating to operational missions, unit capability testing missions, and training missions.

(5) In time of war or national emergency, authorization was given to pay CAP members travel expenses to Air Force assigned missions.

c. The Secretary of the Air Force was authorized to use the services of CAP in helping to fulfill the noncombat mission for the Department of the Air Force.

THE CAP-USAF LIAISON STRUCTURE

Public Law 557 authorized the Secretary of the Air Force to provide certain support to CAP such as the use of Air Force services and facilities, assistance with training, excess equipment, reimbursement for fuel, lubricants, and communications expenses on Air Force authorized missions, and Air Force liaison personnel assigned at the national, regional, and wing levels of Civil Air Patrol.

The Air Force liaison structure and Civil Air Patrol come together at the Headquarters CAP-USAF - National Headquarters Civil Air Patrol level. Brigadier General H. W. Miller, as the senior officer in the CAP-USAF liaison structure, performs duties in a dual status.

In his military capacity, he directs USAF support of CAP and commands all Air Force personnel assigned to Headquarters CAP-USAF and the eight region and 52 wing liaison offices.

In his role as Executive Director of Civil Air Patrol, he serves in his private capacity and not as an officer of the United States Air Force. As Executive Director, he administers the day-to-day activities of CAP and is a voting member of the CAP National Board and National Executive Committee. The Air Force staff assigned to Headquarters CAP-USAF support the Commander, CAP-USAF/CAP Executive Director in both functions.

In each of the eight USAF-CAP liaison regions which correspond to the eight CAP regions that geographically divide the 50 states, Puerto Rico, and the District of Columbia, an Air Force Colonel commands a small staff in the region office and an officer and noncommissioned officer in each of the USAF-CAP Wing Liaison Offices (state level) under his jurisdiction.

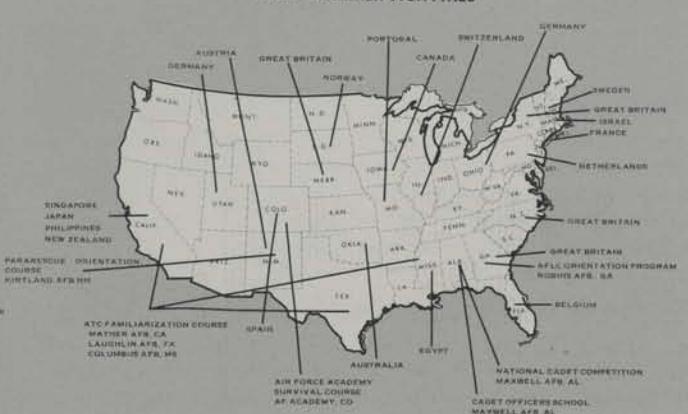
USAF-CAP liaison personnel serve as implementing agents for policies established by the Commander, CAP-USAF; as field advisors to assist CAP commanders in mission performance; and as liaison and control between CAP and federal government resources where facilities, services equipment, or funds are involved.

Within the Air Force command structure, Headquarters CAP-USAF comes under Air University, commanded by Lieutenant General Stanley M. Umstead, Jr., and Air Training Command, commanded by General B. L. Davis.

DOD FACILITIES SUPPORTING
CADET ENCAMPMENTS
1980



HOST WINGS FOR IACE CADETS
1980
CADET SUMMER ACTIVITIES





Congressman Commander. CAP Colonel Lester L. Wolff was named Senior Member of the Year at the 26-27 September 1980 National Board Meeting in Louisville. Wolff is a Congressman from New York's Sixth District and Commander of the CAP Congressional Group. As a long-standing member and supporter of Civil Air Patrol, Mr. Wolff was a primary force in passage of the Wolff-Stratton Amendment to the Department of Defense Authorization Act of 1981 which authorizes additional support for the individual CAP members in carrying out the basic missions of Civil Air Patrol.

CAP SUPPLY DEPOT

CAP operates a supply depot at Amarillo, Texas, to obtain, store, and ship aircraft parts to individual wings. Transportation and handling charges are paid by the users of this service. Spare parts are provided for 605 CAP corporate-owned aircraft, consisting of 45 different makes and models. Parts for the DOD 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.

OCCUPANCY OF DOD FACILITIES

The use of Department of Defense (DOD) facilities gives some financial relief to Civil Air Patrol units. CAP units occupy approximately 312,000 square feet of DOD building and office space at 102 locations. This accommodates less than 15 percent of the Civil Air Patrol units that require better facilities. The reduction in the number of DOD facilities even further limits the availability of such facilities for CAP use.



Top Officials. The Deputy Assistant Secretary of Defense for Reserve Affairs Harold W. Chase, left; and George M. McWilliams, Deputy Assistant Secretary of the Air Force For Reserve Affairs were interested participants in the CAP National Board Meeting in Louisville on 26-27 September 1980.



Annual Report. The 1980 Civil Air Patrol Annual Report to Congress was delivered to the office of each member of Congress by cadet members of the CAP National Capital Wing. Many congressmen were able to meet with the cadets and receive the report as did Senator Jennings Randolph of West Virginia. The report is required by Public Law 476, the statute under which the CAP was chartered as a benevolent, non-profit corporation.

DOD EXCESS PROPERTY

Civil Air Patrol is authorized by Public Law 557 to acquire equipment and supplies that are excess to the needs of the DOD. Property acquired during 1980 included aircraft, vehicles, communications equipment, office equipment, and other property with an estimated value of \$5,664,306.57. Restoration of aircraft and vehicles to a safe operating condition and modification of aircraft to meet FAA airworthiness standards require the expenditure of the limited funds of the Civil Air Patrol Corporation. DOD agencies identified 37 excess aircraft for transfer to CAP during 1980 as compared to 41 in 1979.



State Support. The Missouri State Adjutant General Robert E. Buechler, right, and Missouri CAP Wing Commander Nicholas J. Knutz discuss the action of the Missouri Legislature to create an Office of Air Search and Rescue under the Adjutant General's Office. Colonel Knutz will serve as director of the new office which will be funded by a \$10,000 state appropriation and matching federal funds.

ASSOCIATION WITH OTHER ORGANIZATIONS

The success of Civil Air Patrol, like most volunteer organizations, is totally dependent upon the commitment and dedication of its members who contribute their time, talents, and resources in support of worthwhile objectives. Civil Air Patrol also is associated with other organizations, locally, nationally, and internationally, 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 is more nearly realized.

AMERICAN RED CROSS. The American Red Cross is assigned responsibility by the Federal Disaster Act of 1970 to assist persons in need as a result of disaster emergencies while Civil Air Patrol has an emergency services mission to assist the Air Force in fulfilling its responsibilities for natural disaster relief operations. Because of these common commitments, the two organizations have developed a close working relationship that is formalized by a mutual support agreement extending to local Red Cross chapters and CAP squadrons.

FEDERAL AVIATION ADMINISTRATION. The FAA, NASA, and CAP are cosponsors of the annual National Congress on Aerospace Education and the FAA is a strong supporter of other CAP aerospace education efforts. The FAA Orientation Course for CAP cadets is conducted annually at Will Rogers World Airport in Oklahoma City and FAA sponsored flight clinics conducted throughout the country are well attended by CAP pilots.



Spanish IACE. Air Force Captain David Barnthouse, a former CAP cadet now assigned to the 557th Flying Training Squadron at the Air Force Academy, briefs cadets from the Spanish Air Force Academy on the operation of the T-41. The cadets represented their country in the International Air Exchange program.

AIR FORCE ASSOCIATION (AFA). The AFA is a long-standing supporter of Civil Air Patrol programs on both the national and local level. AFA actively participated in the National Congress on Aerospace Education.

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION (NASA). NASA co-sponsored the 1980 National Congress on Aerospace Education in Orlando, Florida, and provided Astronaut Candidate Captain Loren J. Shriver to make a presentation. NASA also sponsored a field trip through the NASA Kennedy Space Center with special emphasis on the Space Shuttle Program.

AIR CADET LEAGUE OF CANADA. The International Air Cadet Exchange (IACE) was conceived and initiated by the Air Cadet League of Canada in 1947. Since 1948, Civil Air Patrol has participated in the exchange and over the years has developed an especially close association with the ACLC in planning and conducting the program.

U.S. AIR FORCE RESERVE. Air Force Reserve personnel are valuable assets to Civil Air Patrol in their support of the CAP Cadet Officers School and National Staff College conducted each summer at Maxwell AFB, Alabama, cadet encampments, aerospace education workshops, and a wide variety of other special activities conducted throughout the nation. Reservists serve short tours of active duty to assist with some national level programs, but most of their service is with CAP programs at the grass roots level where their only compensation is point credit for retirement.

OPTIMIST INTERNATIONAL. Optimists Clubs throughout the country sponsor Civil Air Patrol cadet units in accordance with their commitment of service to their communities.

VOLUNTEERS OF AMERICA (VOA). The VOA and CAP developed a mutual assistance agreement in early 1980 to insure close cooperation between the two organizations in their common mission of emergency services. The agreement outlined principles of cooperation to provide maximum assistance to victims and workers in disaster and emergency situations and to insure that the maximum potential of both organizations will be realized.



AFA Award. Cadet Robert Lewis of California's Mather Cadet Squadron was presented an Air Force Association (AFA) award by James Sandman, President of the Sacramento Chapter of AFA. The award was in recognition of Robert's outstanding performance and academic achievements. Robert is active in the ROTC at Sacramento State University and has received an appointment to the Air Force Academy.

VETERANS OF FOREIGN WARS (VFW). The VFW continues to recognize the common interests and cooperation between CAP and the VFW and urges VFW units throughout the country to maintain and strengthen their ties with local Civil Air Patrol units.

NATIONAL ASSOCIATION FOR SEARCH AND RESCUE (NASAR). This national, nonprofit association promotes and supports search and rescue and provides a public forum for cooperation between state, federal, local and private search and or rescue groups. NASAR's support has produced impressive congressional response for the Civil Air Patrol Supply Bill. Lt. Col. James Bigelow of the CAP California Wing represents Civil Air Patrol on the NASAR Board of Directors.

SALVATION ARMY. The Salvation Army is charged under the Federal Disaster Relief Act of 1970 with responsibility to assist persons in distress as a result of disaster emergencies. One of the Civil Air Patrol's primary missions is also emergency services and as a result of this common interest, the Salvation Army and Civil Air Patrol in 1973 adopted a statement of cooperation to insure that the maximum potential of the two organization will be utilized to assist persons in need.

AMERICAN LEGION. Aerospace education and youth development are areas of common interest to the American Legion and Civil Air Patrol and have been the basis of cooperation between the two organizations since 1950. Beginning in 1979, the American Legion annually recognizes the Outstanding Squadron in each of the 52 CAP wings. The award certificate, which may go to either a cadet, senior, or composite unit, will be presented in appropriate ceremonies by a local American Legion Department Commander. American Legion Post Commanders and Civil Air Patrol Squadron Commanders are urged to contact each other and explore areas for further development of mutual support and cooperation at the grass roots level.



Community Support. Fred Hess (R) Commander of the Florida Wing Citrus County Composite squadron was presented a check by Robert England of the Mid-State Federal Savings and Loan Company. The funds were designated for use to purchase a squadron flag.

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 the local and national levels. National recipients of \$1,000 scholarships in 1980 were William D. McGailliard, North Carolina Wing; and Stephen M. Paulus Jr., Georgia Wing. The scholarships were used for ground and flight training toward an FAA private pilot certificate.

FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA). The Federal Emergency Management Agency (FEMA) was created by combining several federal disaster relief agencies. Civil Air Patrol has continued to work with the Plans and Preparedness Office of FEMA as it worked with the Defense Civil Preparedness Agency under their 1974 Memorandum of Understanding. FEMA has ten regional offices that coordinate emergency services activities with state and local governments. CAP wings have developed agreements with state and local governments making CAP support available during emergencies.

FEDERAL COMMUNICATIONS COMMISSION (FCC). The FCC has been extremely helpful in providing guidance on its rules and regulations and in assisting CAP in its efforts to improve its communications program. Mr. Robert Lane of the FCC Licensing Division and Mr. Robert McNamara of the FCC Rules Division have assisted by providing technical and administrative guidance.

Falcon Award. Peter Schull of the Texas Wing Ellington Composite Squadron was presented the Colonel Frank Borman Falcon Award by astronaut Vance Brand in Houston, Texas ceremonies.



AFA Award. Cadet Christopher L. Havenridge of Nebraska's Omaha Cadet Squadron was selected as CAP's Cadet of the Year and presented the Air Force Association's Special Award. AFA representative Major General Dan Callahan (USAF-Retired) presented the award during the closing banquet of the 1980 CAP National Board Meeting in Louisville. (Photo by Ken Kennedy)



STATISTICAL SUMMARY

Vital Statistics	1979	1980
31 December 1980		
MEMBERSHIP		
Cadets	23,277	22,721
Seniors	36,275	36,591
Total Members	59,552	59,312
ORGANIZATIONAL UNITS		
Regions	8	8
Wings	52	52
Groups	179	185
Senior Squadrons	245	241
Cadet Squadrons	371	366
Composite Squadrons	917	943
Flights	102	88
Total Units	1,875	1,883
RADIO STATIONS		
Fixed Land	4,191	4,068
Ground Mobile	14,930	15,340
Air Mobile	3,515	3,505
Citizen Band	2,978	2,988
Search and Rescue (SAR)	539	688
Corporate Aeronautical	522	605
Repeater Stations	168	187

	1979	1980
Emergency Locator Total Stations	65 26,908	87 27,468
AIRCRAFT		
Corporate Owned	600	605
Member Owned	6,787	7,570
Total Aircraft	7,387	8,175
EMERGENCY SERVICES MISSIONS		
Missions	1,000	1,175
Hours Flown	18,340	14,424
Objectives Located (Finds)	499	649
Lives Saved (Saves)	55	115
Mandays	30,273	25,726
EFFECTIVENESS TESTS		
Search and Rescue	44	50
Disaster Relief	37	44
ENCAMPMENTS		
Active Air Force Host Bases	34	28
Cadets Attending	5,231	5,263
Seniors Participating	903	865
CADET AWARDS		
Mitchell Awards	1,002	1,180
Earhart Awards	341	343
Spatz Awards	43	26

WING PARTICIPATION IN EMERGENCY SERVICES 1 JANUARY 1980 THROUGH 31 DECEMBER 1980

The table below shows the extent of Civil Air Patrol participation in USAF authorized search and rescue missions, disaster relief, and other emergency services missions. Thousands of additional hours are spent on state and local support activities that are not reported. During 1980 Civil Air Patrol was credited with 649 finds and 115 saves. Sixty three of the saves were credited jointly to CAP wings and other rescue organizations. ("Finds" are the number of search objectives located and "Saves" are the number of lives saved.)

	Number		Saves		Flying	
	*Missions	Finds	CAP	Joint	Hours	Mandays
Alabama	9	3	0	0	69	130
Alaska	88	42	11	2	1,133	1,968
Arizona	28	18	0	0	479	595
Arkansas	15	8	0	0	65	120
California	113	84	1	1	2,117	2,030
Colorado	67	29	4	47	378	929
Connecticut	7	3	0	0	71	129
Delaware	1	1	0	0	7	34
Florida	52	23	1	0	752	1,693
Georgia	29	15	0	0	345	662
Hawaii	7	2	0	0	95	60
Idaho	16	3	0	0	131	251
Illinois	22	13	0	0	48	116
Indiana	11	2	0	0	3	223
Iowa	12	7	0	0	23	195
Kansas	7	4	0	0	13	61
Kentucky	14	4	0	0	202	445
Louisiana	31	20	0	1	105	312
Maine	5	3	0	0	8	45
Maryland	15	11	0	0	379	1,039
Massachusetts	10	5	0	0	182	449
Michigan	25	19	0	0	260	619

	Number		Saves		Flying	
	*Missions	Finds	CAP	Joint	Hours	Mandays
Minnesota	21	11	5	0	118	475
Mississippi	13	6	0	0	72	201
Missouri	14	8	0	0	51	158
Montana	12	4	0	0	60	116
National Capital	2	0	0	0	3	53
Nebraska	6	3	0	0	42	117
Nevada	23	8	0	5	197	351
New Hampshire	2	2	0	0	2	17
New Jersey	10	6	0	0	26	66
New Mexico	35	21	4	2	728	729
New York	15	6	0	0	222	554
North Carolina	25	14	0	0	539	1,101
North Dakota	16	6	3	0	39	114
Ohio	35	25	0	0	160	471
Oklahoma	38	12	1	0	185	233
Oregon	31	22	16	0	400	575
Pennsylvania	29	34	1	0	382	1,579
Puerto Rick	6	1	0	0	12	18
Rhode Island	5	0	0	0	76	214
South Carolina	9	5	0	0	206	279
South Dakota	12	8	0	0	39	135
Tennessee	16	5	0	0	242	592
Texas	63	61	0	0	2,242	2,351
Utah	30	11	3	0	429	661
Vermont	2	0	0	0	0	22
Virginia	24	13	0	0	94	488
Washington	65	29	1	4	629	1,319
West Virginia	9	3	0	0	84	276
Wisconsin	17	5	1	0	107	197
Wyoming	6	1	0	0	132	149
Subtotal Saves			52	63		
TOTAL	1,175	649	115		14,424	25,726

*Total missions will not add correctly because more than one wing often participates in a single mission.

STATE SUPPORT

Thirty-nine states appropriated funds in support of their respective Civil Air Patrol Wings for Fiscal Year 1981. The total provided by individual states for this purpose amounted to \$2,200,623. This recognition and support of Civil Air Patrol by state governments is greatly needed and appreciated.

WING	AMOUNT	WING	AMOUNT	WING	AMOUNT	WING	AMOUNT
Alabama	\$30,000	Illinois	148,300	Nevada	30,000	South Carolina	81,283
Alaska	462,000	Kansas	4,000	New Hampshire	23,192	South Dakota	17,750
Arizona	55,000	Kentucky	15,000	New Mexico	38,000	Tennessee	42,000
Arkansas	51,675	Louisiana	68,000	New York	150,000	Utah	19,000
California	104,000	Maine	5,000	North Carolina	70,000	Vermont	10,000
Colorado	88,700	Maryland	27,500	North Dakota	75,547	Virginia	40,000
Connecticut	9,600	Minnesota	32,500	Oklahoma	25,000	Washington	25,000
Florida	50,000	Mississippi	20,000	Pennsylvania	75,000	West Virginia	89,000
Georgia	40,000	Missouri	10,000	Puerto Rico	30,000	Wyoming	2,500
Hawaii	100,000	Nebraska	25,000	Rhode Island	11,076		

TEN YEARS IN REVIEW

Year	No. Wings	Amount	Year	No. Wings	Amount
1970	29	\$ 823,868	1976	33	1,391,494
1971	31	889,295	1977	34	1,391,013
1973	33	1,088,078	1978	35	1,652,198
1974	33	1,094,566	1979	38	1,823,572
1975	32	1,230,737	1980	39	2,200,623

NATIONAL EXECUTIVE COMMITTEE

Brig. General Johnnie Boyd, CAP
 Brig. General H. W. Miller, USAF
 Colonel Howard L. Brookfield, CAP
 Brig. General William C. Whelen, CAP
 Colonel Harvey R. Klein, CAP
 Colonel Edgar M. Bailey, CAP
 Colonel A. Sidney Evans, CAP
 Colonel Edward L. Palka, CAP
 Colonel L. H. McCormack, CAP
 Colonel William B. Cass, CAP
 Colonel Sammie V. Pierce, CAP
 Colonel Larry D. Miller, CAP
 Colonel Bobbie J. Girard, CAP

National Controller

Colonel Louisa S. Morse, CAP

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

National Administrator

Gordon T. Weir

CAP WING COMMANDERS

AL	Col. Harry J. Howes, CAP	NCAP	Col. Alfred E. Morris, CAP
AK	Col. Russell J. Anderson, CAP	NE	Col. William B. Woodruff, CAP
AZ	Col. Henry M. Rood, CAP	NV	Col. W. Vernon Bolt, Jr., CAP
AR	Col. David L. Guthridge, CAP	NH	Col. Kenneth C. Jameson, CAP
CA	Col. Edwin W. Lewis, Jr., CAP	NJ	Col. George S. Bochenek, CAP
CO	L/Col. Henry A. Elgin, Jr., CAP	NM	Col. Lloyd A. Sallee, CAP
CT	Col. Kenneth D. Faust, CAP	NY	Col. Roy I. Arroll, CAP
DE	L/Col. James W. Keener, CAP	NC	Col. Foy Reese, CAP
FL	Col. Richard L. Leali, Sr., CAP	ND	Col. David E. Wachal, CAP
GA	Col. Philip T. McLendon, CAP	OH	Col. Marjorie J. Swain, CAP
HI	Col. John H. Felix, CAP	OK	Col. Charles W. Underwood, CAP
ID	Col. Keith L. Lysinger, CAP	OR	Col. Robert C. Shannon, CAP
IL	Col. Donald I. Reed, CAP	PA	Col. A. A. Milano, CAP
IN	L/Col. Edwin D. Des Lauriers, CAP	PR	Col. Hector Aponte-Pagan, CAP
IA	Col. Donald M. Bailey, CAP	RI	Col. Raymond G. Berger, CAP
KS	Col. Jerome L. Hanson, CAP	SC	Col. George O. Compton, CAP
KY	L/Col. Nathaniel L. Tucker, CAP	SD	Col. Harold K. Lindseth, CAP
LA	Col. George Sartis, CAP	TN	Col. William C. Tallent, CAP
ME	Col. Joseph R. Melrose, Jr., CAP	TX	Col. Ronald N. Raney, CAP
MD	L/Col. Daniel J. Hill, CAP	UT	Col. Virginia E. Smith, CAP
MA	Col. Renzo Giromini, CAP	VT	Col. David A. Dawson, CAP
MI	L/Col. Robert W. Paulson, CAP	VA	Col. Floyd B. Callihan, CAP
MN	L/Col. Lorraine V. Timmerman, CAP	WA	Col. Theodore A. Tax, CAP
MS	Col. Rodney I. Baker, CAP	WV	Col. William H. Arnott, CAP
MO	Col. Nicholas J. Knutz, CAP	WI	Col. Leonard R. Wasylyk, CAP
MT	Col. Russell L. Sartain, CAP	WY	Col. Jack Prince, CAP

RECOGNITION OF EXCELLENCE

UNIT RECOGNITION

Squadron of Distinction. *The Hillcomber Composite Squadron of the California Wing* was selected as the Civil Air Patrol Squadron of Distinction. The award was based on a composite of the unit's accomplishments within Civil Air Patrol from 1 July 1979 through 30 1980 as well as favorable recognition by their wing and region commanders. The Squadron's Commander, Lt. Col. Richard P. Timm, CAP, received the F. Ward Reilly Leadership Award in recognition of his outstanding work with the squadron.

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

- (1) *Franklin County Composite Squadron, Illinois Wing*
- (2) *Stratford Eagles Composite Squadron, Connecticut Wing*
- (3) *Fort Pierce Composite Squadron, Florida Wing*
- (4) *Mid County Optimist Composite Squadron, Texas Wing*

Top Region. *The Middle East Region* was the winner in the Civil Air Patrol Management Program (CAP-MAP) "Top 8 of the 80's" Awards Program, based on an average of the scores of all assigned wings.

Top Wings. The following wings were selected as the top performers in each region under the objective criteria of the Civil Air Patrol-Management Analysis Program (CAP-MAP):

Connecticut — Northeast Region
North Carolina — Middle East Region
Indiana — Great Lakes Region
Florida — Southeast Region

Missouri — North Central Region
Oklahoma — Southwest Region
Montana — Rocky Mountain Region
Washington — Pacific Region

INDIVIDUAL RECOGNITION

Cadet of the Year. *Cadet/Major Christopher L. Havenridge, Nebraska Wing*
Senior Member of the Year. *Colonel Lester L. Wolf, Congressional Group*

Brewer Aerospace Memorial Awards

Cadet Category. *Cadet Thomas B. Wade, Tennessee Wing*
Senior Category. *Major Robert W. Paulson, Michigan Wing*
Individual Category. *Mr. John F. Barry, Columbia, South Carolina.*
Organization Category. *Fear of Flying Clinic, San Mateo, California.*
Special Aerospace Award. *Brigadier General Charles E. Jones, III, USAF*

General Carl A. Spaatz Award Winners. The following cadets are recognized for successfully completing all phases of the structured Civil Air Patrol Cadet Program.

Alabama

John W. Gardner, (No. 550), Montgomery Air National Guard Composite Sq., 1924 Graham Street, Montgomery, AL 36106

Arizona

Robert L. Gannon, (No. 539), Sunny Slope Composite Sq. 307, 3419 W. Dahlia Drive, Phoenix, AZ 85029

Delaware

Susan J. Liedlich, (No. 538), New Castle Cadet Sq., P. O. Box 592, Hockessin, DE 19707

Florida

Jay J. Warwick, (No. 566), St. Johns River Composite Sq., P. O. Box 906, Palatka, FL 32077

Kentucky

Steven D. Bolin (No. 542), Centenary Composite Sq., Box 1629, Lexington, KY 40501

Louisiana

Robert S. Binford, (No. 555), First Aerospace Cadet Sq., P. O. Box 97, Barksdale AFB, LA 71110

Rodney L. Horn, (No. 548), First Aerospace Cadet Sq., P. O. Box 97, Barksdale AFB, LA 71110

Michael A. Phillips, (No. 541), Capitol City Composite Sq., 4439 Palm St., Baton Rouge, LA 70808

New Hampshire

Donald E. Graham, (No. 547), Falcon Cadet Sq., RFD 7 Box 429, Laconia, NH 03246

New Jersey

Alex Baldi, (No. 557), Bay Shore Composite Sq., P. O. Box 176, Middletown, NJ 07748

New Mexico

James R. Elliott, (No. 560), Las Cruces Composite Sq., 1301 W. Picacho, Las Cruces, NM 88001



Cadet Competition. The New York Wing team representing the CAP Northeast Region was the Sweepstakes winner in the annual National Cadet Competition held at Maxwell Air Force Base, Alabama in late December. A team from each of the eight CAP regions participated in the competition and were tested in physical fitness, aerospace knowledge, and precision drill. The "USAF Chief of Staff Trophy" was presented to the winning team by Lieutenant General Stanley Umstead, Jr., right, Commander of Air University, who represented General Lew Allen, Jr., Air Force Chief of Staff. Also participating in the ceremony was Brigadier General H. W. Miller, CAP-USAF Commander and CAP Executive Director, second from left. (Photo by Ken Kennedy)

North Carolina

Andrew E. Sizemore, (No. 552), Raleigh-Wake Composite Sq. 1006, Glen Eden Drive, Raleigh, NC 27612

Ohio

Tracy L. Kawasaki, (No. 543), Lockbourne Composite Sq. 1000, Rickenbacker, AFB, OH 43215

Oregon

Jeffrey A. Krey, (No. 540), Emerald Empire Composite Sq., P. O. Box 2648, Eugene, OR 97402

Paul A. White, (No. 559), Medford Composite Sq., P. O. Box 155, Medford, OR 97501

Pennsylvania

Terry N. Friend, (No. 554), Capital City Cadet Sq., 302, P. O. Box 1132, Mechanicsburg, PA 17055

Tim Hawes, (No. 558), Coatesville Composite Sq., 1008, 56 Sunset Drive, Paoli, PA 19301

Jeff L. Riley, (No. 553), Penn State University Composite Sq. 1303, Rt. 1, Box 260, Port Matilda, PA 16870

Puerto Rico

Joseph L. Cubba, (No. 563), Isla Grande Composite Sq., Box 10994, Caparra Heights Station, PR 00922

Alfonso Illidge, (No. 544), San German HS Cadet Sq., #4 Variante, San German PR 00753

Juan Rodriguez, (No. 561), Isla Grande Composite Sq., Box 10994, Caparra Heights Station, PR 00922

Pedro Tirado, (No. 545), Sabana Grande Cadet Sq., Box 581, Sabana Grande, PR 00747

Miguel A. Villanueva, (No. 546), San Lorenzo HS Cadet Sq., Box 204, San Lorenzo, PR 00754

Virginia

Robert E. Collins, (No. 551), Norfolk Composite Sq., 259 York Street, Norfolk, VA 23510

David J. Kahn, (No. 549), Norfolk Composite Sq., 259 York Street, Norfolk, VA 23510

Wisconsin

John E. Jones, (No. 562), Kenosha Composite Sq. 7303, 14th Avenue, Kenosha, WI 53140



Borman Award. Carlos Puentes of the Florida International Cadet Squadron was presented the Colonel Frank Borman Falcon Award by former CAP Cadet and NASA Astronaut Frank Borman in special ceremonies at Eastern Airlines Headquarters in Miami, Florida, where Borman now serves as President.

Utah Award. David Chamber of the Utah Wing Enterprise Composite Squadron was presented the General Carl A. Spaatz Award by Governor Scott M. Matheson in a special ceremony at the State Capitol in Salt Lake City.



Mitchell Enlistee. Wilfred E. Odom, Jr., (R) of Alabama's Gunter Cadet Squadron enlisted in the Air Force and was presented Airman First Class stripes by recruiter Jim Yarbrough. Since January 1979, the Air Force has awarded pay grade E-3 (Airman First Class) upon enlistment to persons who have earned the CAP General Billy Mitchell Award as a CAP cadet. After completing basic training, Odom will attend a technical school to train to become a computer operator.



Scholarship Winners. Civil Air Patrol scholarships amounting to \$25,500 for academic year 1980-81 were awarded to 51 of Civil Air Patrol's outstanding young men and women who are attending colleges and vocational-technical schools throughout the nation.

Alabama

Thurman H. Robertson, 1068 Martinwood Lane, Birmingham, AL 35235

Arizona

Robert L. Gannon, 7313 E. Latham Street, Scottsdale, AZ 85257

Arkansas

Steven A. Jackson, 10105 Kling Road, Mabelvale, AR 72103

California

Gregory H. Bowman, 7120 Blue Hill Drive, San Jose, CA 95129
Lisa M. Taylor, 3537 El Ricon Way, Sacramento, CA 95825

Colorado

Marianne M. Johnson, 390 South Lee Street, Lakewood CO 80226

Delaware

Christopher A. Coleman, 4635 Sylvanus Drive, Wilmington DE 19803
Susan J. Liedlich, 97 Chaucer Drive, Newark DE 19713
Dean J. Longo, R.D. 1, Box 77A, Wyoming, DE 19934
John P. McGinty, Jr., 602 Smyrna Avenue, Wilmington DE 19809

Florida

Dwight C. Albers, 2690 NE 20th Street, Pompano Beach, FL 33062
James C. Zurales, 6436 W. 18th Street, Berwyn, IL



Spaatz Cadet. Kay L. Lincoln of Michigan's Lansing Cadet Squadron has attained the highest level of achievement in the CAP Cadet Program as signified by the General Carl A. Spaatz Award presented to her by Maj. General John A. Johnston, Adjutant General for the State of Michigan. Kay works as an emergency medical technician in a local hospital and is majoring in biology at Kalamazoo College.

Illinois

Jeffrey W. Haak, 3704 Madison, Oakbrook, IL 60521
John A. Maguire, 1642 W. 183rd Street, Homewood, IL 60430
Maryann J. Mrowca, 4117 W. 58th Place, Chicago, IL 60629
Joel Signorelli, 806 Kimberly Way, Lisle, IL 60532s
Robert J. Thomas 1002 North Elmhurst Road, Prospect Heights, IL 60070
Michael J. Wolfe, 6513 W. 60th Street, Chicago, IL 60638

Indiana

Michael J. Caylor, 718 Spring Lake Drive, Destin, FL 32541
John M. Mansfield, 3005 Andre Lane, Fort Wayne, IN 46806
Thomas J. Sutliff, 920 Spruce Street, Hammond, IN 46324

Louisiana

Robert S. Binford, 2810 Eugene Street, Bossier City, LA 71112

Massachusetts

Margaret Stock, 37 Linden Street, Needham, MA 02192



AFA Award. Cadet Gary Willets of New York's Dutchess County Composite Squadron was presented a \$300 flight scholarship by Gerald Hasler, National President of the Air Force Association. Gary was selected on the basis of his academic achievement and performance in the CAP cadet program. The Air Force Association is a strong supporter of CAP in all its programs.

Michigan

Kay L. Lincoln, 1921 Oneida, Okemos, MI 48864
August A. Macdonald, 2622 Tampa Drive, Walled Lake, MI 48088

Minnesota

Brian P. Bristol, 8537 Grospoint Avenue, S., Cottage Grove, MN 55016
Brian L. Christensen, 1001 Western Drive, Excelsior MN 55327
Debra K. Dundas, 1405 Marsh Street, Mankato, MN 56001

Mississippi

Pamela E. Peyman, Rt. 1, 307 Cambridge Road, Starkville, MS 39759
Marie L. Vozzo, Rt. 2, 5 Cardinal Lane, Starkville, MS 39759

Missouri

Linda S. Bangert, 302 East McGee, Springfield MO 65807

New Hampshire

Mary F. Gilmore, 103 Washington Street, Rochester NH 03867

New Jersey

Marie E. Taylor, 39 Kenwood Terrace, Trenton NJ 08610

Top Award. Cadet Charles H. Gailes was presented the General Carl A. Spaatz Award by Lt. General Stanley M. Umstead, Jr., Commander of Air University at Maxwell AFB, AL. Charles has since been promoted to captain in the senior program and serves as Director of Cadet Activities for the Southeast Region.



New York

Philip D. Jones, 114 Noel Drive, Williamsbilly, NY 14221
Sharon Krohn, 2532 Clinton Street, Bellmore, NY 11710

North Carolina

Robert A. Powell, 105 Perth Court, Cary, NC 27511
Michael L. Riddle, 3034 Plantation Road, Raleigh, NC 27609

Ohio

James M. Ruley, 4827 Ridgewood Road, W., Springfield, OH 45503

Oklahoma

Joseph D. Brown, 120 NE Meadowlark, Bartlesville, OK 74003
Eric D. Vander Linden, 2968 E. 77th Street, Tulsa, OK 74136

Tennessee

Donald J. Clark, 1720 Lavendale Circle, Knoxville, TN 37920

Texas

James S. Reynolds, 4616 Matador Trail, Amarillo, TX 79109

Virginia

Patricia L. Seim, 1911 Fordson Road, Richmond VA 23229
Paul R. Wilkinson, 2509 Cherrytree Lane, Richmond, VA 23235

Washington

Dennis R. Brooke, 1011 - 17th Street, NE, Auburn, WA 98022
Barton K. Hawkins, 17500 Brook Boulevard, Bothell, WA 98011
Greg T. Hader, 29020 - 124th SE, Auburn, WA 98022

Wisconsin

Robert F. Showers, 610 Hillyer Street, Waupun, WI 53963
Kurt R. Wipperfurth, Rt. 1, Box 122, Merrimac, WI 53561

Wyoming

Charles D. Widhalm, 1017 Laredo Drive, Douglas WY 82633

Gill Robb Wilson Award. This is the highest award attainable in the Senior Member Training Program. In addition to acquisition of the Paul E. Garber award and three years in the CAP command or staff position, recipients of the Gill Robb Wilson Award must have successfully completed the USAF Air War College Correspondence Course conducted by Air University, Maxwell Air Force Base, Alabama. Gill Robb Wilson Awards were earned by the following Civil Air Patrol senior members during 1980:

California

Hoyt M. H. Simmons, 04103

Colorado

Jack Haviland, 05144

Connecticut

Aurelio Bruciatelli, 06001

Florida

Charles R. Denman, 08272
James A. Mowbray, 08001

Double Award. Minnesota cadets Paul Schmidt, right, and Brian Bristol of the south St. Paul Composite Squadron were presented the General Carl A. Spaatz Award by Minnesota Governor Al Quie. Minnesota Wing Commander Russell E. Kruse, left, was a proud participant in the ceremonies.



Lone Star Member. Texas Governor William P. Clements accepted honorary membership in Civil Air Patrol from Texas Wing Commander Ronald N. Raney (Photo by Bill Malone)

Paul E. Garber Award. This award, given in the name of an eminent aviation historian, was presented to fifty-five senior members in recognition of their efforts to further the cause of aerospace. Paul E. Garber Award recipients for 1980 were as follows:

Alabama

Raymona C. Anderson, 01001
Billie E. Brackeen, 01001
Clyde M. Maddox, 01108

Arkansas

Robert B. Boyson, 03001
Ben D. Frizzell, Jr., 03001

Arizona

William V. Darby, 02076

California

David G. Coleman, 04389
Helen M. May, 04168
Fred P. Staedel, Jr., 04346
Larry Glenn Steward, 04281

Delaware

Lee A. Kimmel, 07001

Florida

Walter G. Green, 08420
James A. Mowbray, 08001

Hawaii

William W. Daves, 51009
Rhett O. Webber, 51001

Illinois

Peter E. Vaccarezza, 1101
Constance A. Kelly, 93000
James C. Mitchell, Jr., 11177

Iowa

Jack T. Black, 13003

Kansas

Jeff R. Guernsey, 14001

Maryland

Elizabeth A. Gignac, 18049
Duane C. Nichols, 18088

Michigan

Edward E. Cartledge, 20185
Lucille A. Price, 20190

Mississippi

James L. Balliet, 22064
Leona M. Brown, 22001

National Capital

Robert L. Allen, 25001
Thane L. Anderson, 25001
James E. Trotman, 25053

Nebraska

John T. Cunningham, 26002

New Jersey

Ed H. Haines, 29076
Gary Charles Wilson, 29001

New Mexico

William C. Overton, Jr., 30016

New York

George L. Geller, 31295
Leroy J. Moline, 31001
Marilyn A. Rey, 31006
James A. Waterbury, 31092

Oklahoma

Steward J. Giesick, 35001

Rhode Island

Bradford E. Dufour, 38012
Gertrude M. Kulig, 38001
Wayne K. Langille, 38001

South Carolina

Melton Guerry, 39066

Tennessee

Edgar R. Bowers, 41130
Calvin E. Davenport, 41001
John F. McGivney, 41001

Texas

Billy J. Dusek, 42001
Glenn B. Haines, 42137

Vermont

Peter P. Chiacchieri, 91000

Virginia

Richard C. Niess, 41001
James M. Pairo, 45089
Randolph C. Ritter, 45001

Washington

Brian A. Holmes, 46001

West Virginia

James D. McClung, 47040

North Central Region

Robert E. Watson, 95000

Southeast Region

Leroy E. Barnett, 94000

Civil Air Patrol Hall of Honor. The Civil Air Patrol Hall of Honor, located in the U.S. Air Force Museum at Wright-Patterson Air Force Base, Dayton, Ohio, was dedicated in May 1974. The display pays tribute to leaders who were instrumental in establishing the organization and in its development over the years. The following individuals have been inducted into the Hall of Honor. (Date and Order of Induction)

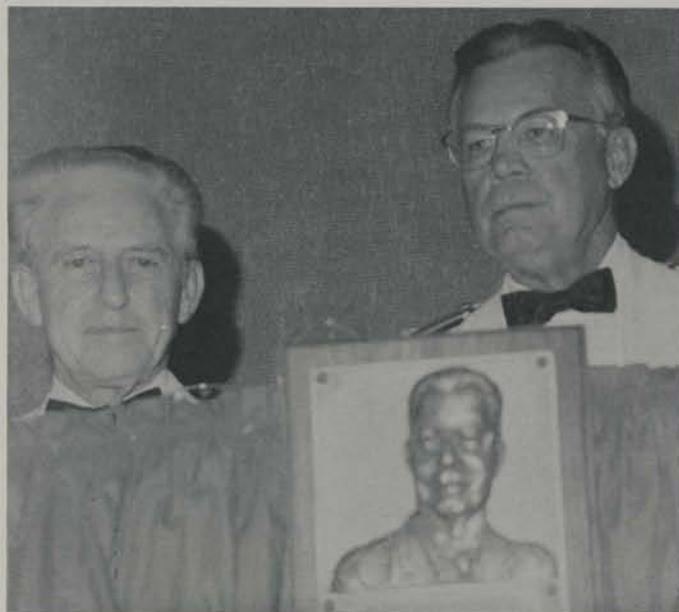
Gill Robb Wilson * — 1972
Carl A. Spaatz * — 1972
D. Harold Byrd — 1972
William C. Whelen — 1972
Paul W. Turner* — 1972
Lyle W. Castle — 1972
F. Ward Reilly* — 1972
Clara E. Livingston — 1972
Joseph S. Bergin — 1972
Alan C. Perkinson — 1972
Lucas V. Beau — 1973

Edwin Lyons — 1973
Earle L. Johnson* — 1974
S. Hallock duPont, Jr. — 1974
James E. Carter — 1974
William M. Patterson — 1976
Zack T. Mosely — 1976
Robert H. Herweh* — 1979
Mervin K. Strickler — 1979
Thomas C. Cassidy — 1980

* Deceased

Grover Loening Aerospace Award. This award, given in the name of an aviation pioneer, was presented to the following fifty-six CAP senior members during 1980:

Alabama	Kentucky	Ohio
Catherine E. Flowers, 01032 Victor J. Johnson, 01041 Clyde M. Maddox, 01108	Barry W. Barmore, 15001	Emma DePaola, 34001
Arkansas	Maryland	Oklahoma
Robert B. Boyson, 03001 Ben D. Frizzell, Jr., 03001 David D. Todd, 03097	Richard I. Jordan, 18039 Duane C. Nichols, 18088	Stewart J. Giesick, 35001
California	Massachusetts	Pennsylvania
David J. Chapman, 04394 Roberta D. Lantz, 04001 Eugene G. Kunz, 04103 Ann S. Niess, 45002	Neil A. Harmon, 19001	Walter A. McKoy, 37050
Connecticut	Michigan	Rhode Island
Carroll P. Rogers, 06010	JoAnn F. Douglass, 20197 Willard G. Huffaker, Jr., 20001 Charles A. Wytrychowski, 20081	Peter P. Chiacchieri, 91000 Gertrude McKulig, 38001
Delaware	Mississippi	Tennessee
Jerry L. Yellin, 07001	Raleigh M. Chaney, 22048	Sylvania R. Champion, 41148 Donald N. Clark, 41148 John F. McGivney, 41001
Florida	Missouri	Texas
David L. Uresti, 08089	James R. Minsterl, 23084	Lawrence N. Atwell, 42076 Mabry C. Cox, 42353 Edmond M. Saad, Jr., 42001 Robert D. Sholl, 42262 James P. Zoeller, 42076
Hawaii	National Capital	Utah
Priscilla C. Baker, 51001 William K. Baker, 51001	Robert L. Allen, 25001	Gwen M. Anderson, 43008
Illinois	New Hampshire	Washington
James C. Mitchell, 11205 Michael J. Rafferty, Jr., 11245	Kenneth C. Jameson, 28001	Brian A. Holmes, 46001 Clarence A. Miles, 46001
Indiana	New Jersey	North Central Region
John Charles Birch, 12079 George W. Young, 12120	Paul W. Morich, 29001 Linton N. Reed, 29001 Abelardo Rico, Jr., 29076 Gary C. Wilson, 29001	Robert E. Watson, 35000
Kansas	New Mexico	Southwest Region
Jeffrey B. Williams, 14118	Lloyd A. Sallee, 30001	Joyce E. Shearer, 96000
	New York	
	Milton J. Haas, 31214 Anthony Moye, 31088	



Hall of Honor. Brigadier General Thomas C. Casaday, right, CAP National Commander from 1976 to 1979, was inducted into the CAP Hall of Honor during the 26-27 September 1980 National Board Meeting in Louisville, Kentucky. Brigadier General William C. Whelen, National Finance Officer, CAP Chairman Emeritus, and also a member of the Hall of Honor, participated in the induction ceremony. (Photo by Ken Kennedy)



Michigan Award. CAP cadets, (from left) Alan Dickenson, Otis Brawley and Michael Arciero were presented the General Carl A. Spaatz Award by Governor William Milliken of Michigan. The award is given in recognition of the highest level of achievement in the CAP cadet program.



Pennsylvania Proclamation. Pennsylvania Governor Dick Thornburg received a copy of the CAP Annual Report and issued a proclamation declaring 1-7 December 1980 as CAP week in Pennsylvania. Participants in the ceremony were from left: Cadet James McLaughlin, CAP Major and State Senator Henry Hager, Governor Thornburg, CAP Major and State Senator Betty Crawford, Captain Roysetta Siegrist and Cadet Robert Howard.



The Frank G. Brewer CAP Memorial Aerospace Awards are presented annually in commemoration of Frank G. Brewer and his lifelong interest in aviation, youth and education. The Brewer Award in the senior member category was presented to CAP Major Robert W. Paulson, Director of Aerospace Education for the CAP Michigan Wing. Paulson was recognized for his quality leadership within Civil Air Patrol as well as conducting aerospace education workshops externally and working with community organizations and the general public. The award was presented by CAP National Commander Johnnie Boyd, left, and CAP Executive Director H. W. Miller during the 1980 CAP National Board Meeting in Louisville. (Photo by Ken Kennedy)

Air Force Academy Cadet Raymond A. Miller earned the right to be placed on the Civil Air Patrol 25-Year Honor Roll at the Academy as the former Civil Air Patrol cadet to graduate highest in order of merit in the Class of 1980. In addition to having his name added to the Honor Roll in Arnold Hall, Raymond also receives a personal plaque from Air Force Brigadier General Paul E. Gardner, outgoing Executive Director of Civil Air Patrol. Following graduation, Raymond's first assignment was to the John F. Kennedy School of Government at Harvard University where he is studying for a master's degree in public policy. Raymond was formerly a cadet member of Nebraska's CAP Lincoln Cadet Squadron. (Photo by Bill Madsen)





CIVIL AIR PATROL BEECH T-34 AIRCRAFT
(Photo by Ken Kennedy)

