

CIVIL AIR PATROL

THE UNITED STATES AIR FORCE AUXILIARY

THE 2001 ANNUAL REPORT TO CONGRESS



Eyes of the Home Skies

CELEBRATING SIXTY YEARS
OF HERITAGE AND INNOVATION

NC

AEROSPACE EDUCATION

CADET PROGRAMS

EMERGENCY SERVICES



**ANNUAL
REPORT
TO CONGRESS
2001**

INDEX

Mission Highlights	5
World Trade Center Attack	8
Introduction	12
Mission Overview	15
National Congress on Aviation and Space Education	17
Member Recognition	18
CAP Chaplaincy	19
Governing Body and National Board Members	20
Professional Development	22
Drug Demand Reduction	23
Cadet Programs	24
Special Activities for Young People	27
Supporting America's Educators	30
Logistics	33
Emergency Services	34
Counterdrug Missions	36
Financial: Appropriated Funds	38
Financial: State Appropriated Funds	39
Membership Totals	39
National Headquarters Contacts	40

TO THE CONGRESS OF THE UNITED STATES



On behalf of the nearly 60,000 volunteers of the Civil Air Patrol and, as required by public law 79-476, I proudly submit to you this Annual Report to Congress for the year 2001.

Reflecting on the actions taken by the Civil Air Patrol members following the national crisis of the past few months, CAP has again shown why it is such an outstanding volunteer organization.

Civil Air Patrol has a long history of aiding those in need. From our beginning in December 1941, homeland defense is a mission that CAP has once again been called upon to perform.

In addition to the day-to-day missions, since September 11, CAP has done everything from manning and providing communications support in almost every state to the flying of damage-assessment missions to transporting incredible amounts of blood and medical supplies great distances. All this was done with a level of professionalism that brings credit both to the United States Air Force and its CAP citizen volunteers.

The horrible acts of terrorism of the recent months have placed a permanent mark on the history of this nation. September 11 became a defining moment when citizens of the entire world watched in horror as America and freedom were attacked. As millions of tears streamed from disbelieving eyes, the shroud was cast off of our patriotism and the spirit of every American became resolute.

During the past year, as we rose to meet new and more complex challenges, change was not only found in our daily lives, but in the way CAP operates. As part of the Defense Authorization bill passed in October 2000, a governing body for CAP was created known as the Board of Governors. This group is comprised of 11 members, including representatives of CAP, U.S. Air Force, and civilians involved in the aviation and emergency management fields.

Through the restructuring of CAP's Financial Management Directorate and the establishment of the Logistics Directorate, CAP has operated during the last year in accordance with federal regulations set up by the Office of Management and Budget.

During the past year, CAP, the U.S. Air Force Auxiliary, has continued to affect and improve the lives of thousands of young people. We enabled them to expand their horizons to the very edges of the universe and to see the possibilities in their futures. We showed them what it means to stand up for what is right and for what they believe in even when their hearts are breaking.

While tears have flowed, and flags have flown high, proud, and mournfully at half-staff, the American spirit has been steeled and strengthened. CAP has been part of that American spirit since 1941.

The combined efforts performed by our dedicated members and presented in this report reflect why I am proud to serve as the national commander of what I see as the finest volunteer organization in the world.

Warmest regards,

A handwritten signature in cursive script that reads "Richard L. Bowling".

RICHARD L. BOWLING
Brigadier General, CAP
National Commander

TO THE CONGRESS OF THE UNITED STATES



During the past year, the Air Force and Civil Air Patrol, the Air Force's Auxiliary, worked well together under the Cooperative Agreement between the two organizations. The Civil Air Patrol produced good results using the Statement of Work as a guide to addressing previous concerns raised by the Government Accounting Office's 2000 report on Civil Air Patrol, as well as the findings of two Department of Defense Inspector General audit reports. We began our first combined Air Force and Civil Air Patrol Inspector General compliance inspections this past year, with the first six CAP Wings looked at rated "Excellent" or "Satisfactory."

The Civil Air Patrol responded extremely well to the terrorist attacks on our nation on September 11th. Civil Air Patrol volunteers were airborne and deployed on the ground that same day, providing the first aerial view of the New York attack site, flying Federal Emergency Management Agency personnel to their emergency operating locations, establishing essential communication links, transporting medical and specialized search and recovery equipment to the disaster sites, and helping man critical emergency management posts. Air Force officers and Civil Air Patrol personnel jointly manned the Civil Air Patrol's National Operations Center at Maxwell Air Force Base in Montgomery, Ala., during the early stages of the crisis around the clock, filling requests for assistance and coordinating among the many agencies involved. As our nation recovered and responded to the attacks, Civil Air Patrol volunteers continued to serve by helping feed emergency services personnel and fly additional coastal patrol sorties to verify registry of foreign ships approaching our ports, among many other missions.

You can be proud of the Civil Air Patrol and feel confident that your support is being effectively used.

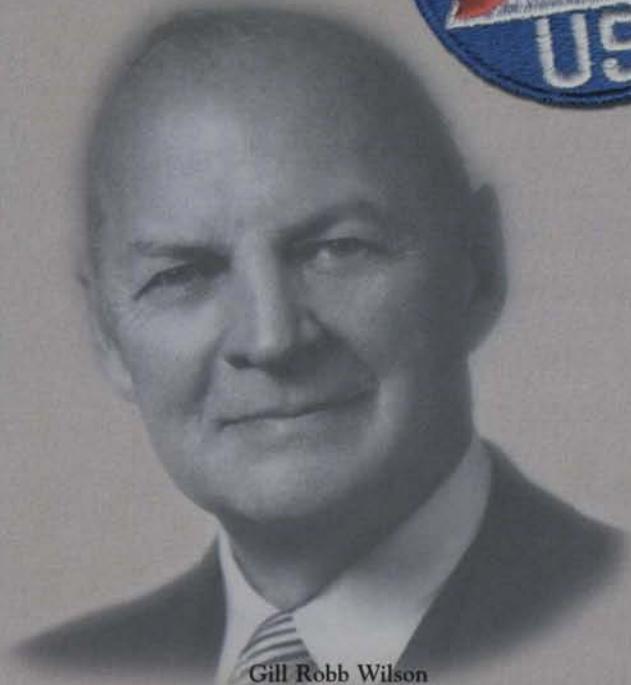
A handwritten signature in black ink, appearing to read "A. Allenback".

ALBERT A. ALLENBACK
Colonel, USAF
Commander, Civil Air Patrol-USAF

MISSION HIGHLIGHTS

RECENTLY APPROVED LEGISLATION FORGES CLOSER TIES BETWEEN AIR FORCE, CIVIL AIR PATROL 2000
NATIONAL STAFF COLLEGE ONE OF LARGEST EVER ARIZONA WING AIRCREW LOCATES
DOWNED CESSNA **CAP's first Maule Air MT-7-235 flies over Moultrie, Ga.**
FLORIDA WING CEREMONIAL TEAM KEEPS AMERICA'S POWS, MIAS AT FOREFRONT
SOUTH DAKOTA WING MEMBERS HELP CONTROL WILDLANDS FIRE NEAR HERMOSA
Join Hands Day helps tear down age barriers PAY OFF! SAFEST FLYING YEAR IN
CAP'S HISTORY, RATE ONLY .93 PER 100,000 HOURS AIR FORCE, CAP APPOINT 3 TO NEW
BOARD **Arizona member wins FAA awards** **Cadets gear up for 2001 National Cadet**
Competition *Spatz cadets celebrate CAP's 60th* **Navy EP-3E Aries II pilot former**
Nebraska cadet South Carolina senior member FAA's 2000 instructor of year
Colorado conducts 'CAO Day' at capitol; legislative squadron is largest in nation
Alaska Wing, Coast Guard Auxiliary players in "Northern Edge" 2001 NCASE SHINES
LIGHT ON WONDERS OF AVIATION, SPACE CAP to recognize charter members CAP,
NASA team up for 'Calling All Explorers' **Minnesota members provide flood relief** **Maine wing**
aircrew locates downed Aeronca Champ **California members save 2 in Cessna**
172 crash Air Force may use CAP frequencies Oregon wing hosts wilderness
survival school Allenback assumes command of CAP-USAF **Arizona member scores his**
102nd find AE's 'Journey of Flight' text replaces 'The Challenge' East Coast cadets prove
mettle at National Cadet Competition **CAP responds in wake of attack on America** **Civil Air Patrol**
taps new national officers CAP SQUADRONS RECEIVE \$7,400 IN AEF GRANTS **CAP**
establishes EAGLE Fund for terror victims Nevada training exercise turns 'real-world'
after crash 2001 IACE promotes international understanding **New York Wing**
members reflect on '9/11' World Trade Center attack San Marcos Composite Squadron
saves lives at Giddings **Civil Air Patrol delivers listening devices for rescue workers**

Heritage



Gill Robb Wilson
Founder, Civil Air Patrol



Civil Patrol Pilots.
Palm Beach, Florida, March 12, 1942



Innovation

ATTACK ON THE WORLD TRADE CENTER

ON THE DAY FOLLOWING THE ATTACK ON THE WORLD TRADE CENTER, NATIONAL MEDIA REPORTED A LIGHT AIRCRAFT FLYING OVER THE DISASTER SITE. THAT PLANE BELONGED TO CIVIL AIR PATROL, WHO PERFORMED THOSE FLIGHTS AT THE REQUEST OF NEW YORK GOVERNOR GEORGE E. PATAKI. THE MISSION WAS JUST ONE OF DOZENS FLOWN ACROSS THE COUNTRY AFTER THE SEPTEMBER 11 DISASTER AT THE WORLD TRADE CENTER.



The flights over the World Trade Center site provided high-resolution digital images to the New York State Emergency Management Office (SEMO). The photos were delivered directly to SEMO and evaluated by that agency's Graphic Information Systems.

"Civil Air Patrol provided the first direct aerial perspective of the disaster site for the State of New York," says Dan O'Brien, Graphic Information Program Manager for the State Emergency Management Operations center in Albany, N.Y.

The photos comprised a visual record of the damage in a presentation to heads of New York's state agencies one day after the attack. "The photos were the first images we'd seen looking down on the site and showed debris on top of buildings and damage to rooftops."

Lt. Col. Jacques Heinrich, CAP, piloted the Cessna 172 while crew members, Capts. Warren Ratis, CAP, and Andrew Feldman, CAP, documented the damage.

For Capt. Ratis, the flight brought some personal reflection about his former work place. "As someone who had worked on the 79th floor of Tower One for 10 years (which ended this past January), I can tell you that the loss and destruction was more than I thought imaginable."

New York Civil Air Patrol members were stationed at the SEMO, on stand-by for further damage-assessment flights.

Civil Air Patrol volunteer members are highly trained in varied aspects of emergency services. Following are some of the missions Civil Air Patrol members flew in the wake of the World Trade Center disaster:

- CAP volunteer members from North Carolina transported 50 cases of blood from Raleigh, N.C., to the American Red Cross facility in Baltimore, Md., on Tuesday, September 11.
- State officials from Florida tasked Florida Wing CAP volunteers to moni-



Members' Reflections on World Trade Center Attack

On Sept. 11, three Civil Air Patrol members were near the World Trade Center as the disaster unfolded. New York Wing Commander Col. Austyn Granville Jr., Lt. Col. Edward Franco, and Chap. (Maj.) Van Don Williams shared their experiences during Civil Air Patrol's National Staff College at Gunter Air Force Base, Ala. They reported the reality captured by the camera lenses of TV cameras must be magnified ten-fold to grasp the scope of the tragedy. The following is their first-hand, personal accounts of the tragedy and how they're coping in the aftermath.

"THE EXPLOSIONS ROCKED THE WHOLE BUILDING," RECALLS GRANVILLE.

Searching for Coworkers

As Col. Austyn Granville got off the subway near his office, he looked up and saw black smoke, and caught a drifting piece of paper. It was a trading bill. Uncertain of what was going on he reported into his office, just one and a half blocks from the World Trade Center, where he works as an information manager for a worldwide construction management firm. There, he learned that a plane had crashed into the tower. As he studied the smoking tower from his window, he witnessed the second plane crash into the second tower.

"The explosions rocked the whole building," recalls Granville.

tor the many airports in the state and provide advisories to pilots at uncontrolled fields of the flight restrictions in place — 61 airports/284 CAP personnel. Florida also provided transportation of government officials as needed.

- Volunteers in California provided air transportation to government officials.
- Members of CAP's New Mexico Wing were placed on alert for blood transport.
- Kentucky Wing members answered the call for help by flying blood platelets from Kentucky to New Jersey Tuesday afternoon, September 11.
- The Connecticut, Massachusetts, and Rhode Island wings of CAP flew 12 sorties and delivered 3,000 pounds of blood and medical supplies to JFK airport for delivery to Mount Sinai Hospital.
- The Idaho Wing transported blood and medical supplies to California and Nevada for the American Red Cross.
- CAP volunteers of the Virginia Wing manned the state Emergency Operations Center (EOC).
- The Pennsylvania Wing provided manpower and communications support to the Allegheny County Emergency Management Agency (EMA) and the FEMA mobile EOC. They were also on standby to provide aerial imaging of the site of the fourth plane crash to authorities.



- Civil Air Patrol personnel from the Northeast Region provided communication and coordination support to the FEMA Region 1 Operations Center.
- South Carolina CAP personnel provided communications support to the State EOC.
- FEMA Region III placed Delaware Wing members on one-hour, rapid response standby.
- The New York Wing flew a mission on Wednesday, September 12, for the state to take digital photos of the disaster site in New York and provided communications and manning support locally.
- Arizona Wing provided communications and manning support at the state EOC.
- Georgia Wing transported supplies for robots used by the U.S. Army at the disaster site to Hanscom Air Force Base, Mass., from Dobbins Air Force Base, Ga.
- Illinois Wing assisted with commercial flights diverted into local airports that were not prepared to handle them and crews were on standby for additional support.

When the first tower collapsed, Austyn realized that two of his coworkers were out on the street. He rushed to the elevators, but they were shut off. So he took the stairs, skipping and leaping down the 26 flights.

In the lobby, he comforted scores of the people who had sought refuge from the onslaught of black smoke.

"I remained cool headed because of the training I've received through CAP," says Granville, who as a cadet earned Civil Air Patrol's Spaatz award.

He ventured out to the street but was turned back by the choking smoke and dust that burned his eyes and throat. He retreated back up 26 flights of stairs.

A half-hour later, he once again braved the steps, smoke and dust to look for his coworkers, who eventually turned up unharmed.

"If I could describe my reaction to the attack," says Granville, "these words come to mind: horrific, amazing, awestruck, spell-bound."

To return to his home in Westchester, north of New York, Granville walked 1½ hours to grand central station because the subway was closed. Everyone he passed was in a state of shock.

Like so many others, he was covered head-to-toe in the gray dust that snowed down on Manhattan that day.

"I had my suit cleaned, but the dust didn't wash out. I'll never wear it again. I'll never clean my shoes. I'm going to lock them in a case so I'll always have something to remember this day.

"I don't think I'll ever get used to looking at where those magnificent buildings once stood."

A Narrow Escape

On the morning of the attack, Lt. Col. Edward Franco, an accident investigator with the FAA, met with emergency management officials in the agency's office on the ground floor of the already damaged World Trade Center.

"The emotional part for me was standing in front of the burning building and seeing the bodies of those who had jumped," Franco recalls.

Just as he walked away to search for the black box, the building began to crumble.

"I ran into a nearby deli about a block away," Franco says. "We turned our backs and shielded our faces from the windows as the black smoke billowed down the boulevard. "Once the rumbling and

"I DON'T THINK I'LL EVER GET USED TO LOOKING AT WHERE THOSE MAGNIFICENT BUILDINGS ONCE STOOD."

Celebrating Heritage and Innovation!



explosions subsided, I ran out to help people. You couldn't see. I tripped on something. It was a person. I dragged him inside. We kept running out to help more. If you heard someone crying, you just helped," he recalls.

"Everyone was covered with gray. The deli turned into a triage. We cleaned their faces and made certain they were breathing."

Franco stayed at the site that day and returned the second day. He did whatever he could to help, including joining in the bucket brigade.

The 'Sound of Darkness'

Maj. Van Don Williams, a veteran firefighter and CAP chaplain for the New York City Fire Department, was finishing up a 24-hour shift and looking forward to getting off at 9 am that Tuesday morning. Then a fifth alarm rang out. As he was trained to do, he rushed to join a convoy of fire trucks speeding toward Manhattan.

He quickly set up the fire department's staging area on the west side of the World Trade Center. As a communications and liaison officer, he dispatched teams to the building and coordinated logistics.

He was only a block and a half away when the first tower crumbled.

"People and firefighters ran from the tower toward me. All I could say is 'Oh, God, Oh, God, Oh, God.'"

A volcano of black smoke engulfed the entire lower Manhattan.

"This is what I call the 'sound of darkness.'"

"For three minutes or more, you couldn't breath, see, or hear."

The eerie beeps from the PASS alarms of firefighters' breathing apparatus were the first sounds to break the silence of darkness.

"The firefighters' PASS alarms are designed to detect movement and will activate after several minutes of inactivity," Williams explains.

Slowly the black smoke gradually gave way to gray and a stark revelation.

"I went into force mode," says Williams, "working the radio trying to contact the command post. It was gone."

Williams and fellow firefighters quickly established a new command post.



- Maryland Wing assisted North Carolina Wing by providing lodging for their personnel transporting supplies to Baltimore, and manned the state EOC and providing communications support.

- New York Wing chaplains, combined with their civilian ministries, offered aid, care and follow-up counseling to victim's families.

- Michigan Wing provided manpower and communications support to the state and local EOCs.

- New Jersey Wing provided manpower and communications support to the state EOC.

- Oregon Wing transported blood and blood samples from Portland to Los Angeles and San Diego via relay with the California Wing.

- Pacific Region alerted each of its wings, contacted each state governor to offer support, and established command posts in each wing with aircraft and crews on alert.

- Southeast Region alerted each of its wings to be on standby for additional support, and had personnel monitoring communications throughout the region should they be needed.

- Tennessee Wing flew camera equipment (real-time video system) to Trenton, N.J., from McGhee-Tyson Air National Guard Base.

- West Virginia Wing provided manning and communications support to the state EOC.

- Civil Air Patrol's New York Wing delivered 30 Bose noise-cancelling headsets donated by the Bose Corporation of Framingham, Mass., to the urban search teams currently working the World Trade Center site. The equipment was dropped off to

"THIS IS WHAT I CALL THE 'SOUND OF DARKNESS.'

the team, waiting in Albany, N.Y., and placed on the C-141 taking them down to JFK airport. This is some \$30,000 worth of equipment that CAP expedited directly into the hands of the rescuers. The folks

at Bose even took the time to place batteries in each one, include boxes of fresh batteries and provided 24-hour technical support.

The headsets were connected to listening devices used by the rescuers to detect the faint sounds of possible survivors trapped in the rubble.

- Northeast Region Civil Air Patrol members provided support for FEMA officials by manning the Regional Operations Center in Maynard, Mass., and dedicated a Cessna 206 and pilot to transport FEMA staff members and supplies.

- In support of the New York State Department of Environmental Protection agency, Civil Air Patrol provided risk-assessment



flights over the New York City watershed. The streams and reservoirs that make up the watershed extend 140 miles north of the city.

- New York Wing set up a twice daily round-robin between Albany, N.Y., and Teterboro, N.J., to transport federal and state personnel and material for the recovery effort at the World Trade Center site. Port Authority helicopters were used for transport between Teterboro and the World Trade Center site.
- The wing also provided overflight pictures and video for the New York State Emergency Management Office.
- Louisiana and Texas wings assisted the U.S. Coast Guard, providing air support for port security, photo documentation, and a daily alert aircraft for the Port Arthur and Lake Charles waterways.
- New Mexico Wing performed photo/video support missions over vital infrastructures in the Four Corners region of the state.
- New Mexico volunteer Ken McLeod, owner of CGS Wireless, used his company's Citation jet to transfer blood products from Tucson to Portland.
- Oregon Wing transported nearly two tons of blood products for the American Red Cross.

"To be a Civil Air Patrol volunteer is to stand ready to jump into action in the instance of any scale disaster," says CAP National Commander Brig. Gen. Richard L. Bowling. "Our people are highly trained in disaster relief functions and willingly step up in times of need to assist in most any capacity."

Since day one, Civil Air Patrol's Mobile Operations Center provided communications support for the rescue workers at the crash site in Somerset, Pa. At the request of the



National Guard Bureau, Civil Air Patrol chaplains were on standby to assist in Critical Incident Stress Management to rescue workers in Pennsylvania.

"Civil Air Patrol hosts a uniquely qualified chaplains corps," says Bowling. "Our chaplains represent nearly all mainstream faiths and meet the same ecclesiastical standards of active-duty chaplains."

"That's when we found out which ones were missing," says Williams as he realized that he'd lost hundreds of coworkers.

As a minister, Maj. Williams experienced the dichotomy of his two professions. "In one respect I'm a firefighter, there to save lives. As a minister, I'm there to save spiritual lives." To comfort others he drew upon the experience gained through Civil Air Patrol's Critical Incident Stress Management program. CISM is a program that teaches disaster workers to cope, and help others to cope with the emotions a profound tragedy can trigger.

As did Franco, Williams also joined in the bucket brigade.

Civil Air Patrol's National Staff College at the Maxwell-Gunter Annex provided the first opportunity for Granville, Franco, and Williams to get away from New York and the every day reminders of the tragedy, where the dust and acrid smell persists.

As Lt. Col. Franco's flight prepared for takeoff, he prayed. The incident has changed him, he says, "I'm more wary during the flight. I take more notice of people now."

Maj. Williams, who still works about two or three days a week at the site, says he slept a solid 12 hours his first night in Alabama.

Col. Granville was assistant director of the Civil Air Patrol National Staff College, an executive level, in-residence course for senior members who aspire to high-level leadership in CAP.

Lt. Col. Franco was a seminar advisor for the school, while Maj. Williams was a participant.

Changes

Often tragedy brings positive attributes of humanity to the fore. Granville, Franco, and Williams confirm this is also the case in New York City.

"People talk to each other now," says Col. Granville. "Before, no one ever talked. Now strangers exchange greetings with one another."

Franco brings it closer to home, "I see everyone and hug them and tell them I love them. I tell my family I love them every day."

That closeness at home also expands through the avenues and boulevards of the great city.

"I've never seen so much patriotism in New York City," says Williams.

"Every time I hear the Star Spangled Banner or anything patriotic, that makes me weep," Franco recalls, "because I'm proud to be an American."

INTRODUCTION



Civil Air Patrol Marks Diamond Anniversary

On Saturday, Dec. 1, 2001, Civil Air Patrol marked 60 years of humanitarian service. Throughout the nation, Civil Air Patrol units in local communities celebrated this special day through special activities and proclamations of Civil Air Patrol Day.

For more than a half century, the official Air Force Auxiliary has carried out noncombat missions on behalf of the U.S. Air Force.

The Civil Air Patrol was officially established as a volunteer civilian defense organization on Dec. 1, 1941, just one week before Pearl Harbor.



During World War II, CAP became famous for coastal patrol where civilian volunteers used their aircraft to spot enemy submarines along the Atlantic and Gulf coasts.

Recognizing that America's entrance into the war was imminent and general aviation would be needed to succeed, CAP grew rapidly into an army of over 100,000 civilian volunteers committed to protecting America's coastlines. Back then, the organization was composed of men too old for the Army, boys too young for it, women who wanted to serve our nation in a productive capacity and thousands of others who later saw action in every branch of military service.

CAP volunteer pilots flew more than 24 million miles over the Atlantic and Gulf in single-engine aircraft to help win the battle against German U-boats that

were preying on coastal shipping early in the war. Armed with bombs and depth charges, the CAP Coastal Patrol found 173 German subs, attacked 57, hit 10 and sank two. After the war, a German commander confirmed during a speech he gave to



the Rehoboth Beach Coastal Patrol that U-boat operations were withdrawn from our coasts "because of those damned little red and yellow airplanes."

In the days following the World Trade Center attack, Civil Air Patrol wings across the nation sprang into action. In fact the first direct overhead aerial shots of the disaster site were provided by our New York Wing. Our members sprang into action from Oregon to Florida; from New Mexico to Maine — throughout this great nation, CAP answered the call for transport of blood and blood products, monitoring airports, transportation of government officials, manning state emergency operations centers and providing aerial reconnaissance.

The recent tragedy only underscores the need for homeland defense, and as volunteers of the greatest organization on earth, this tragic event brings us full circle as we again prepare to guard our homeland. Even though CAP missions have been modified by the needs of a more complex society today, the

spirit of those early aviators is still evident in the enthusiasm displayed by our nearly 60,000 volunteer members in service to their communities. Steeped in the



tradition of its wartime service, Civil Air Patrol has matured into a viable humanitarian civilian service organization.

THE RECENT TRAGEDY ONLY UNDERSCORES THE NEED FOR HOMELAND DEFENSE, AND AS VOLUNTEERS OF THE GREATEST ORGANIZATION ON EARTH, THIS TRAGIC EVENT BRINGS US FULL CIRCLE AS WE AGAIN PREPARE TO GUARD OUR HOMELAND.

At the 2001 National Board Meeting and Annual Convention in Cincinnati, Ohio, this past August, Civil Air Patrol paid special tribute to its founding fathers and charter members. To further recognize this milestone, a 60th Anniversary Gala will be held at the National Air and Space Museum on March 2, 2002. Civil Air Patrol leaders will honor and pay tribute to our World War II volunteer members who served as pilots in the CAP Coastal Patrol — the very first “homeland defense” group. Their service is one of America’s great untold stories.

The gala was originally scheduled for Dec. 1, but the tragic events of September 11 prompted the national commander to reschedule to March 2, which coincides with Civil Air Patrol Winter National Board Meeting and Legislative Day.

The gala, co-hosted by the National Air and Space Museum, will be an invitation-only event and will replace the congressional reception normally scheduled for that time of year. A wreath-laying ceremony is planned for March 2 at the CAP memorial at Arlington National Cemetery.

New National Officers

Civil Air Patrol leaders elected Brig. Gen. Richard L. Bowling as the Air Force Auxiliary’s national commander during CAP’s National Board Meeting and Annual Convention in Cincinnati, August 15-18. Seven other officers were also tapped at Civil Air Patrol’s annual meeting.

Civil Air Patrol’s National Board members confirmed the following members to fill positions on its National Executive Committee:

- Col. Dwight H. Wheless, CAP, national vice commander, Manteo, N.C. (elected)
- Col. Larry D. Kauffman, CAP, national chief of staff, Mt. Holly, N.J.
- Col. Andrew E. Skiba, CAP, national finance officer, Lehigh Acres, Fla.
- Col. George P. Graves, CAP, national legal officer, Atlanta, Ga.
- Col. Joseph C. Meighan Jr., CAP, national controller, Knoxville, Tenn.
- Chap. (Col.) James H. Melancon, CAP, chief of chaplain service, Huntsville, Ala.
- Col. Duddly L. Hargrove, CAP, national inspector general, Mesquite, Texas

Air Force Deputy Chief of Staff for Air and Space Operations Lt. Gen. Robert H. Foglesong, presided over the change of command ceremony between CAP National

Commander Brig. Gen. James C. Bobick and Gen. Bowling. The ceremony took place during the convention’s closing banquet at the Millennium Hotel August 18.

For the next three years, Gen. Bowling, a Knoxville, Tenn., resident, will command 1,700 Civil Air Patrol units across the United States and Puerto Rico, as well as nine overseas units.



Gen. Bowling joined CAP in 1961. He has served as the vice commander of Civil Air Patrol since 1998. Prior to that, he was the Southeast Region commander, Tennessee Wing commander and Southeast Region deputy chief of staff for Professional Development. He also served on the national commander’s select working group for reorganization of CAP/USAF and was a charter member of the national training committee. In 1998, he was appointed to represent CAP on an Integrated Process Team, which prepared the framework for a Joint Report to Congress on CAP/USAF affairs. In 1999, he was appointed to negotiate the restructure of CAP/USAF, statement of work, cooperative funding agreement and legislation updates. He has directed five region staff colleges for senior officers, and taught numerous squadron and corporate leadership courses. In addition, he served as the Tennessee Wing director of personnel, director of cadet programs and cadet commander of the Knoxville Composite Squadron. He is a mission pilot, master observer and FAA flight safety counselor.

Civil Air Patrol’s National Board is chaired by the

national commander, a volunteer member of CAP. Other members of the board include the eight region and 52 wing commanders. This body also includes an elected national vice commander, an appointed chief of staff, legal officer, finance officer, inspector general, chaplain, and controller — all civilian volunteers. These officers, along with the eight region commanders, form CAP’s National Executive Committee. When the National Board is not in session, the National Executive Committee is vested with all the powers of

Celebrating Heritage and Innovation!



the National Board, except those which may be reserved exclusively to the National Board.

One key position on the National Board that ties the CAP Corporation to the U.S. Air Force is the Senior Air Force Adviser. Col Albert A. Allenback, USAF, currently holds this position.



The Defense Authorization bill passed in October 2000 included a provision for establishing a Board of Governors as the governing body of the all-volunteer Air Force Auxiliary. The board is comprised of 11 govern-

ors representing Civil Air Patrol, the U.S. Air Force, and other entities who have an interest in CAP missions. In addition to the members-at-large, Civil Air Patrol National Commander Brig. Gen. Bowling, and Vice Commander Col. Wheless serve on the Board of Governors.

Final Three Members Appointed to Board of Governors

The appointments of a university president, Federal Emergency Management Agency division director, and a flying industry executive complete Civil Air Patrol's newly created Board of Governors. Dr. Benjamin F. Payton, president of Tuskegee University; Mr. Bruce P. Baughman, director, FEMA Operations and Planning Division; and Mr. Bruce N. Whitman, executive vice president of FlightSafety International, Inc., joined Civil Air Patrol and U.S. Air Force representatives on the Air Force Auxiliary's governing board.

The newest board members were jointly selected by Air Force and Civil Air Patrol leaders. The appointments took effect on February 23.

Dr. Payton is president of Tuskegee University, the No. 1 producer of African-American aerospace science engineers in the nation. Tuskegee has also produced more African-American general officers in the military than any other institution, including the service acad-

mies. Part of Tuskegee's history parallels with that of Civil Air Patrol, which was founded Dec. 1, 1941 — one week before the Japanese bombed Pearl Harbor. Civil Air Patrol volunteer pilots patrolled the U.S. coastlines and performed courier services during World War II. Later during the war, the federal government established The 66th Air Force Flying School at Tuskegee Institute. On May 31, 1943, the 99th Squadron, the first group of men trained at Tuskegee Institute, arrived in North Africa. These combat pioneers began their journey toward redefining America's relationship with black men in the

Air Force. Dr. Payton's leadership is expected to enhance Civil Air Patrol's congressionally chartered Aerospace Education mission.

As director of FEMA Operations and Planning, Mr. Baughman is responsible for coordinating the development and implementation of interagency plans, policies and procedures for use in presidential disaster and emergency declarations.

In his 26 years as an emergency manager, Mr. Baughman has held key management positions during more than 75 presidentially declared disasters and emergencies. Mr. Baughman's expertise in emergency management will aid Civil Air Patrol in fulfilling its emergency services mission.

Mr. Bruce Whitman is currently executive vice president and a member of the Board of Directors of FlightSafety International, an international flight safety consulting firm.

FlightSafety maintains relationships with several large aircraft manufacturers, with the goal of enhancing safe and efficient operations of business, commercial, and general aviation aircraft. Mr. Whitman also is an experienced military pilot and a board member of several other organizations, includ-

ing the National Air and Space Museum and Petroleum Helicopters Inc.





Emergency Services

Growing from its World War II experience, the Civil Air Patrol has continued to strive to save lives and alleviate human suffering through a myriad of emergency services and operational missions.

Search and Rescue

Perhaps best known for its search-and-rescue efforts, CAP flies more than 85 percent of all federal inland search-and-rescue missions directed by the Air Force Rescue Coordination Center at Langley Air Force Base, Va. Outside of the continental United States, CAP supports the Joint Rescue Coordination centers in Alaska, Hawaii and Puerto Rico. Just how effective are the CAP missions? Approximately 100 people are saved every year by CAP members!

Disaster Relief

Often overlooked, but vitally important, is the role CAP plays in disaster-relief operations. CAP provides air and ground transportation, aerial reconnaissance and imaging, and an extensive communications network. Volunteer members fly disaster-relief officials to remote locations, and support local, state and national disaster relief organizations with manpower and leadership.

In fact, CAP has formal agreements with many government and humanitarian relief agencies such as the American Red Cross, Federal Emergency Management Agency, Federal Aviation Administration, National Transportation Safety Board and U.S. Coast Guard.



Humanitarian Services

CAP flies humanitarian missions, usually in support of the Red Cross, transporting time-sensitive medical materials including blood and human tissue in situations where other means of transportation are not possible.

Air Force Support

It's hardly surprising that CAP performs several missions in direct support of the U.S. Air Force. Specifically, CAP conducts light transport, communications support, and low-altitude route surveys. CAP flew orientation flights for AFROTC cadets. Joint U.S. Air Force and CAP search-and-rescue exercises provide realistic training for missions.

Counterdrug

CAP joined the "war on drugs" in 1986 when, pursuant to congressional authorization, CAP signed an agreement with the U.S. Air Force and U.S. Customs Service offering CAP resources to help stem the flow of drugs into and within the United States.

Cadet Programs

During World War II, CAP trained thousands of young men to fly before they joined the Army Air Corps. This training, coupled with positive values instilled by role models, resulted in a pool of aviators virtually ready to do battle. After the war, the success of the wartime cadet program convinced Congress that a peacetime cadet program would yield great dividends.

For the past half-century, CAP's Cadet Programs has provided young people between 12 and 21 years of age the opportunity to develop leadership and life skills while developing their

interest in aviation. For many, CAP has also offered the opportunity to learn to fly.

A knowledge of aerospace-related information is one of the pillars of the program. Cadets progress at their own pace through a 16-step program that includes





aerospace education, leadership training, physical fitness, and moral leadership.



As cadets make progress, they have the opportunity to take part in a wide range of activities including encampments on military bases, orientation flights, and a variety of national and international activities.

Through its National Scholarship Program, CAP provides scholarships for cadets to further their studies in such areas as engineering, science and aircraft mechanics. Scholarships leading to a private pilot license are also available.

The U.S. Air Force recognizes the high standards the cadets must meet. A CAP cadet who achieves the Gen. Billy Mitchell Award may enlist in the Air Force as an E-3 (airman first class) instead of an airman basic. CAP cadets are also well represented at the U.S. Air Force Academy. Usually 8-10 percent of each academy class is composed of former CAP cadets.

Aerospace Education

America's love of manned flight started with the Wright brothers and continues unabated in the 21st century. World War II showcased the important role aviation would play in the future, and national leaders recognized the importance of stimulating public interest in aerospace activities.



CAP, as the civilian auxiliary of the U.S. Air Force, was most suited to perform this mission. Efforts focused on two different audiences — internal CAP members and the general public.

Chaplain Service

The free exercise of religion is a constitutional right of all U.S. citizens. The Civil Air Patrol provides opportunities for

CAP members to exercise this right by allocating resources to the Chaplain Service mission.

Chapter 909 of Title 10, the United States Code, Section 9446, states that: "The Secretary of the Air Force may use the services of the Civil Air Patrol chaplains in support of the Air Force active duty and reserve component forces to the extent and under conditions that the Secretary determines appropriate." In anticipation of this requirement, the CAP Chaplain Service appoints chaplains who meet similar certification standards as Air Force chaplains and provides appropriate training to prepare them for domestic, noncombat ministry.

Chaplain Service Standards. Chaplains must receive a recognized ecclesiastical endorsement prior to appointment as a chaplain. The

endorsement shall be renewed every seven years. The endorsement certifies that chaplains are fully ordained or quali-



fied priest, rabbi, or minister of religion, actively engaged in or retired from a denominationally approved vocation, and recommended as being spiritually, morally, intellectually and emotionally qualified to represent recognized religious bodies. Religious bodies recognized by the Department of Defense (DoD) Armed Forces Chaplains Board endorse or approve all CAP chaplains. Individuals endorsed as chaplains in the U.S. Armed Forces need not obtain another endorsement to service with CAP.

Moral Leadership Officers. In many CAP squadrons, moral leadership officers administer a systematic values-enrichment program for CAP cadets. The goal of this program is to help develop thoughtful, morally responsible citizens. Moral leadership officers are individuals active in and recommended by their local church or similar religious body. When working under the guidance of a chaplain, MLOs may provide nonclerical support for a chaplain's professional ministry. When no chaplain is assigned to a unit, the MLO works directly for the commander while maintaining liaison with the wing chaplain.

NATIONAL CONGRESS ON AVIATION AND SPACE EDUCATION

What do "Silver Linings," an around-the-world adventurer, a Candy Bomber, and "Father Goose," have in common? They were all part of Civil Air Patrol's National Congress on Aviation and Space Education. This premier Aerospace Education symposium took place March 14-17 at the Hyatt Regency Minneapolis, in Minneapolis, Minn.

Guest speakers included NASA astronaut Dr. Yvonne Cagle and Dr. June Scobee Rodgers, Founding Chairman of Challenger Center for Space Science Education. Dr. Rodgers' late husband, Astronaut Dick Scobee, commanded the Space Shuttle Challenger 51-L Teacher in Space mission. "Silver Linings" is her inspirational story, published by Peake Road in 1996.



Other guests included around-the-world Voyager pilot Dick Rutan, who completed a nonstop, unrefueled flight around the world in 1986. His feat earned him the Presidential Citizen's Medal of Honor. Retired Air Force Col. Gail Halvorsen also spoke at the conference. Col. Halvorsen became known as the "Berlin Candy Bomber," because he delivered candy via tiny parachutes to children during the Berlin Airlift. Naturalist Bill Lishman, who pioneered the use of ultralight aircraft to help Canada geese learn new migration routes, also spoke. His experiment earned him the name "Father Goose" and became the basis for the film, "Fly Away Home."

Most attendees were educators from school systems all over the nation. They attended the Congress to learn how to incorporate aviation and aerospace themes into their traditional classroom disciplines.

"The Congress afforded educators the opportunity to experience all the wonders of aviation and space," says John Salvador, Aerospace Education chief. "In addition to Dr. Cagle, naturalist Bill Lishman also shared his experiences of using an ultralight aircraft to help endangered species learn new migra-

tion routes." In 1994, Lishman completed the first migration of Canada geese led by ultralight from Ontario to Virginia.

During breakout sessions, over 60 master teachers and aerospace experts from around the world demonstrated and lectured on topics ranging from NASA's lunar rock/meteorite sample loan program to how to build inexpensive kites, balloons, aircraft and rockets in their classrooms. Exhibitors provided materials, information and displays of innovative educational products.

"Teachers attending the 2001 Congress received volumes of information and practical hands-on training on how to use aviation and space education themes to teach science, math, and technology subjects in their classrooms," Salvador says. "In addition, master instructors tied these themes in with National Standards."

The National Congress on Aviation and Space Education was certified for 30 contact hours or three continuing education units. College credit was available at additional cost for those who were interested.

Field trips included tours of the Science Museum of Minnesota, Northwest Airlines Flight Training Center, STAR-BASE Minnesota, and the Minnesota Air Guard.

Civil Air Patrol's 2002 National Congress on Aviation and Space is set for April 4-6 at the Crystal Gateway Marriott, Arlington, Va. Educators, administrators, students, industry professionals and Civil Air Patrol members are invited to attend America's premier Aerospace Education symposium.

"It is going to be a fun and exciting experience, and we certainly hope many teachers will join us," says Salvador.



MEMBER RECOGNITION

At the 2001 National Board Meeting and Annual Convention, Civil Air Patrol paid special tribute to its founding fathers and charter members, and elected a new national and vice commander. The convention took place at Sabin Convention Center, August 15-18 in Cincinnati, Ohio.

Brig. Gen. Richard L. Bowling was elected national commander and Dwight Wheless, vice commander. Air Force Deputy Chief of Staff for Air and Space Operations Lt. Gen. Robert H. Foglesong presided over the change-of-command ceremony between CAP National Commander Brig. Gen. James C. Bobick and his successor. The ceremony took place during the convention's closing banquet at the Millennium Hotel on Saturday, August 18.



Civil Air Patrol's National Board and Annual Conference celebrated the "Heritage and Innovation" of Civil Air Patrol's nearly 60,000 volunteer professionals and was the largest anniversary event of the year. Members paid special tribute to Civil Air Patrol's founding fathers, recognizing deceased and living charter members at a very special recognition ceremony on Saturday, August 18. Nine original members of Civil Air Patrol were present at the ceremony: Elmer R. Boyer Sr., Lewis, Del.; Perry G. Snell, Sarasota, Fla.; Carolyn Guertin, Richmond, Va.; Benjamin H. Stone, Marietta, Ga.; E. Woodrow Walton, Salt Lake City, Utah; Alex Mills, Rome, Ga.; William E. Bruring, Lacross, Wis.; Paul Halstead, Oakdale, N.Y.; and Bob McMillan, Austin, Texas. Tom Wendlegast accepted the award on behalf of his father, Kenneth Wendlegast, from Louisville, Ky.

The innovators of Civil Air Patrol were honored at the meeting. The following members received annual awards during the Recognition Ceremony:

Cadet 2nd Lt. Seth Evans, CAP, Kentucky Wing, Frank G. Brewer-Civil Air Patrol Memorial Aerospace Award, Cadet Category;
1st Lt. David L. Fielding, CAP, Pennsylvania Wing, co-recipient Senior Member Brewer Award;
Lt. Col. Theodore S. Kyle, CAP, Oregon Wing, co-recipient Senior Member Brewer Award;
Lt. Col. Michael T. McNeely, USAF, Rhode Island, Individual Brewer Award;
Wings Over the Rockies Air and Space Museum, Organizational Brewer Award;
Lt. Col. Linda J. Utting, CAP, Virginia Wing, Col. Robert V. "Bud" Payton National Public Affairs Officer;
Lt. Col. David L. Chubski, CAP, Pennsylvania Wing, Communicator of the Year;
Chap. Lt. Col. Daniel Dyer, CAP, California Wing, Senior Chaplain of the Year;
Chap. (Capt.) Elise Whitworth, CAP, Georgia Wing, Squadron Chaplain of the Year;
Capt. Judith Yost, CAP, Colorado Wing, Moral Leadership Officer of the Year;
South Dakota Wing, Outstanding Drug Demand Reduction Wing;
Capt. Gary L. Iverson Sr., CAP, Idaho Wing, Safety Officer of the Year;
Pennsylvania Wing, Paul W. Turner Safety Award;
Livingston Composite Squadron, Michigan Wing, Squadron of Distinction;
1st Lt. David H. Ihme, CAP, Minnesota Wing, CAP National Historian of the Year;
Cadet Melissa L. Bland, CAP, Colorado Wing, Cadet of the Year;
Lt. Col. David L. Mikelson, CAP, Florida Wing, Senior Member of the Year; and
Mr. Jeff Montgomery, National Headquarters Employee of the Year.

Whether they are called ministers, rabbis, elders, imams or simply friends in their civilian ministries, CAP clergy are called "chaplains" regardless of rank or denomination. As a unique volunteer chaplain corps, they come from a variety of religious backgrounds, and provide needed support during community disasters, aircraft accidents or routine hospital visitation. Working together under the authority of their commanders, with the support of the Office of Chaplain Services at National Headquarters, these men and women ensure that the Civil Air Patrol community will always enjoy the free exercise of religion as guaranteed by the United States Constitution.

In 2001, 636 chaplains and 170 moral leadership officers gave spiritual and moral instruction to cadets, led worship services during cadet encampments, provided guidance to commanders and responded to the tragic events of September 11th. Annual Chaplain Staff Colleges continue to be held regionally and are attended by chaplains and moral leadership officers. These colleges are partially funded by the CAP Corporation; however, many CAP activities are staffed by Chaplain Services personnel at their own expense. The unique contribution of CAP Chaplain Services makes it the largest volunteer program of its kind.

Organized in 1950 under the direction of the Air Force Chief of Chaplains, thousands of clergy from across the nation have served their country and their communities in the role of CAP chaplain. Because CAP is the auxiliary of the U.S. Air Force, CAP and Air Force chaplains share a common heritage, wear the same religious insignias on the blue Air Force style uniform and train to similar standards. CAP Chaplain Services is continuing to work with the USAF Chaplain Service regard-



ing the Title 10 authorization of utilizing CAP Chaplains in support of active duty and Reserve components under the direction of the Secretary of the Air Force. Chaplains in the future may play new roles in homeland security, providing assistance and care to communities, churches, synagogues, mosques and schools. In preparation for this transition, CAP chaplains are being trained

in Critical Incident Stress Management, suicide prevention and emergency services.

During cadet encampments, retreats and conferences, the free exercise of religion is always respected. Civil Air Patrol chaplains are assigned to every function, providing spiritual counsel and moral education instruction during encampments while offering religious services on Saturdays and Sundays. Cadets having particular religious needs, like denominationally specific worship or observing special dietary laws, are equally respected and accommodated.

Civil Air Patrol is committed to maintaining a qualified chaplain corps. CAP chaplains must have an ecclesiastical endorsement, a bachelors degree from an institution listed in the higher education directory, and must complete three years of professional graduate study before being appointed by the executive administrator of Chaplain Services at National Headquarters. In 2001, Dr. Robert Hicks was added to the Corporate Headquarters staff as the first executive administrator of Chaplain Services, and a new chief of Chaplain Services, Chaplain (Col.) James H. Melancon was appointed by CAP National Commander Brig. Gen. Richard Bowling.

CAP CHAPLAIN SERVICES IS CONTINUING TO WORK WITH THE USAF CHAPLAIN SERVICE REGARDING THE TITLE 10 AUTHORIZATION OF UTILIZING CAP CHAPLAINS IN SUPPORT OF ACTIVE DUTY AND RESERVE COMPONENTS UNDER THE DIRECTION OF THE SECRETARY OF THE AIR FORCE.

GOVERNING BODY AND NATIONAL BOARD MEMBERS



Lt. Gen. Nicholas B. Kehoe, USAF (Ret.)
Chairman, Board of Governors



Brig. Gen. Richard L. Bowling, CAP
National Commander, CAP



Col. Albert A. Allenback, USAF
CAP-USAF Commander

Board of Governors

Lt. Gen. Nicholas B. Kehoe, USAF (Ret.)
Chairman

Gen. Richard L. Bowling, CAP
National Commander

Col. Dwight H. Wheless, CAP
National Vice Commander

Col. Michael L. Pannone, CAP
CAP member-at-large

Col. Robert C. Bess, CAP
CAP member-at-large

Lt. Gen. Donald A. Lamontagne, USAF
Commander, Air University

Mr. Michael L. Dominguez
Assistant Sec. of the Air Force
Manpower and Reserve Affairs

Lt. Gen. Robert H. Foglesong, USAF
Deputy Chief of Staff, Air and Space
Operations

Mr. Bruce P. Baughman, FEMA
Director, Operations and Planning
Division Response and Recovery
Directorate

Dr. Benjamin F. Payton
President, Tuskegee Institute

Mr. Bruce N. Whitman
Executive Vice President
FlightSafety International Incorporated

National Commander

Brig. Gen. Richard L. Bowling, CAP

Senior Air Force Advisor

Col. Albert A. Allenback, USAF

National Vice Commander

Col. Dwight H. Wheless, CAP

National Chief of Staff

Col. Larry D. Kauffman, CAP

National Finance Officer

Col. Andrew E. Skiba, CAP

National Legal Officer

Col. George P. Graves, CAP

National Controller

Col. Joseph C. Meighan, Jr., CAP

National Inspector General

Col. Duddly L. Hargrove, CAP

Chief of Chaplain Service

Chaplain, (Col.) James H. Melancon,
CAP

Commander

Northeast Region

Col. Richard A. Greenhut, CAP

Wing Commanders

Connecticut

Col. Karen K. Payne, CAP

Maine

Col. James F. Linker, CAP

Massachusetts

Col. Eric V. Schollmann, CAP

New Hampshire

Col. Kenneth J. Herman, CAP

New Jersey

Col. Robert Alex, CAP

New York

Col. Austyn W. Granville, Jr., CAP

Pennsylvania

Col. Fredric K. Weiss, CAP

Rhode Island

Col. Anthony L. Vessella, Jr., CAP

Vermont

Col. James D. Rowell, CAP

**Commander**

Middle East Region
Col. Gene D. Hartman, CAP

Wing Commanders

Delaware
Col. Robert L. Vawter, CAP

Maryland
Col. Lawrence L. Trick, CAP

National Capital
Col. Franklin J. McConnell, Jr., CAP

North Carolina
Col. Alvah W. Sulloway, Jr., CAP

South Carolina
Col. Robert T. Townsend, CAP

Virginia
Col. H. Click Smith, Sr., CAP

West Virginia
Lt. Col. Rodney F. Moody, CAP
(Interim)

Commander

Great Lakes Region
Col. William S. Charles, CAP

Wing Commanders

Illinois
Col. Joseph S. King, Jr., CAP

Indiana
Col. Glenn A. Kavich, CAP

Kentucky
Col. Loretta L. Holbrook, CAP

Michigan
Col. Amy S. Courter, CAP

Ohio
Col. Michael J. Murrell, CAP

Wisconsin
Col. Larry S. Nack, CAP

Commander

Southeast Region
Col. Antonio J. Pineda, CAP

Wing Commanders

Alabama
Col. Joseph M. Owens, Jr., CAP

Florida
Col. Matthew R. Sharkey, CAP

Georgia
Col. Verne E. Fowler, CAP

Mississippi
Col. Donald B. Angel, CAP

Puerto Rico
Col. Gerald P. Irons, CAP

Tennessee
Col. Joseph C. Meighan III, CAP

Commander

North Central Region
Col. Sheila J. Waldorf, CAP

Wing Commanders

Iowa
Col. Rex E. Glasgow, CAP

Kansas
Col. George M. Boyd, CAP

Minnesota
Col. Dale E. Hoiun, CAP

Missouri
Col. Jeanette K. Lawson, CAP

Nebraska
Col. Warder L. Shires, CAP

North Dakota
Col. Thomas D. Weston, CAP

South Dakota
Col. Mary F. Donley, CAP

Commander

Southwest Region
Col. Colin F. Fake, CAP

Wing Commanders

Arizona
Col. James A. Mooney, CAP

Arkansas
Col. Reggie L. Chitwood, CAP

Louisiana
Col. Mary D. Berkowitz, CAP

New Mexico
Col. James P. Norvell, CAP

Oklahoma
Col. Virginia P. Keller, CAP

Texas
Col. Thomas L. Todd, CAP

Commander

Rocky Mountain Region
Col. Lynda C. Robinson, CAP

Wing Commanders

Colorado
Col. John R. Buschmann, CAP

Idaho
Col. M. Lynn Ahrens, CAP

Montana
Col. Martin D. Bourque, CAP

Utah
Maj. Russell E. Chazell, CAP (Interim)

Wyoming
Col. John M. Scorsine, CAP

Commander

Pacific Region
Col. Phillip S. Groshong, CAP

Wing Commanders

Alaska
Col. Robert L. Brouillette, CAP

California
Col. Larry F. Myrick, CAP

Hawaii
Col. Stanley Y. Fernandez, CAP

Nevada
Col. Matthew B. Wallace, CAP

Oregon
Col. Dallas H. Enger, CAP

Washington
Col. Dale E. Newell, CAP

Celebrating Heritage and Innovation!

PROFESSIONAL DEVELOPMENT

The specialized missions of the Air Force Auxiliary require a skilled force of volunteer members. To that end, professional development courses are offered at every level within the senior member program. Standardized courses are designed to increase knowledge, skills and abilities helping members to function in a consistently successful manner in supporting each of the three primary CAP missions.

Senior members train diligently on-the-job and by self-study in 22 specialty training tracks such as aerospace education officer, cadet program officer, emergency services, flight operations, communications or other functional areas fundamental to such a complex organization.

CAP Advanced Distributed Learning Initiatives

Civil Air Patrol is actively engaged in distance learning to better serve its members and reach a broader audience of American citizens. These ongoing efforts can be summed up in the mission statement of advanced distributed learning at CAP.

THE MISSION OF CIVIL AIR PATROL ADVANCED DISTRIBUTED LEARNING (CAP ADL) IS TO PROVIDE QUALITY, COST-EFFECTIVE EDUCATION, TRAINING, AND PERFORMANCE SUPPORT TO MEET THE NEEDS OF INDIVIDUAL CAP MEMBERS; ANYTIME, ANYWHERE.

The mission of Civil Air Patrol Advanced Distributed Learning (CAP ADL) is to provide quality, cost-effective education, training, and performance support to meet the needs of individual CAP members; anytime, any-

where. CAP joins the nationwide ADL initiative that includes representatives from government, industry, and the academic world in a combined effort to establish standards for online courses. Once standards for online course development and learning management systems are established, these courses and learning modules will be readily accessible to other U.S. military and government agencies, and will offer a tremendous training and education opportunity for CAP members. In the near future, CAP members will be able to access many online courses and receive top-quality training whenever and wherever the training is needed.

The CAP Advanced Distributed Learning Virtual Schoolhouse is under construction and will be an entry portal

to allow CAP members access to this wide range of training and education opportunities. Currently included are award-winning interactive online modules developed by U.S. Air Force Air Command and Staff College students covering topics such as leadership, safety, CAP history, CAP uniforms, customs and courtesies, and diversity. Plans for the schoolhouse will include an online registration and guidance function that will provide members with a personal road map to help them complete specialty training and professional development throughout their CAP career, while at the same time reducing the administrative burden and paperwork required to document training.

To build the schoolhouse, CAP is evaluating online course presentation tools and learning management systems to help CAP members and staff develop and present online courses. These tools will provide the capability to assign activities and readings, to post messages, to respond to questions, to build collaborative projects and presentations and to interact much as students would if they were in the same classroom.

Another aspect of CAP online training will be interactive courses like the CAP professional development modules, which will allow individuals to complete training sessions of their own choosing at their own pace. Members will be able to access, through the CAP portal, modules from CAP, the military, and other government agencies, and be certified after completing a prescribed curriculum and certification exam.

A third aspect of online training involves real-time training using a CAP knowledge management system. This knowledge management system will provide members with answers to questions and just-in-time training on a multitude of tasks such as filling out a form or performing a new procedure. Members will be able to access the CAP portal and search for an answer or ask a question that will generate an answer from the CAP knowledge base. If the individual needs more information, a structured system allows an e-mail or phone call to be directed to the Subject Matter Expert (SME) at headquarters. This interaction will then be captured by the CAP knowledge data-

LEVEL I – ORIENTATION

The smooth transition to active senior membership through instruction on proper wear of the CAP uniform, military customs and courtesies, and cadet protection training is completed at this level. Protecting our cadets is a priority for this entire organization. Over 3,000 senior members completed this level of preparation in 2001.

LEVEL II – TECHNICAL

Squadron needs and individual interests determine which of the 22 technical specialty tracks is chosen for study at this level. This phase also develops leadership skills and management abilities necessary to lead CAP into the future. More than 900 members attended Squadron Leadership School in 2001 to learn the basics of squadron operation. More than 1,400 members enrolled in the four-volume CAP Senior Officer correspondence course.

LEVEL III – MANAGEMENT

At this level the member progresses into career broadening experiences through more in-depth job knowledge, conference attendance, and a 12-hour Corporate Learning Course. To complete this level, members must hold a command or staff position for one year, as well as participate in activities at wing level or higher. More than 500 members completed Level III training in 2001.

LEVEL IV – COMMAND AND STAFF

Members progressing to this level are preparing for advanced leadership positions in Civil Air Patrol. Members must take a more active role in CAP national, regional and wing activities, and continue their service in a command or staff position. Members must attend a one-week Region Staff College. The region colleges are formal, in-residence academic programs that help prepare CAP officers to execute the duties and responsibilities associated with CAP command and staff positions from squadron through region level. Leadership, management, communications, core values, command concepts, CAP goals and objectives, and region operations and administration are just a few of the subjects covered. In 2001, 145 members attended a Region Staff College.

LEVEL V – EXECUTIVE

Preparation at this level requires the member to study advanced academic and military subjects developed for members who have performed command or staff duty for at least three years, and aspire to higher levels of leadership of the auxiliary. Academically, members must complete a seven-day CAP National Staff College (NSC), which is conducted annually at Maxwell Air Force Base, Ala. This year, 76 students attended the NSC. Members achieving completion of Level V receive the Gill Robb Wilson Award – one of Civil Air Patrol's highest honors. In 2001, 72 senior members earned this prestigious award.

base and added to the list of responses. As the knowledge database grows, more and better answers will be provided to members. The benefits of this system include real-time answers and training on demand, "24-7" capability so the information is always available, tremendous time savings because the same questions are not answered over and over again, and expertise that stays behind if the SME is unavailable.

The bottom line is that online training will play a large part in all CAP training in the future, either as a stand-alone system or to supplement and enhance the in-resident courses we offer now.

DRUG DEMAND REDUCTION

T

he Civil Air Patrol Drug Demand Reduction

Program continues to pursue the goal of drug-free youth by making cadets more aware of the problems of underage alcohol and tobacco use. The DDR program provides clear, concise, up-to-date information on illegal drugs to all squadrons, encourages youth to remain in school and promotes CAP as a positive community service. The program focuses on drug abuse education, prevention and awareness, and provides positive activities as an alternative to drugs and gang violence.

Drug Demand Reduction provides scholarships for cadets to attend encampments where they learn leadership skills, attend self-improvement classes, make new friends and learn teamwork in a way that is unique to Civil Air Patrol. DDR provided more than 1,000 scholarships in 2001, which was a 33.7 percent increase from the previous year.

DDR provided uniforms and equipment used in a variety of cadet training events, including open houses, parades, military ceremonies and memorials, air shows and color guard competitions. This type of training provides opportunities to develop life skills and instills a spirit of teamwork and camaraderie, which is crucial to cadet success.

The Drug Demand Reduction Program continues to support the Middle School Initiative (MSI) in the 36 participating schools. The goal of the MSI is to bridge the gap between Drug Abuse Resistance Education (DARE) in elementary schools and the high school Junior Reserve Officer Training Corps (JROTC) program. The purpose of the MSI is to teach aerospace education, as well as respect, manners and accountability, while developing student leadership potential.

Local communities also benefit from the CAP DDR program. For example, the Oklahoma Wing purchased a portable drug deterrent course, which it loans out during the week to the Oklahoma National Guard's Drug Demand Reduction Program. Guardsmen conduct the course at schools throughout the state, while providing an anti-drug message.

CADET PROGRAMS

MISSION: "PROVIDING CIVIL AIR PATROL WITH AEROSPACE ORIENTED PROGRAMS AND CURRICULA TO DEVELOP LEADERSHIP AND LIFE SKILLS OF ALL CADET MEMBERS; THEREBY PREPARING RESPONSIBLE CITIZENS FOR THE U.S. AIR FORCE AND THE NATION."

Civil Air Patrol's Cadet Programs provides the youth of America from the sixth grade through age 21 with an environment that fosters their growth and potential to be responsible, community-minded adults. That environment is safe, active, and educational.

In positioning ourselves for the years ahead, three themes



have emerged that have directed us over the past year and will continue to do so as we go about achieving our mission. First, integrating technology into cadet programs is a key ingredient to our successful youth program. Of particular note has been the integration of the Satellite Tool Kit and slow-scan video into

our aerospace education and cadet programs. Second, age-appropriate educational materials enhance the effectiveness of curriculum materials in our cadet program.

The newly developed aerospace educational curriculum is a step in this direction. Third, values education and development continue to be an important byproduct of all cadet programs and activities and reinforces both the U.S. Air Force and Civil Air Patrol core values. Adherence to these themes in administering the cadet programs resulted in the personal growth and development for more than 25,000 young people. One of our parents said it best about her son: "He was a shy, retiring 13-year-old and now he is excited, involved, and self-confident. CAP was what turned him around."



The Program

Membership in CAP's cadet program continued to hover around the 25,000 mark in 2001. Improved retention rates first observed in 1999 have continued through 2000 and 2001. The program has retained approximately 40 percent of first-time cadets. This number is expected to remain fairly constant as new, age-specific curricula programs, begun in 2000, spread more evenly through the cadet units across the nation. Also, the Free Cadet Uniform (FCU) program continues to be a key motivator for cadets. This year approximately 5,900 cadets received new uniforms at no cost to the individual cadet. This is a 47-percent increase over the uniforms to new cadets from the previous year. In addition, the efforts over the past year of providing numerous seminars on "Teaching Cadets to Learn" may be having some effect. The video version of this seminar is in all CAP wings to provide support to adult leaders working with cadets.

A cadet's confidence and maturity grow as they work to master the 16 achievement levels in the cadet program. Among the achievement levels are four phase awards that serve as comprehensive benchmarks for the cadets as they pass through the program. The major milestones are the Mitchell, Earhart, Eaker, and Spaatz awards. Approximately 1,700 cadets earned one of these awards this past year. Once the cadet achieves the Mitchell award he/she attains officer status in the cadet program and is qualified to enter the Air Force as an E-3 (airman 1st class) rather than an E-1. The

training is that good. More than 1,100 cadets achieved the Mitchell level. The Eaker award completes Phase 4 and makes

the cadet eligible to take the prestigious Spaatz examination, the highest level a cadet can achieve in the program. During this year, 14 cadets earned their Spaatz award; these cadets will be leading their fellow cadets in facing the challenges of the future.

The Five Elements of the Cadet Program

The cadet program seeks to produce a well-rounded young person by addressing five critical areas of growth in young people from the sixth grade to age 21. The program contains educational challenges in leadership skills, aerospace education, physical training, activities, and moral leadership.

Leadership Training. This area of learning is key to our mission of developing the life skills in our cadets that are necessary to become responsible citizens. Leadership training begins from the first day a cadet joins until the time he/she leaves. Leadership training is required to pass every achievement in the Cadet Program and a closed-book leadership test must be passed for every phase and milestone award. That means that all 25,000 cadets completed leadership training of some level as they passed their achievement plateaus.

There were 104 cadets at Cadet Officer School who learned leadership theory from noted experts and then had the opportunity to put their learning into practice with hands on exercises. In addition, cadets were challenged with lessons on



critical thinking and airpower heritage. The Cadet Officer School course lays a foundation

in leadership and air power studies that will serve our cadets well whether they choose a vocation in the Air Force or the private sector. It is only through the cooperative efforts of the Air Force that our cadets are able to experience such a high level of leadership education.

Aerospace Education. A keen understanding of air power and Air Force heritage begins early in the cadet program through the aerospace education element. The CAP aerospace education element is an early step in the Air Force's developmental approach to understanding air power doctrine. For those cadets who enter the Air Force, it provides an air power foundation that prepares cadets for later air power doctrine courses they might encounter in Air Force schools.

In addition, while participating in the cadet program, cadets go through every step in a career development process, from the interest and investigative phases to making a career choice. The aerospace education element helps young people through that process by providing career exploration and investigation opportunities, and motivating them to consider possible careers in our nation's crucial military and civilian aerospace arena.



Physical Training. This portion of the program has a graduated scale to challenge the cadets appropriately at all age levels with achievable goals. Physical training is an important element to developing a well-rounded cadet. It is in keeping with our whole-person approach to cadet growth. In addition, the program provides for reasonable opportunities for handicapped young people.

Activities. Cadets participate in activities at all levels of the organization. Some 12,000 cadets participated in some type of activity this year from the local level to the national level. Approximately 3,900 cadets had their very first encampment experience this past year and were motivated to remain in the program. Approximately another 1,300 took part in one of the National Cadet Special Activities. Cadets learned first aid and search-and-rescue skills. They understood weather phenomenon from the special activity on meteorology. They got a real taste of Air Force life in one of the four one-week Air Force familiarization courses where they observed both space and pilot training operations. More than 200 cadets experienced their first flight instruction en route to soloing in one of CAP's powered or glider flight activities at the national, region, and wing levels. Many have gone on further in their training after being exposed to flying at these academies and flight encampments. The Civil Air Patrol continues to provide a positive flying experience for our younger cadets (minimum age of 14) as well as our older ones through its glider program that has been a huge success and has spread rapidly across the nation. More than 7,000 cadets experienced flight this year in one of CAP's gliders: a 40 percent increase over the past year.

Possibly the most exciting opportunity was reserved for

Celebrating Heritage and Innovation!



some 83 cadets and 18 escorts who had the opportunity to participate in the International Air Cadet Exchange program. They visited 13 different countries from Japan to Turkey and many places in between.

Unfortunately, the total numbers were down from previous years as

many of the participating nations were unable to accommodate U.S. cadets due to funding limitations in their own countries. In addition, the volatile situation in the Middle East prevented U.S. cadets from going to Israel although an Israeli contingent was able to visit the United States. Civil Air Patrol wings hosted a slightly larger number of international cadets and escorts than were sent because of the situation in Israel. The international cadets spent three days in Washington, D.C., before going to 14 host wings across the nation. This experience is best summed up by a Swedish cadet visiting Louisiana: "This (is) something I will remember all my life. I did not want it to end. I will remember these friends always." Although the English is not perfect, this comment to his leaders leaves no question as to the goodwill and positive relationships this program has produced among international young people.

Moral Leadership. A Moral Leadership Officer appointed by the CAP Chaplain Service leads this portion of the cadet program at the local level by conducting seminars from our text called "Values for Living." It is in this portion of the program that Air Force and CAP Core Values become real and meaningful concepts for our cadets. Values education and clarification are an integral part of the effective growth of our cadets into responsible citizens and future leaders for Civil Air Patrol and the nation.

Scholarship and Orientation Rides

This past year, CAP cadets earned 246 scholarships totaling over \$105,100. The scholarship program has both an academic and a flying component to it. The academic scholarships are for both graduate and undergraduate studies and range from \$250 to \$1,000 per individual. Academic scholarships came from Civil Air Patrol, USAA, Who's Who in American High Schools, the U.S. Air Force Academy Preparatory School, and the Clara E. Livingston Trust. In addition, several



colleges and universities offer scholarship opportunities especially for CAP cadets in specialized academic areas such as aviation and engineering.

There are several opportunities for flying scholarships as part of the flying component of the scholarship program. The

Daedalians organization, a fraternity of military pilots, offers five scholarships for cadets seeking their private pilot license and who wish to pursue a career in military aviation. For cadets seeking to continue their flight training, but not interested in pursuing a military aviation career, there was a one-time scholarship for \$2,000. Cadet Programs is working to expand this area of general aviation scholarships in order to provide a continuous scholarship that can be awarded on a yearly basis. This year for the first time, the Aircraft Owners and Pilots' Association (AOPA) awarded the top cadet pilots at national flight academies a total of \$4,000 in scholarships for their post-academy flying training. In addition, Dowling College and Spartan School of Aeronautics continue to offer both flying and academic opportunities worth thousands of dollars at their facilities for our cadets seeking careers in aviation.

A key ingredient to our scholarship program is the slot reserved for a qualified Civil Air Patrol cadet at the U.S. Air Force Academy Preparatory School. This past year we nominated seven cadets from which they normally select one to attend the preparatory school. This year their records earned two cadets direct appointments into the Air Force Academy itself, and one to the preparatory school.

Civil Air Patrol flew over 16,000 cadets under 18 years of age on orientation flights this past year. This is the first real exposure into flying for many young people, and it has proven to be one of the best motivational tools we have. From this program of five one-hour powered flights and five glider flights, many cadets are inspired to go on to solo and eventually earn their private pilot license. Many go on to the national flight academies and earn scholarships through the Dadaelian organization to continue their flying career.

SPECIAL ACTIVITIES FOR YOUNG PEOPLE



Honor Guard Academy

Cadets must complete a rigorous training schedule that requires 10-12 hours per day of standing while twisting, throwing rifles, marching, plus additional physical fitness training.

Advanced Technology Cadet National Academy

Cadets learn about airborne photography while flying and using a special camera that captures single-frame video. They become skilled at downlinking those images from aircraft to computer and processing usable "pictures" that are available over the Internet to CAP's disaster response leadership. Part two of the course is the CAP Satellite Tool Kit program, where cadets learn to use state-of-the-art space technology to study satellite missions, and many other space operations.

Air Education and Training Command Familiarization Course

AETCFC is a one-week course designed to give CAP cadets, age 15 and older, an introduction to Air Force flight training. The course provides students the opportunity to attend class, observe, and learn side-by-side with real Air Force student pilots.

This course offers behind-the-scenes tours of facilities like the air traf-

fic control tower, aircraft maintenance hangars, and parachute shop. Cadets will also receive briefings on the mission and operations of a flight training wing, academics, and physiological training. Highlights of the week may include the possibility of a ride in a T-1A Jayhawk or a chance to fly a full-motion flight simulator with an actual Air Force instructor pilot.

Air Force Space Command Familiarization Course

For cadets 15 and older, this course provides an in-depth look at the Air Force Space Command while students learn about orbital mechanics, domestic and foreign launch capabilities, satellite operations, missile warning, and ICBM facilities.

Orientation tours can include NORAD, ICBM sites, and the U.S. Air Force Academy (for those selected for Peterson Air Force Base, Colo.), or the Kennedy Space Center and Embry-Riddle Aeronautical University (for those selected for Patrick Air Force Base, Fla.).



Air Force Weather Agency Familiarization Course

The Air Force Weather Agency Familiarization Course at Offutt Air Force Base, Neb., is designed to promote interest in meteorology, careers in the Air Force Weather Agency, and aerospace careers that require knowledge of weather systems.

Students receive training in weather interpretation, contour mapping, severe weather analysis, storm spotting and space/weather environment.



Cadet Officer School

The Cadet Officer School is patterned after the U.S. Air Force's Squadron Officer School, and is an academically challenging course for cadets 16 and older. COS is an in-depth study of leadership skills and techniques.

Instructors guide cadets through the Air Force approach to psychology of leadership, problem-solving techniques, effective writing and speaking, and group dynamics. In addition to classes and seminars, top military and academic leaders come as guest speakers to discuss their experiences with the cadets.



International Air Cadet Exchange

The International Air Cadet Exchange is designed to promote international understanding, goodwill, and friendship among young people in different countries who have a common interest in aviation.

Jacksonville University/Comair Aviation Academy Airline Training Track

Jacksonville University and Comair Aviation Academy, a subsidiary of DELTA® Airlines, provides a head-start in flying careers. This training is designed for cadets who wish to become professional airline pilots. During the three-week course at Jacksonville University, students will log 15 hours of flight time. The program may include the opportunity to "solo" the aircraft.

National Blue Beret

For cadets age 16 and above, and selected senior members, the National Blue Beret offers the chance to work at one of the largest and most prestigious air shows in the world at Oshkosh, Wis.

CAP and Experimental Aircraft Association train cadets to help support the air show. Each participant will work several areas of the air show including flight line, exhibits, crowd control, etc. Training includes techniques of aircraft marshaling and electronic direction finding.

National Flight Academy, Glider Track

This course gives selected students, 14 and older, the opportunity to get in the cockpit of a sailplane. With a certified flight instructor, cadets learn the basics of skillfully maneuvering a non-powered aircraft. Participants enjoy the quiet wonder of "thermaling" as they



develop a foundation for powered flight training. This is a unique flight experience for cadets.

National Flight Academy, Powered Track

This course for students 16 and older is based on the U.S. Air Force's Flight Screening Program and offers real flight time in a Cessna 172. With a certified flight instructor, cadets spend 10 hours behind the yoke learning the basics of flying a powered aircraft and putting in practice what they learned during 25 hours of ground instruction. Cadets spend an additional 10 flight hours as an observer.

Many NFA graduates continue their flight training for their FAA private pilot license after this course.

National Emergency Services Academy

This academy, one of CAP's most well attended activities by cadets and senior members alike, gave more than 400 members the opportunity to become qualified to work in a variety of emergency services functions. This course was conducted by CAP, U.S. Air Force, and industry experts at Camp Atterbury, Ind., just 35 miles south of Indianapolis. Members were taught skills leading toward qualifying to work at all levels on ground teams, mission aircrews or as part of the mission management staff. Students participated in many realistic practical exercises for key

portions of missions including airborne damage assessment, major incident command, and missing person search.

The academy offered several courses this year in the National Ground Search and Rescue School (NGSAR), Mission Base Staff School (MBSS), and Mission Aircrew School (MAS). The following is a summary of the courses in each school.

NGSAR. Two basic courses were conducted to train personnel to become ground team members as well as two advanced courses to train personnel to become ground team leaders. All NGSAR participants spent the majority of the course in the field and were required to sleep in survival shelters or tents during several of the school's exercises and training missions.

MBSS. One basic course focused on training entry-level mission base staff personnel to be mission radio operators, staff assistants, unit leaders and branch



directors, including ICS 200-level training. One advanced course trained section chiefs, the command and general staff, and incident commanders including ICS 300- and 400-level training.

MAS. This course was conducted in two tracks: mission scanner/observer

and mission pilot. All training covered the requirements for aircrew members as established in the current emergency services regulations. All cadets who attended the National Emergency Services Academy had completed a basic encampment prior to attending any of the courses.

Pararescue Orientation Course

The Pararescue Orientation Course [PJOC] – a one-week course for cadets age 15 and above – is planned and conducted by Air Force active duty, Reserve members, the 342nd TRS, and the U.S. Air Force Pararescue Jumpers School.

The course introduces cadets to techniques used by Air Force pararescuemen while actively participating in various facets of Air Force pararescue training. The curriculum includes land navigation, survival techniques, rock climbing, rappelling, and other skills used in rescue operations.

Advanced Pararescue Orientation Course

The Advanced Pararescue Orientation Course [APJOC] allows cadets to further develop skills they learned at basic PJOC. Two tracks are offered: one in mountaineering and the other in navigation.

In the mountaineering track cadets continue to develop their rock climbing skills and experience vertical rescue techniques. In the navigation track cadets learn additional survival techniques and spend a week hiking in the New Mexico wilderness



with the climax occurring when they reach Rosilla Peak (at 10,637 feet).

In both tracks cadets will be introduced to pararescue medical training (cadets must possess a current first aid and CPR card prior to attending). Physical fitness requirements are more stringent than the PJOC: The cadets must pass a rigorous test upon arrival that will include push-ups, sit-ups, pull-ups, flutter kicks, eight-count body builders and a 1.5-mile run. The activity director will provide further details for those selected to attend.

Space Camp

U.S. SPACE CAMP® is a five-day program jam-packed with astronaut training for young people. Activities include simulated Space Shuttle missions, IMAX® movies, training simulators (like the one-sixth Gravity Chair), rocket building and launches, scientific experiments, and lectures on the past, present, and future of space exploration. Kids stay in bunk-bed style dorm rooms in three locations — Alabama (Huntsville), California (Mountain View), and Florida (Titusville). U.S.

SPACE CAMP® offers programs for older students. SPACE ACADEMY® is for young people in grades 6-8 (6th graders must have previously attended U.S. SPACE CAMP® to upgrade to SPACE ACADEMY®), and ADVANCED

SPACE ACADEMY® is for students in grades 9-12.

Aviation Challenge®

AVIATION CHALLENGE® is a five-day program packed with aviation

training for young people. Activities include intense flight simulation, land survival training, water survival activities, and aviation academics. Lessons include aeronautics, aerodynamics, propulsion, flight physiology, aviation history, aircrew equipment, and ejection procedures.

National Military Music Academy

The NMMA's objective is to provide leadership training to musically skilled cadets and seniors. This will enable MMA students the opportunity to introduce a military-style music program into their home units, enhancing the unit's public relations effort. The NMMA will be held at Aberdeen Proving Ground in Maryland during the Maryland Wing's encampment. NMMA participants will perform in the Washington, D.C., area and will participate in a CAP-hosted military tattoo with service and local bands. Drawing upon existing American military music traditions, the aim of this year's NMMA is to introduce fifes, drums and bugles (along with a variety of other musical instruments) to the local CAP squadrons for support of ceremonial occasions or extracurricular activities.

Hawk Mountain Search and Rescue School

Hawk Mountain SAR School has a proud history in providing emergency services training. The school is conducted in the mountains of Pennsylvania under field conditions and is physically demanding.

The school is open to both cadets and seniors.



Celebrating Heritage and Innovation!

SUPPORTING AMERICA'S EDUCATORS

MISSION: "CIVIL AIR PATROL'S AEROSPACE EDUCATION MISSION IS TO PROMOTE AND SUPPORT AVIATION AND SPACE EDUCATION GOALS AND OBJECTIVES IN PARTNERSHIP WITH THE UNITED STATES AIR FORCE. CAP'S MISSION IS ALSO TO EDUCATE CITIZENS TO MEET THE CHALLENGES OF A MORE GLOBAL AND TECHNOLOGICAL SOCIETY."

Civil Air Patrol's Aerospace

Education efforts focus on two distinct audiences – CAP members and the general public.

The internal programs ensure all CAP members have an appreciation for and knowledge of aerospace issues. A rigorous educational program is offered at every level of the CAP organization.

The 1946 Congressional charter also tasked CAP to stimulate public interest in aerospace issues. CAP's external programs are primarily conducted through our nation's education systems. Textbooks, aerospace-themed study units and visual aids geared to stimulate interest in aerospace matters are provided for teachers to use in their classrooms. In addition, each year CAP supports more than 100 workshops in colleges and universities across the nation, reaching more than 3,000 educators. These workshops highlight basic aerospace knowledge and focus on advances in aerospace technology. These workshops have reached hundreds of thousands of teachers and students across the nation since they began in 1951. CAP's yearly



aerospace conference also makes a significant impact on the nation's education system. The National Congress on Aviation and Space Education reaches out through hundreds of teacher attendees to over 50,000 students nationwide each year.

In 2001, the Civil Air Patrol National Headquarters



Aerospace Education staff, the eight region directors of aerospace education, and CAP volunteers from the field enthusiastically promoted aerospace education in communities and schools throughout the United States.

Internal Program

CAP's internal aerospace program provides basic aerospace information and knowledge to its members. CAP's members are divided into two categories, cadets and seniors. Both groups have an obligation to study, learn, promote and support CAP's aerospace education mission.

Cadets complete aerospace requirements to progress through the various achievements within the cadet program. These requirements include many aviation, weather, and space-related lessons, and are supplemented with educational and entertaining hands-on activities. In addition, cadets participate in encampments and field trips, hear guest speakers, build model airplanes, rockets and spacecraft, plus take orientation flights.

Senior members have a self-paced aerospace program in which they can earn an award upon completion. Seniors also have aerospace leadership, continuing education and outreach requirements as part of the overall curriculum.



Program Update

On January 1, 2001, CAP transitioned to a new aerospace education program. This program introduced new textbooks for the cadet aerospace program. *Aerospace Dimensions* was

designed for the cadets in Phase I and Phase II training, cadets just entering the program.

Aerospace Dimensions consists of six stand-alone modules that can be completed in any order. The titles of these six modules are: Introduction to Flight, Aircraft Systems and Airports, Air Environment, Rockets, Space Environment, and Spacecraft. Each module includes approximately 35 full-color pages. A cadet can complete a module over a two-month period. Since the modules can be accomplished in any order, new cadets can join right in with the other cadets already in the program. These modules are supported with student, leader and resource guides. In addition, each module has learning outcomes, review questions, and several fun and exciting hands-on activities that reinforce learning objectives.

Aerospace: The Journey of Flight is a 27-chapter, 640-page textbook, which is the most comprehensive

aero-space textbook in America. It has more than 600 color pictures, charts and graphs. The book

contains six sections: The History of Air Power, Principles of Flight and Navigation, The Aerospace Community, Air Environment, Rockets, and Space.

Senior cadets use this text to help mentor younger cadets. The book aids cadets in learning aero-



space principles and achieving aerospace awards. *Aerospace: The Journey of Flight* has received very favorable reviews from other agencies, organizations, and schools. It has been highly praised by NASA, the University Aviation Association, the Experimental Aircraft Association, and the Aerospace Education Foundation. CAP also published a teacher's guide for *Aerospace: The Journey of Flight*. It is a detailed outline of each of the chapters. The guide includes national standards, objectives, sample tests and lesson plans.

CAP's aerospace textbooks are in big demand from schools and universities across the nation.

External Aerospace Education Program

CAP's Aerospace Education Member (AEM) Program is comprised of schoolteachers in elementary, middle and high schools in all 50 states, plus the District of Columbia and Puerto Rico, as well as organizations that sponsor teachers. AEMs receive educational products, lesson plans, newsletters, workshop guides, and multi-lesson curriculum kits. Plus they are invited on field trips, aircraft flights and aviation facility tours. Many of Civil Air Patrol's aerospace education products were placed on CAP's Web site as part of the Distance Learning Program.

The external program is founded on the principles of community outreach. CAP has focused its efforts on schools and teachers as an excellent way to pro-

2001 Frank G. Brewer Memorial Aerospace Award Winners

These awards are presented annually in five categories at both the regional and national level. Established December 31, 1959, these awards serve as a memorial to Mr. Frank G. Brewer, Sr. They rec-



ognize individuals and organizations that have made outstanding contributions to the advancement of youth in aerospace activities.

The Category I, CAP Cadet winner was Cadet 2nd Lieutenant Seth Evans, of the Great Lakes Region. The Category II, CAP Senior Member winners were 1st Lieutenant David L. Fielding, of the Northeast Region and Lieutenant Colonel Theodore S. Kyle, of the Pacific Region. The Category III, Individual winner was Lieutenant Colonel Michael T. McNeely, USAF, of the Northeast Region. And lastly, the Category IV, Organization winner was the Wings Over The Rockies Air and Space Museum, Denver, Colo.

2001 Aerospace Education Mission Award Winners

These awards are presented annually to CAP's top wings in each of the eight regions that do the best in promoting aerospace education in their state. North Carolina Wing earned both the National first-place award and the Middle East Region first-place award. Wisconsin Wing earned both the National second-place award and the Great Lakes Region first-place award. Alabama Wing earned both the National third-place award and the Southeast Region first-place award. The first-place award for Southwest Region went to Arizona Wing. Nebraska Wing took the first-place award for North Central Region. The first-place award for Northeast Region went to New Jersey Wing. Idaho Wing took the first-place award for Rocky Mountain Region. And, the first-place award for the Pacific Region went to Washington Wing.

Celebrating Heritage and Innovation!



mote aerospace to the American public. The external program supports thousands of teachers, kindergarten through 12th grade, across the nation. CAP has also extended its support to the growing home-school population as well as high school JROTC programs, plus community museums and science centers.

CAP has a tremendous number of resources for educators. All of our classroom materials are based on national education standards. Aerospace education members receive an outstanding newsletter five times a year with the most up-to-date information about aviation and space,

Internet resources, information about regional and national workshops, and information about what other teachers are doing in classrooms across the country.

Teachers use aerospace themes and experiences such as field trips, science competitions, model building, art contests, and science fairs to inspire students to excel in a variety of subjects. Finally, through the external aerospace education program, students are exposed to aerospace career opportunities. The program is designed to inspire students to pursue careers in the military or in a civilian aerospace-related field.

Partnerships have been developed with aviation and aerospace organizations such as The Challenger Center for Space Science Education, the National Aeronautic Association, and the Experimental Aircraft Association, allowing CAP resources to get into the hands of more educators. Throughout the year, more than 30,000 free educational products were given to teachers across the nation. Eight regional and one national distribution center filled telephone and mail orders and shipped materials directly to schools. These materials were also used to support a wide variety of teacher workshops and in-service training programs, educational conferences, airshows, and aerospace day programs.

Resources and Opportunities

CAP offers aerospace-oriented lesson plans, themed study units, textbooks, activity booklets, posters, newsletters, bibliography/resource listings, and grant information. CAP also provides teachers with listings of aerospace education workshops and gives teachers the opportunity to attend national and

regional aerospace conferences (with free transportation provided by military aircraft when possible). These conferences help teachers learn the latest hands-on techniques and tools to inspire their students. In 2001 CAP developed two new themed study units; one about the Space Shuttle and the other on the Wright brothers. Both are national standards-based, multi-subject resources that teachers can readily use in their classrooms.

Many of CAP's educational products are available for download on the Aerospace Education Web site. The site, designated by *USA Today* as a "Best Bets For Educators," offers news, downloads, and links to a wide variety of resources, programs, and services, as well as a "members only" secured site offering downloads and materials reserved for the CAP membership.

CAP, working to support the grant program of the Aerospace Education Foundation of the Air Force Association, has been able to offer grants to both CAP educators and CAP units. More than \$15,000 in grants has been awarded to CAP classroom teachers and CAP units in support of their aerospace education programs during 2001.

The Aerospace Education Excellence (AEX) Award Program gives CAP units and schools the opportunity to participate in motivational aerospace hands-on activities that can be accomplished at CAP squadron meetings or in school classrooms. The program consists of two volumes; volume one for grades K-5 and volume two for grades 6-12 and beyond. Participants receive a 96-page, full-color book that features more than 20 national standards-based aerospace hands-on activities. Most of the activities involve constructing model airplanes, rockets and spacecraft. The materials used are mostly low-cost household items such as rubber bands, Styrofoam plates, foam pipe insulation and meat trays. CAP units and schools that complete at least one activity a month for six months earn a beautiful wooden plaque for their unit or school and individual certificates for all participants. All of the projects featured in AEX are very "teacher-friendly." More than 400 CAP units and 200 schools participated in the AEX program in 2001.



**THE PROGRAM IS DESIGNED TO
INSPIRE STUDENTS TO PURSUE
CAREERS IN THE MILITARY OR IN A
CIVILIAN AEROSPACE-RELATED FIELD.**

Contracting

On October 1, 2000, Civil Air Patrol established the Contracting Management Branch as part of the Logistics Department. The branch was established in response to requirements mandated by the Department of Defense Grants and Agreements Regulation, Office of Management and Budget Circular A-110 and the Cooperative Agreement with the Air Force.

The first three months were spent reviewing what CAP purchased, testing the automated purchasing system and drafting a regulation. The next two months were spent finalizing the regulation for publication and training each department within CAP National Headquarters.

Contracting assumed full operational status on March 1, 2001. From that date through September 30, 2001, Contracting accounted for 410 purchase orders and contracts encompassing 688 line items with a dollar value of \$5.7 million. Contracting awarded over 52 percent of reportable dollars to small business, including more than 12 percent to disadvantaged and woman-owned firms. Nearly 81 percent of all transactions totaling 65 percent of all dollars met competitive criteria.

The branch is also responsible for compiling real property data for CAP.

Logistics Plans and Analysis

Calendar year 2001 has been spent assessing the existing procedures, processes and governmental requirements and developing a process that brings the Civil Air Patrol supply accounting procedures into compliance with all government directives. To date, the inventory has been completely revised, and detailed procedures are being developed for field use and training.

The branch also assumed responsibility for the Cadet Free Uniform Program on behalf of the Cadet Programs Directorate. During fiscal year 2001, \$570,000 in new uniforms were provided to 5,902 new cadets.

Aircraft Maintenance

Continuing the quest to provide Civil Air Patrol with safe, late-model, mission-ready aircraft, 33 new aircraft were purchased in calendar year 2001.

Fifteen Cessna 172s, 15 Maule MT-7-235s and three Blanik L23 gliders were assigned to the following wings: Alabama, Alaska, Arkansas, Florida, Georgia, Mississippi, New Mexico, New York, North Carolina, Oregon, Pennsylvania, South Carolina, Tennessee, Utah, Virginia and Wisconsin.

Future purchases will include a high-tech doppler direction finder which will significantly increase the accuracy of locating a downed aircraft, and a new-style emergency locator transmitter, which broadcasts an aircraft's position by grid coordinates.

Transportation Management

On October 1, 2000, the oversight responsibility for Civil Air Patrol vehicles was changed over from the Air Force to CAP. This was done in accordance with the requirements mandated by the cooperative agreement with the Air Force.

The year has been spent reviewing and rewriting procedures, evaluating vehicle inventory, and studying vehicle justification sheets in order to analyze vehicle requirements. Transportation management worked with the Mission Support Directorate to assist in setting up a program to collect monthly vehicle time and usage data that will be used to establish a vehicle utilization rate. The vehicle regulation has been rewritten and is pending approval. Reports are being developed in order to analyze the vehicle information being gathered monthly, all in unison with the everyday operation of the department.



EMERGENCY SERVICES

Communications

The safe and effective conduct of Civil Air Patrol missions in widely varying terrain, utilizing multiple aircraft and ground units, requires a viable communications system.

The safety of flight, and the safety of ground teams are critical requirements.

Civil Air Patrol communicators must provide tactical support 24 hours a day, seven days a week. Literal border-to-border and coast-to-coast operations support aircraft, ground teams and mission bases.

Communicators also provide the following:

- Communications network from national to region, wing (state), and local levels of the organization;
- Special purpose networks for medium and long-haul disaster response communications;
- External liaison communications at all levels; and
- Classified communications support taskings under the National Security Plan.

This capability is provided principally by privately owned end-user equipment including over 5,000 VHF/FM base stations and nearly 8,500 VHF/FM mobile stations being supported by 535 agency-owned repeaters, in addition to approximately 3,000 HF/SSB stations, two-thirds of which are privately owned.

Limiting Factors

- This reliance upon assets not directly controllable by the agency for a mission-critical communications capability is hazardous.
- It provides no capability to meet downward-

CAP continues to serve America in a variety of missions. The leadership is not only proud of our effectiveness, but also the safety with which volunteers carry out tasks.

They realize the magnitude of the risks and have proactively taken measures to eliminate or minimize them at every opportunity. By employing risk-assessment and trend analysis in the various facets of the safety program, CAP has effectively targeted areas of emphasis in the training of personnel and the equipment that they use. In the Flight Safety Program, techniques and recommendations to enhance basic flight skills were provided to all CAP pilots and highlighted at CAP flight clinics across the nation last year. In addition, CAP is looking forward to the future challenges of the numerous homeland security missions that match CAP's capabilities and resources. These missions will bring unique challenges and new risks that will need to be effectively managed. Last year, CAP's aircraft accident rate was only about one half of that experienced by general aviation as a whole. In fact, CAP operated fatality-free for a second year in a row.

CAP IS LOOKING FORWARD TO THE FUTURE CHALLENGES OF THE NUMEROUS HOMELAND SECURITY MISSIONS THAT MATCH CAP'S CAPABILITIES AND RESOURCES.

The vehicle safety program has been extremely effective again this year. Only two minor injuries were reported. Our emphasis on driving defensively, turning characteristics of long vans, adjusting speed for conditions, the continued use of seatbelts and the potential rollover risk of larger capacity vans contributed to successful performance in this portion of the safety program. It appears that the initiative to equip the CAP 12-15 passenger van fleet with placards warning of rollover risk is paying off. No rollover events have been reported. This hazard was identified by the National Highway Traffic Safety Administration as a potentially deadly characteristic of the

a. Total number of authorized base stations	4,188
b. Total number of authorized ground mobile stations	7,938
c. Total number of authorized repeater stations	479
d. Total number of SAR stations	747
e. Total number of practice beacon stations	583
f. Total number of high-level nodes	168
g. Total number of packet end-user stations	648
h. Total number of radio operators	21,350

types of vans that CAP routinely uses. A risk-management assessment led to the proper risk controls to reduce this hazard.

CAP's Bodily Injury Prevention Program routinely identifies challenges

and converts them into success, especially in cadet activities. In past years, heat-related illness was a regular threat to our cadets. An educational campaign was developed that has significantly reduced the occurrences of heat disorders at cadet activities. To focus on the other miscellaneous injuries experienced by cadets, a special emphasis on quality cadet supervision combined with the Deliberate Operational Risk Management (DORM) program proved the most promising. DORM allows program managers to review, in advance, areas of risk inherent to their activity and integrate risk controls at the planning stage. Adult leadership combined with this effective risk management program continues to be instrumental in identifying facility and procedural improvements that enhance cadet safety.

The CAP Safety Program is making a difference.

EMERGENCY SERVICES STATISTICS

SEARCH AND RESCUE STATISTICS (FY01)

CAP Wing	Missions	Personnel	Aircraft	Sorties	Flying Hours	Saves
Alabama	47	393	54	64	54	
Alaska	171	—	—	182	343	20
Arizona	110	713	47	60	140	
Arkansas	26	174	37	74	36	
California	305	1,492	116	254	402	5
Colorado	42	1,213	260	506	1,205	
Congressional Squadron	1	17	7	22	43	
Connecticut	32	229	5	6	11	
Delaware	5	44	2	3	4	
Florida	399	3,423	353	626	1,119	
Georgia	98	799	77	95	264	
Hawaii	0	0	0	0	0	
Idaho	38	419	80	117	285	1
Illinois	44	188	15	17	27	
Indiana	35	278	24	29	71	
Iowa	12	74	10	10	24	
Kansas	47	197	17	19	42	
Kentucky	17	155	20	24	68	
Louisiana	75	312	35	38	82	
Maine	46	354	21	38	78	
Maryland	57	790	111	257	507	1
Massachusetts	55	632	43	78	153	
Michigan	43	296	21	23	68	
Minnesota	40	277	18	19	36	
Mississippi	43	259	23	38	68	
Missouri	47	446	29	51	110	1
Montana	7	30	4	4	14	2
National Capital	3	77	19	28	71	
Nebraska	16	328	59	69	314	
Nevada	26	388	77	95	321	8
New Hampshire	12	39	3	3	7	
New Jersey	55	384	30	42	62	
New Mexico	24	418	107	253	617	8
New York	76	455	52	57	98	
North Carolina	76	656	97	204	400	
North Dakota	10	74	9	9	17	
Ohio	62	362	25	25	65	
Oklahoma	33	243	31	55	131	
Oregon	52	482	99	140	350	4
Pennsylvania	68	839	51	79	159	1
Puerto Rico	1	5	0	0	0	
Rhode Island	24	302	31	41	65	
South Carolina	61	421	57	95	129	
South Dakota	9	578	89	148	414	
Tennessee	47	548	70	107	251	
Texas	240	1,385	129	169	418	6
Utah	41	545	110	164	520	
Vermont	1	12	1	1	3	
Virginia	86	784	99	176	375	4
Washington	53	459	80	128	278	
West Virginia	19	314	39	79	183	
Wisconsin	40	1,524	40	62	131	
Wyoming	15	192	23	37	79	
TOTALS	2,992	25,018	2,856	4,920	10,712	61

directed upgrade mandates such as the conversion to narrowband.

Operations and management of the system is provided by approximately 23,000 trained users, 1,200 Communications Officers (ECI214), 61 Communications Directors (state-level and above). These volunteers are overseen by a five-person professional staff at the national level including a chief of communications, an assistant chief, a frequency manager and two communications technicians.

Current Initiatives

- Seek and secure funding for compliance with the narrowband mandate.

This mandate is serving as a catalyst and motivator to re-engineer, streamline, upgrade and improve our communications system and program.

- Transition from member-owned, ad hoc patchwork of field expedients to an effective, properly engineered and professional communications system.

- Implementing Civil Air Patrol Communications Strategic Plan, Narrowband Crisis Action Plan, Communications Equipment Management System (CEMS).

- Redefine the role of the communications manager.

- Secure full program funding.

- Introduce equipment life-cycle management and communication manager accounting.

- Conduct a top-to-bottom system revalidation producing a "Table of Allowances" standard.

- Define exact communications requirements and re-engineer the system accordingly.

COUNTERDRUG MISSIONS

Since the mid-1980s, Civil Air Patrol has been an integral player in America's war on drugs. During 2001, CAP assisted in the confiscation or eradication of over a billion dollars in illegal drugs. CAP has assisted in the discovery of methamphetamine labs, cocaine seizures and various other operations throughout the country that have led to the seizure of illicit drugs, weapons and property. The Department of Defense and federal agencies such as the Drug Enforcement Administration, U.S. Customs Service, U.S. Forest Service, and numerous state and local law enforcement agencies routinely call on Civil Air Patrol to provide aerial reconnaissance and eradication support.

The Imperial Valley Drug Coalition Law Enforcement Center has integrated the California Wing of Civil Air Patrol as a permanent cell under its Operations Division. In this role, California Wing has assisted in the confiscation of \$118,000,000 in illegal substances from October 2000 to March 2001. The U.S. Forest Service operations chief at the center declared CAP "a vital operational asset in determining the success of counterdrug efforts by law enforcement agencies in the Imperial Valley Drug Coalition."

The Iowa Wing flew aerial reconnaissance and aerial photography missions in support of federal and state drug agents, which led to the arrest of six members of an international motorcycle gang with a long history of drug arrests in Iowa and around the world. Those arrested were charged with weapons possession and trafficking in methamphetamine, cocaine and marijuana.

The commanding officer of Patrol Squadron Eight U.S. Navy presented a commendation to the Maine Wing for their "superior performance in the training and professional development of Patrol Squadron Eight in the areas of airborne counterdrug surveillance and air-intercept procedures from 30 May to 1 June." The commendation read in part: "The superb airmanship and flexibility of the CAP pilots resulted in optimum utilization of airborne assets and provided outstanding training in this hazardous mission under the safest possible conditions. Through their skillful planning and flawless execution of these training missions a solid foundation in intercept training was provided for 36 naval aviators."

The Pennsylvania National Guard Counterdrug Program Coordinator formally commended Pennsylvania Wing for the support provided to their marijuana eradication operations in fiscal year 2001. The support and

dedication of the CAP volunteers enabled Pennsylvania's law enforcement agencies to seize 3,500 plants valued at \$5,250,000. The Michigan Wing was instrumental in the location and destruction of 800 marijuana plants with an estimated street value of \$2,000,000. The Maryland Wing was credited with discovering 750 marijuana plants worth \$1,875,000.

CAPNHQ

From: Imperial Valley Drug Coalition, US Forest Service
Sent: Thursday, September 06, 2001 12:14 PM
To: Headquarters, Civil Air Patrol
Subject: CAP support to IVDC

Gentlemen,

I have put together a few paragraphs describing the contribution CAP has made to the IVDC. During the past 3 years the Civil Air Patrol, California Wing has made significant contributions to the Imperial Valley Drug Coalition's efforts to stem the tide of illegal drugs entering this country from Mexico. Due to the rugged terrain and vast distances that must be patrolled by law enforcement, aerial observation is an essential element of any interdiction effort. The CAP, California Wing has provided expert aerial observation and monitoring support to the IVDC resulting in literally hundreds of sightings of suspicious activity on and near the US / Mexican border. This information, while of immediate value to law enforcement, is also of extreme value to our intelligence collections program. With few assets and dwindling resources, the Imperial County law enforcement community has come to depend on the CAP to extend and enhance its ability to detect and report suspected drug smuggling activity in very remote and inaccessible areas. Additionally, the CAP has successfully contributed to the US Border Patrol's efforts to detect and locate and rescue individuals and groups of immigrants stranded or lost in the desert thru active observation and monitoring of known border crossing corridors. The CAP has been thoroughly integrated into the IVDC counterdrug strategy and continues to play an active and important role. To date the participating agencies of the IVDC have due in part to the support provided by the CAP, have seized in excess of 288,000 pounds of marijuana and 15,000 pounds of cocaine. Of far greater value is CAP's direct contribution to the IVDC operational and strategic successes. This year alone the CAP has provided direct support to three multi-agency interdiction operations, greatly enhancing the participating agencies tactical capabilities, officer safety, intelligence collections, as well as observation and monitoring of known or suspected border crossing areas.

Charles Chase
USFS

COUNTERDRUG STATS



Wing	Missions	Sorties	Hours
Alabama	31	37	119.8
Alaska	3	16	64.5
Arizona	157	165	723.1
Arkansas	95	362	399.4
California	355	2,347	2,968.2
Colorado	20	53	100.6
Connecticut	4	45	71.2
Delaware	124	309	340.3
National Capital	4	19	46.0
Florida	157	385	484.9
Georgia	65	184	349.4
Hawaii	179	370	843.2
Idaho	171	291	441.0
Illinois	48	177	230.9
Indiana	175	890	619.4
Iowa	41	128	214.8
Kansas	3	13	15.4
Kentucky	186	388	917.3
Louisiana	205	350	648.9
Maine	80	127	304.7
Maryland	12	36	49.6
Massachusetts	0	0	0.0
Michigan	103	146	320.5
Minnesota	5	13	32.7
Mississippi	35	193	239.9
Missouri	7	27	32.2
Montana	30	130	217.0
Nebraska	9	60	82.3
Nevada	338	879	1,350.0
New Hampshire	4	28	21.5
New Jersey	88	109	158.5
New Mexico	121	494	1,039.4
New York	146	162	478.3
North Carolina	30	69	109.4
North Dakota	6	61	118.1
Ohio	8	21	33.5
Oklahoma	63	122	189.4
Oregon	4	7	20.3
Pennsylvania	44	521	937.1
Puerto Rico	22	27	47.7
Rhode Island	1	1	15.1
South Carolina	8	28	68.1
South Dakota	6	57	101.7
Tennessee	28	52	76.1
Texas	201	1,209	1,115.4
Utah	7	64	120.3
Vermont	24	57	84.7
Virginia	22	117	209.9
Washington	141	472	727.4
West Virginia	7	14	12.6
Wisconsin	147	205	400.3
Wyoming	1	4	18.7
Northeast	5	12	48.8
Congressional Squadron	13	18	46.6
Totals	3,789	12,071	18,728.1

Celebrating Heritage and Innovation!

Appropriated funding supports payments to America's Air Force Auxiliary. The CAP Corporation supports approximately 60,000 members, 530 corporate aircraft, and 950 corporate vehicles at more than 1,700 operating locations. Some of the expenses supported by O&M funding included staff compensation and benefits, travel, rent, utilities, maintenance for aircraft and vehicles, flight reimbursement for search and rescue, disaster relief, and counterdrug missions, cadet uniforms, and liability insurance. The procurement dollars allowed CAP to purchase new aircraft, vehicles, and communications equipment.

The Civil Air Patrol is required to keep and report accounts in accordance with Public Law, Title 36. Title 36 requires CAP to use Generally Accepted Accounting Principles (GAAP). The Financial Accounting Standards Board (FASB) requires functionality accounting and reporting for all expenses for not-for-profit corporations. Operations and maintenance expenses are broken out as Aerospace Education, Cadet Programs, Emergency Services, and Administrative. The annual audit will also reflect this functional breakout of expenses.

**U. S. Air Force Appropriated Funds
Provided to Support Civil Air Patrol Programs**

Operations & Maintenance	\$24,430,241
Liaison Salaries & Benefits	\$4,186,347
Liaison Operational Expenses	\$765,168
Emergency Services	
Search and Rescue Missions	\$6,535,817
Counterdrug Missions	\$2,167,303
Drug Demand Reduction Program	\$501,212
Liability Insurance	\$1,022,683
Vehicle/Equipment Maintenance	\$618,455
Aircraft Maintenance	\$1,017,222
Communications Maintenance	\$242,197
Aerospace Education	\$3,473,110
Cadet Programs	\$3,495,733
General and Administrative	\$404,994
Procurement	\$3,332,908
Aircraft Procurement	\$2,188,575
Vehicle Procurement	\$763,000
Communications/Computer Procurement	\$381,333
Total	\$27,763,149

MEMBERSHIP TOTALS

Totals as of September 30, 2001

STATE FUNDS

Region Membership

Northeast Region	4,457	4,824	9,281
Middleeast Region	3,002	3,886	6,888
Great Lakes Region	2,671	3,999	6,670
Southeast Region	4,607	5,482	10,089
North Central Region	1,736	2,353	4,089
Southwest Region	2,696	4,362	7,058
Rocky Mountain Region	1,454	2,235	3,689
Pacific Region	3,081	5,174	8,255
National Headquarters	115	1,956	2,071
Total	23,819	34,271	58,090

State Membership

State	Cadet	Senior	Total
Alabama	268	756	1,024
Alaska	178	1,015	1,193
Arkansas	202	327	529
Arizona	504	823	1,327
California	1,435	2,071	3,506
Colorado	738	1,104	1,842
Connecticut	298	254	552
Delaware	134	223	357
District of Columbia	362	239	601
Florida	1,678	2,095	3,773
Georgia	684	1,000	1,684
Hawaii	177	301	478
Idaho	202	252	454
Illinois	599	721	1,320
Indiana	342	472	814
Iowa	116	253	369
Kansas	149	245	394
Kentucky	240	422	662
Louisiana	193	509	702
Maine	202	279	481
Maryland	668	690	1,358
Massachusetts	496	564	1,060
Michigan	454	718	1,172
Minnesota	536	710	1,246
Mississippi	161	342	503
Missouri	470	435	905
Montana	189	205	394
Nebraska	196	307	503
Nevada	321	581	902
New Hampshire	288	270	558
New Jersey	752	548	1,300
New Mexico	254	527	781
New York	1,114	1,306	2,420
North Carolina	451	868	1,319
North Dakota	104	166	270
Ohio	654	856	1,510
Oklahoma	403	484	887
Oregon	312	469	781
Pennsylvania	1,063	1,187	2,250
Puerto Rico	1,271	427	1,698
Rhode Island	121	123	244
South Carolina	574	593	1,167
South Dakota	165	204	369
Tennessee	545	770	1,315
Texas	1,140	1,636	2,776
Utah	236	450	686
Vermont	123	212	335
Virginia	600	798	1,398
Washington	658	667	1,325
West Virginia	213	422	635
Wisconsin	382	781	1,163
Wyoming	89	181	270

State Annual Amount Received

Alaska	\$503,100
Arizona	\$61,500
Arkansas	\$74,000
California	\$60,000
Colorado	\$177,267
Connecticut	\$38,692
Delaware	\$25,000
Florida	\$55,000
Georgia	\$57,000
Illinois	\$250,000
Kansas	\$25,000
Kentucky	\$30,500
Louisiana	\$105,000
Maine	\$24,000
Maryland	\$45,000
Massachusetts	\$22,500
Minnesota	\$65,000
Mississippi	\$60,000
Missouri	\$18,122
Nebraska	\$35,000
Nevada	\$85,000
New Jersey	\$35,000
North Carolina	\$158,257
North Dakota	\$55,000
Oklahoma	\$50,000
Pennsylvania	\$300,000
South Carolina	\$64,016
South Dakota	\$23,464
Tennessee	\$165,243
Texas	\$24,252
Utah	\$75,000
Vermont	\$35,000
Virginia	\$100,000
West Virginia	\$86,952
Wisconsin	\$19,000

recruiting

NATIONAL HEADQUARTERS



Photo credit Cary Moore

At your service...

Executive Director	334-953-6047
Senior Air Force Advisor	334-953-6987
General Counsel	334-953-6019
Washington, D.C., Office	703-325-7386
Aerospace Education	334-953-5095
Cadet Programs	334-953-4238
Emergency Services	334-953-4905
Counterdrug	334-953-4494
Drug Demand Reduction	334-953-4237
Member Services	334-953-7748
Professional Development	334-953-7584
Logistics	334-953-1667
Marketing and Public Relations	334-953-5463
Civil Air Patrol News	334-953-5700
Plans and Requirements	334-953-5093
Financial Management	334-953-6031
Mission Support	334-953-4353
CAP Bookstore	800-633-8768
CAP Supply Depot	800-858-4370
Webmaster	webmaster@capnhq.gov
Web Site	http://www.capnhq.gov

Civil Air Patrol—The United States Air Force Auxiliary

Civil Air Patrol's 2001 Annual Report to Congress is an official publication of Civil Air Patrol, a private and benevolent corporation serving by law as the United States Air Force Auxiliary. This report is published by National Headquarters, Civil Air Patrol, Marketing and Public Relations Directorate, 105 S. Hansell Street, Maxwell Air Force Base, Ala. 36112-6332, Telephone: (334) 953-5463.





NATIONAL HEADQUARTERS
CIVIL AIR PATROL
105 SOUTH HANSELL STREET
MAXWELL AFB, AL 36112-6332

<http://www.capnhq.gov/>