

### **FLIGHT OPPORTUNITIES** FOR CIVIL AIR PATROL CADETS

The importance of flight opportunities for Civil Air Patrol cadets as incentives to motivate further progression in the total program has been recognized by CAP leaders, and several flying activities

are provided.

The cadet flight orientation program is designed to introduce cadets to general aviation flight operations. The program consists of six flights of 30minutes duration with the first flight scheduled for new cadets as soon after joining as possible. Funds are provided from the CAP National Trea-

flight with the remaining five flights funded locally.

At age 14 cadets may participate in the Cadet Pilot Glider program and at age 16, are eligible for the Cadet Powered Aircraft Pilot Solo Program. The training is conducted either at a centralized CAP wing encampment or locally on an individual nois Wing. basis.

The CAP Illinois Wing conducted its annual cadet flight encampment at Mattoon, Illinois dur-ing June. Of the 35 cadets attending, 29 soloed in

sury to reimburse expenses of the first orientation either powered or glider aircraft. Six cadets were enrolled in a balloon flight program but were unable to solo because of unfavorable weather conditions. The photo series shows the solo glider flight experience of James C. Seabert. James is a member of the Prairie View Squadron of the Illi-

(Photos by Ken Kennedy)



**Preflight Preparation** 



**Planes Prepared** 



Ready for Tow



Towplane in Place



Airborne



Release Altitude



Free Flight



Ready to Land



**Good Landing** 



Solo Flight Accomplished



Well Done



Fledgling Initiated





# NATIONAL HEADQUARTERS CIVIL AIR PATROL

— USAF AUXILIARY — Maxwell Air Force Base, Alabama 36112



### TO THE CONGRESS OF THE UNITED STATES

This is a report of Civil Air Patrol activities for its 30th year as the volunteer civilian auxiliary of the Air Force. Following its wartime service, Civil Air Patrol was chartered by the U.S. Congress on 1 July 1946 as a benevolent, nonprofit corporation. On 26 May 1948, the organization was granted status by Congress as the Air Force's auxiliary. The long-standing association has proven extremely beneficial to both organizations and to the nation as well.

During the past year, Civil Air Patrol has continued to make progress and improvements in its programs. Outlined in this report are details of significant achievements in the mission areas of emergency services assistance to people in distress, development of aerospace education classroom material, and leadership development programs for both cadet and senior members.

Also included is a special feature on a mission involving the crash of a commuter airliner, wherein the Colorado CAP was credited with saving 21 lives. Overall, CAP established a new record for the year with a total of 91 lives saved!

We are grateful for the continued understanding and support of the Congress that is so basic to CAP's success. Also, we know that we can continue to count on the moral and material support of the Air Force and most importantly, the dedicated people who are the backbone of Civil Air Patrol.

It is a privilege to present this report of Civil Air Patrol activities during calendar year 1978 as required by Public Law 476.

THOMAS C. CASADAY Brigadier General, CAP National Commander PAUL E. GARDNER Brigadier General, USAF Executive Director

# **Emergency Services**

### SEARCH AND RESCUE

The National Search and Rescue Plan assigns responsibility to designated agencies for conducting search and rescue operations throughout the United States and its possessions. To prevent overlapping responsibilities, the search and rescue mission is divided into regions consisting of Inland, Maritime, and Overseas. The United States Air Force has responsibility as search and rescue coordinator for the inland region of the United States. The Air Force carries out its responsibility through the Aerospace Rescue and Recovery Service (ARRS) of the Military Airlift Command. Civil Air Patrol, as the civilian auxiliary of the Air Force, is the primary force in the actual performance of the mission.

In 1978, Civil Air Patrol logged 24,800 flying hours, located 469 search objectives, and was credited with saving 91 lives while participating in 892 Air Force authorized search and rescue missions. Many other persons in distress, although not in immediate danger of losing their lives, were assisted by CAP search forces. The 21 persons rescued from the crash of a commuter airliner near Walden, Colorado, on 4 December, raised the number of lives saved in one year to an all-time record.

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

### CHILD SAVED

Wyoming. An Aero Commander with seven persons on board was reported overdue on a flight from Casper to Douglas, Wyoming. The Denver FAA Air Route Traffic Control Center (ARTCC) notified the Air Force Rescue Coordination Center that radar contact had been lost by the Casper tower and that an emergency locator transmitter (ELT) signal had been reported. However, by the time Wyoming CAP had been alerted and commenced the search, the ELT signal had stopped transmitting. The downed aircraft was located through the use of Interim Track Analysis Program (ITAP) data provided by the Denver FAA ARTCC which gave searchers the last known position of the missing aircraft. The only survivor, a 13 year-old boy, was taken to the Trona County Memorial Hospital.

**Search Study.** At the end of the day, search pilots Roger Perry (left), Jerry Stephan and Carol Perry intently review mission progress. They and other members of Oklahoma's Tulsa 76th Rescue and Recovery Composite Squadron were involved in the search for a light aircraft missing on a flight from Hot Springs, Arkansas.



### BLOOD DELIVERY

**Colorado.** At the request of the Colorado State-Police, Colorado CAP airlifted rare type blood from Denver to Alamosa for a patient suffering from abdominal bleeding.

### CRASHED ON APPROACH

New York. A light aircraft with three people on board was reported missing while en route from Province Town, Massachusetts to White Plains, New York. New York CAP and Westchester County Police ground teams equipped with direction finder equipment, simultaneously reached the downed aircraft which had crashed while on final approach approximately 13 miles from Westchester County Airport. The pilot and his daughter, both suffering from multiple head injuries and possible fractures, were delivered to North Westchester Hospital. The other passenger was uninjured.



Combined Efforts. CAP Washington Wing aircraft and sheriff department's vehicle are representative of the cooperation between many organizations that is required in performing the nationwide search and rescue mission. The successful completion of a mission sometimes depends upon the maximum resources and efforts of all SAR forces. In air-crash search missions, CAP's responsibility is primarily for search and usually ends when the objective is located and identified. However, CAP may, and often does, assist the sheriff of the county in which the wreckage is located who has primary responsibility for rescue and recovery operations.

### NO FLIGHT PLAN

North Carolina. An aircraft enroute from Myrtle Beach, South Carolina to Beech Mountain, North Carolina with four persons on board in marginal VFR weather conditions and without a filed flight plan, was reported overdue. North Carolina CAP ground teams began the search at the last known position of the aircraft near Florence, South Carolina where the pilot had been in contact with Florence radio. CAP ground rescue teams used direction finders to home in on ELT signals and located the aircraft wreckage and four survivors near Three Top Mountain, North Carolina. The Ash County Sheriff's Rescue Team used ropes and litters to recover the survivors who were taken to the Ash County Memorial Hospital.

### ONE SURVIVES

California. A light aircraft with husband and wife aboard en route from San Jose to Death Valley was reported missing. California CAP and the Lemoore Naval Air Station cooperated in the search and located the crashed aircraft near Kearsarge Pass. The man survivor was taken by Navy helicopter to the hospital in Bishop, California.



**Table Training.** Members of Colorado's Thompson Valley Senior Squadron shapren their search and rescue skills by participating in a tabletop training mission. Through role playing, individual members become more knowledgeable in all phases of the SAR mission.

### GIRL SURVIVES

California. Four teenagers aboard a light aircraft enroute from Apple Valley to El Monte, California were reported missing and became the SAR objective of California CAP ground rescue teams. After receiving ELT signals from the downed aircraft, a CAP team provided the location to a San Bernadino County Sheriff Department helicopter team who recovered a 15 year-old girl survivor and delivered her to the Loma Linda Hospital in San Bernadino.

### TWO SAVED

North Carolina. A light aircraft with six persons on board enroute from Bedford, Massachusetts to Raleigh-Durham Airport, North Carolina was in contact with Raleigh-Durham approach control when it was lost off radar and an ELT began transmitting. North Carolina CAP, U.S. Coast Guard, and civil authorities combined efforts and located the crashed aircraft in a densely wooded area 2½ miles off the approach end of the runway at Raleigh-Durham Airport and recovered two survivors and four deceased.

### ANTISERUM AIRLIFT

Ohio. The University Hospital in Madison, Wisconsin requested immediate airlift of an antiserum for a 28 year-old man suffering from Eastern Equine Encephalitis. Ohio CAP airlifted the antiserum from the greater Cincinnati International Airport to the Dane County Regional Traux Field, Wisconsin.

### OVERDOSE EMERGENCY

Alaska. At the request of an Air Force medical technician, Alaska CAP airlifted a drug/alcohol overdose patient from Clear Air Force Station to Fairbanks. The patient was taken by ambulance to the Fairbanks Memorial Hospital for emergency medical treatment.

### DOWNED AIRCRAFT

California. A Piper Cherokee with three persons and no flight plan filed, was reported missing while en route from Oxnard to Bakersville, California. The downed aircraft was located in the vicinity of Sawmill Mountain by CAP air searchers on the seventh day of the mission. A helicopter from Point Mugu Naval Air Station recovered the only survivor to Oxnard Airport for delivery to St. Johns Hospital.

### HAWAII HUNT FOR MISSING FISHERMEN

If Civil Air Patrol had not found us when they did, our chances of survival would have been nil. We had drifted out fifteen miles from shore and the water was getting mighty cold... hanging on would have become an impossibility. The crew and I will be eternally grateful to Hites, Anderson, Schwarz and Civil Air Patrol... they hung in there when others gave up.

- Winston Hoshino

Winston Hoshino and three companions departed Hilo, Hawaii, in a 20 foot boat early on 10 June to fish for yellow tail tuna along the Hamakua coast on the east side of the big island. Tuna was located approximately ten miles offshore and the men had just started to fish when the water became rough with heavy swells threatening to swamp the boat. They attempted to get the boat in motion, but one outboard motor failed to start and although the other started momentarily, it soon died. Water continued to enter the boat over the low rear transom and since there was no forward motion, the self-bailing system would not operate. The combination of water in the boat, wave action, and wind soon caused the boat to capsize. The men salvaged a line and tied it fore and aft to provide hand holds.

Two CB operators heard and relayed a distress call transmitted at 10:00 a.m. just prior to the boat capsizing. An initial search was made by a fire rescue boat, but because of lack of details, it was concluded that the distress call was a false report and the search was called off. In late afternoon, Hoshino's wife reported the boat missing since the red and white craft was the only fishing boat that failed to come in for the day. Mrs. Hoshino requested assistance of the Hawaii Wing CAP Lyman Field Composite Squadron based at Hilo.

CAP Lt. Col. Robert Hites assembled a crew with himself as pilot, 1Lt. Roy Anderson as observer, and Capt. Daniel Schwarz as radio operator. After coordinating with Honolulu Joint Rescue Coordination Center and the Coast Guard Auxiliary, they became airborne and searched an area between Hilo and Kalapana. At dusk, just as the mission was called off, the CAP crew spotted a blinking light which proved to be coming from the missing vessel. After radioing the location, the CAP aircraft remained in the area until a rescue boat arrived and took the survivors aboard.

Hawaii Civil Air Patrol was credited with saving four lives. An interesting and significant aspect of the mission was that the aviation fuel reimbursement cost to the Air Force came to \$16.30 or \$4.07 per life saved.



Left to Right: Robert Hites, Winston Hoshino, Roy Anderson, and Dan Schwarz. (Photo by Eddie Atkinson)

# Colorado Search for Commuter Flight 217

The twenty-two persons on Flight 217 from Steamboat Springs to Denver on the evening of 4 December were suddenly in desperate trouble when the twin engine DHC-6 Otter encountered icing conditions. The commuter airliner had just crossed the Continental Divide when the pilot notified FAA of the problem and of his intent to return to Steamboat Springs. The plane went down near Buffalo Pass about 110 miles northwest of Denver, 10,000 feet up in the Colorado Rockies, in darkness, extreme cold, and blowing snow.

Almost immediately, high flying civil carriers began receiving a strong Emergency Locator Transmitter (ELT) signal. An Air Force C-130, passing over Grand Junction, was diverted to the area by the Air Force Rescue Coordination Center (AFRCC) at Scott Air Force Base, Illinois. The C-130 also picked up a strong signal but for unknown reasons, transmission stopped before an exact fix on the location could be made. The signal did not resume until 1½ hours later. An approximate location was obtained, and the C-130 was permitted to continue on its original mission.

The AFRCC alerted Colorado CAP at 8:12 p.m. and kept the telephone line open to pass on information as it was received from the FAA in Colorado. Within the hour. Colorado CAP assembled and dispatched seven four-wheel drive rescue vehicles and a team of personnel properly trained and equipped for ground rescue operations in any weather or terrain. Also, the CAP alerting officer immediately notified the Colorado Search and Rescue Board, and within a few hours there were an additional 75 highly trained personnel on six teams headed for the search area. The CAP team went to Kremmling and joined a combined search force under control of the local sheriff's department.

CAP personnel, equipped with direction finders (DF), began monitoring weak ELT signals, but it was evident that signals were bouncing off mountains, giving misleading readings. The on-scene CAP mission coordinator (Henry Elgin) reasoned that the airline captain would have tried to stay on his assigned route. Elgin was also aware that a



Survivors. Colorado CAP member Gerald Alsum (left front) helps remove injured crash victim from the wreckage of the DHC-6 Otter. Alsum and Donald Niekerk, both members of the Littleton Senior Squadron, located the downed plane through their expertise in tracking Emergency Locator Transmitter (ELT) signals. (Photo by Rod Hanna)

power outage, involving electrical transmission cables traversing the general area where the aircraft was presumed to be, had occured at about the time the aircraft went down. Based on these factors, he moved the CAP team to the Grizzly Creek Camp Grounds where they began receiving stronger ELT signals, but the snow was too deep to proceed further in four-wheel drive vehicles.

On the way to Grizzly Creek, the CAP party had been joined by Mr. Dave Lindow enroute from Steamboat Springs with a snow-cat to assist in the search. At 3:00 a.m., Mr. Lindow, CAP members Gerald Alsum and Donald Niekerk, and Steve Paulson of Rocky Mountain Rescue, departed Grizzly Creek in deep snow to continue tracking the signal. By this time weather conditions had become extremely bad with 30-40 mile per hour winds causing a chill factor of -50 degrees F and blowing snow that reduced visibility to only a few feet. Even though there was serious danger of the snow-cat being blindly driven over a cliff or into a deep ravine, the group pressed on, sometimes with one man walking at the front.

The signals continued to grow louder and at 6:00 a.m., approximately 13 miles from Grizzly Creek, the men were out of the snow-cat, making a DF reading, when they heard survivors screaming to attract attention and then they spotted the snow covered wreckage only a few feet away. The base camp at Grizzly Creek was notified, the snow-cat positioned to use its headlights to light the scene, and rescue operations were commenced. The least injured passengers had attempted to comfort those more seriously hurt. They had gotten into the baggage compartment to obtain warmer clothing and had stuffed baggage into holes in the fuselage to block out wind and snow. The critically injured pilot had been placed in the baggage compartment, along with other seriously injured passengers. Injured passengers found lying on top of one another were left in that position because they offered some warmth to each other, until additional help could arrive.

Those persons least injured, five adults and a baby, were



**Weather.** The weather factors that contributed to the crash, hamper rescue workers who fight through heavy snow and blizzard conditions to remove the injured from the wreckage of the downed airliner. (Photo by Rod Hanna)

immediately taken by snow-cat to the base camp at Grizzly Creek. At base camp, rescue personnel had opened a nearby cabin which fortunately had a propane stove. The cabin was converted into a field hospital staffed by several nurses and a doctor. In the meantime, additional snow-cats had arrived and were dispatched, carrying medical equipment, medical technicians, and a doctor to the crash site where rescue operations continued until all persons were brought out. After receiving emergency medical treatment at the crash site and at Grizzly Creek, the survivors were taken to hospitals in Walden, Steamboat Springs, and Kremmling. One passenger was killed in the crash and the critically injured pilot died later.

The Air Force Rescue Coordination Center credits Colorado CAP, along with other emergency services organizations and law enforcement agencies, with 21 saves. The Colorado CAP was specifically recognized for their rapid response and the professionalism they displayed in correctly analyzing available data to narrow down the search area and to quickly locate the crashed aircraft in spite of the extremely adverse weather. The expertise and experience gained from training sessions and previous missions enabled them to discount misleading ELT signals and stay on track. These factors plus the total disregard for their own safety by the men on the snow-cat, reduced by several hours the time it would have otherwise taken to locate and rescue the survivors.

Statistics show that 60 percent of the survivors of air crashes are injured, and the probability of their continued survival diminishes with each passing hour; decreasing as much as 80 percent after the first 24 hours. All of the survivors of the crash of Flight 217 were injured, most of them seriously. The extreme cold made their situation even more precarious. Time was the critical factor and the Civil Air Patrol reacted accordingly.



**Credited.** The Air Force Rescue Coordination Center at Scott AFB, Illinois, credited Colorado CAP and other rescue and law enforcement agencies with saving 21 lives. (Photo by Rod Hanna)



Youngest. Eight-month-old Matthew Cotts and father, Steve, after release from hospital. Matthew survived the crash and bitter cold and came through with the least injuries. His mother was still in the hospital, but he knew she was going to be o.k. (Photo by Joe Marquette, United Press International)



Wreckage. A National Transportation Safety Board team begins checking for cause of crash of the Twin-Otter airliner at the 10,180 foot level near Buffalo Pass east of Steamboat Springs. (Photo by Joe Marquette, United Press International)



Well Done. CAP Executive Director, Paul E. Gardner, congratulates CAP members Gerald Alsum, left, and Donald Niekerk on their role in the rescue of 21 persons on the downed commuter airliner. They, along with Dave Lindow and Steve Paulson, have been recommended for the Carnegie Medal.

### DISASTER RELIEF

United States military forces are responsible for providing support to civil authorities in relieving the suffering of victims of flood, storms, fires, earthquakes, and other catastrophies. Under the Department of Defense, the Department of the Army acts as executive agent for all military support in actual or threatened major disasters and has primary responsibility for military support. The Air Force Reserve (AFRES) is assigned overall responsibility for Air Force participation in natural disaster relief operations. Each numbered Air Force (Reserve) authorizes and coordinates employment of the CAP within its respective geographical area and coordinates all Air Force disaster relief activity with the Region CONUS Army. Every CAP wing has entered into an agreement with its respective numbered Air Force (Reserve) to make CAP personnel and resources available when required for relief activity.

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

ments with federal agencies.

During 1978, CAP participated in 18 natural disaster missions in 11 states, with more than 1,650 CAP member mandays, supported by light aircraft, emergency vehicles, radio networks, and emergency power generators.

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

TORNADO

Florida, A tornado struck Lockhart, Florida, on 8 January 1978 destroying twenty-six mobile homes and causing substantial damage to many others. At the request of the Florida Civil Defense Chief of Plans and Operations, CAP teams first worked to rescue victims from their homes and get the injured to medical facilities. They then helped victims recover and protect personal property and transported the homeless to temporary quarters.

### SNOWSTORM

New Hampshire. A severe winter blizzard with deep drifting heavy snow, high winds, and flooding in coastal areas struck New Hampshire and Massachusetts on 7 February 1978. Upon request of Mr. Al Harrington, New England Director of the American Red Cross, New Hampshire CAP provided assistance as requested throughout the emergency from 7-15 February. Five CAP corporate aircraft and three CAP member owned aircraft were placed on standby and used to transport a total of 565 pounds of blood supplies from Norfolk, Virginia; Syracuse, New York, and Kennedy Airport, New York, to Logan Airport, Boston, Massachusetts. An emergency blood airlift was also made from Boston to Portland, Maine. CAP aircraft transported 1,650 pounds of dry ice from Portland to Boston and made numerous flights to move Red Cross personnel and equipment throughout the storm area.

### COMMUNICATIONS

Civil Air Patrol communicators continue to play an important support role in the Civil Air Patrol emergency services mission. Mobile and portable very high frequency/ frequency modulation (VHF/FM) transceivers shorten response time, increase coverage, and improve the overall signal quality of voice communications. Though a leveling off trend has been observed in the number of licensed stations, several major programs have been initiated to upgrade network efficiency, increase proficiency training for cadets, and replace older equipment.

Emergency Locator Transmitters have been licensed for most wings. These portable transmitters are used by CAP units to train their members in techniques employed in

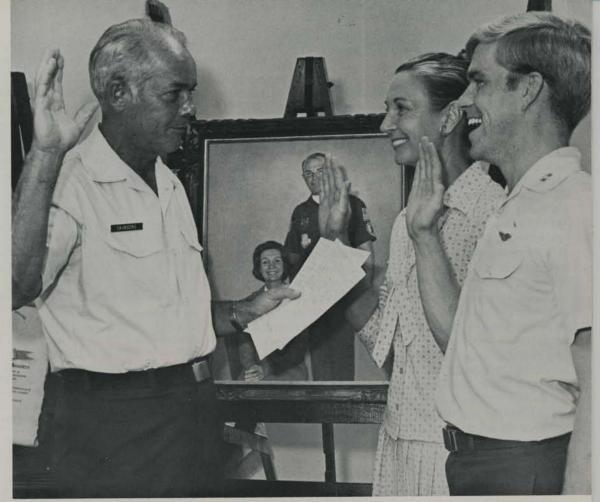
locating downed aircraft.

A nationwide high frequency single sideband (HF/SSB) network, begun in December, effectively established a communications line from National Headquarters, through region and wing networks, to squadron units. This network will handle primarily administrative-type message traffic.



Control Center, California CAP SAR Mission Coordinators visiting an FAA Air Route Traffic Control Center were provided a familiarization briefing on FAA procedures. Since accomplishment of the SAR operation requires the cooperation of many organizations, it is essential that CAP Mission Coordinators be thoroughly familiar with the responsibilities and capabilities of all involved agencies. (Photo by F. A. Burnham)

CAP Recruiter. The Aerospace Rescue and Recovery Service (ARRS) carries out Air Force responsibility for coordinating search operations in the inland region of the United States in accordance with the National Search and Rescue Plan. As the primary national search force, Civil Air Patrol participates in over 70 percent of all missions controlled by ARRS. Major General Ralph S. Saunders, Commander of the Aerospace Rescue and Recovery Service is a Civil Air Patrol member and one of the organization's strongest supporters. He has encouraged members of his command to assist in the CAP recruiting membership campaign and set an example by signing up Mrs. Saunders and Air Force Captain F. R. Starbuck.





Hawaii Headquarters. Dr. John Henry Felix (CAP Colonel), center, Chairman of the CAP Hawaii Wing Senior Advisory Council, shows his enthusiasm for CAP programs in Hawaii. He is displaying the architect's model of the future Hawaii Wing Headquarters Building to CAP National Commander Thomas C. Casaday and CAP Executive Director Paul E. Gardner. Dr. Felix is a former Hawaii Wing Commander and actively supports CAP in Hawaii and overseas CAP units throughout the Pacific. (Photo by David Kirtland)

### MILITARY TRAINING ROUTE SURVEYS

To insure proficiency, military pilots must practice missions such as air-to-air combat, aircraft intercept and photo reconnaissance, often flying close to the ground to simulate penetration of enemy radar. Therefore, military agencies are authorized to conduct training exercises in civil airspace below 10,000 feet mean sea level (msl) at speeds faster than 250 knots. There are 273 low-level training routes which can be flown only in VFR conditions at altitudes from 500 to 1,500 feet above ground level (agl). In addition there are 23 "Olive Branch" routes which are flown both VFR and IFR between 1,500 feet agl and 6,000 feet msl.

For safety reasons, the Federal Aviation Administration (FAA) requires an initial aerial visual survey for obstruction of all newly assigned low level, high speed military training routes. The FAA further stipulates that surveys be flown below 1,000 feet, once down the center and once along each side.

The Strategic Air Command (SAC) normally meets the survey requirement for its routes through contract with general aviation sources for light aircraft and pilots to fly the routes with (SAC) observers on board. At the request of SAC numbered Air Forces, Civil Air Patrol provides aircraft and pilots to perform some of the surveys. Since October 1977, CAP has assisted in the survey of four routes. By using CAP resources, SAC can save over \$500 per route. In the future CAP will perform at least eight annual surveys for SAC and possibly more for other commands and even other military services.

# **Aerospace Education**

# THE CENTER FOR AEROSPACE EDUCATION DEVELOPMENT

Civil Air Patrol has developed an organizational entity called the Center for Aerospace Education Development. The Center develops, publishes and distributes Aerospace Education materials where they're needed. They also develop plans and conduct the National Congress on Aerospace Education and the Aerospace Education Leadership Development Course.

Projected Center activity emphasizes the following:

 Design and conduct activities aimed at development of leaders and leadership activities in aerospace education nationwide.

(2) Develop and help implement aerospace education for cadets and senior members of Civil Air Patrol.

(3) Establish and nurture inter-organization relationships for the purposes of aerospace power and aerospace education.

(4) Research, write, visualize and publish aerospace education instructional materials in all disciplines, at all levels (public, private and parochial schools), both formal and informal.

(5) Establish a visiting scholar program aimed at identifying, describing, and publishing monographs, papers, documents, editorials and pamphlets on the aerospace and education issues of our times.

(6) Expand the numbers and quality of Aerospace Education Workshops.

(7) Research, develop and publish aerospace education curricula for the benefit of those involved in formal and informal aerospace education.

### AEROSPACE EDUCATION WORKSHOPS

Civil Air Patrol, in cooperation with colleges and universities in 47 states, supported over 200 graduate-level workshops for teachers in 1978. Approximately 7,000 people attended these projects which are designed to develop a basic knowledge of and interest in aerospace with the hope that the attendees will return to their home areas and classrooms and integrate the material into their teaching activity.

Aerospace Workshop. Participants in a Civil Air Patrol supported aerospace education workshop conducted by the University of Southern Colorado on field trip to the Air Force Academy received briefings from the school staff and cadets and toured facilities. Civil Air Patrol, in cooperation with colleges and universities in 47 states, supported over 200 graduate-level workshops for teachers in 1978. (Photo by Don Louie)





Aerospace Scholarships. The Air Force Association participates in the National Congress on Aerospace Education and cooperates with CAP in other aerospace education projects. Colorado AFA President, Edward C. Marriott, presented a check for two full scholarships to the CAP Aerospace Education Leadership Development Course to Colonel E. J. Zulauf, Commander of the USAF-CAP Rocky Mountain Liaison Region, as Noel A. Bullock, Director of Aerospace Education for the Rocky Mountain Region, looks on. The continued AFA support of CAP in all of its activities is deeply appreciated.

Civil Air Patrol's role is one of advice, assistance and support in developing the curriculum according to the wishes of the workshop director employed by the learning institution. Air Force support may also be provided in the form of Air Force reserve personnel on short active duty tours who serve in a variety of ways including teaching. In some cases, Air Force air transportation is made available for workhop participants to visit a specific site of aerospace interest as a part of the curriculum.

An Air Force-prompted survey, to determine the value of the workshops and supported activity, was conducted in the summer of 1978 with some interesting results. Survey forms were sent to over 1,850 people who attended about 50 different workshops. Following are some of the results:

• The people surveyed represented quite an even age spread — 26 to 55 years — 44 percent of them being elementary teachers.

 Ninety-eight percent of all attendees reported that the workshop was a "rewarding" experience.

• Over seventy percent reported that they had introduced aerospace topics into their classrooms as a result of the workshop.

 Ninety-seven percent would recommend the workshop to their colleagues.

 Eighty-eight percent felt the workshop gave them a better understanding of the need for a strong civilian aerospace commitment.

 Over eighty percent said that, as a result of the workshop, they could better see the need for a strong military aerospace commitment.

 Seventy-eight percent said it improved their attitude toward the Air Force.

Clearly, this was a strong endorsement of the workshop program.



**Service Station.** Evelyn Bean (left) and Karen Patterson of Montana's Billings Composite Squadron received a detailed briefing on the function of the Billings FAA Flight Service Station from station chief Jon Ellsworth, who is also a CAP member. Field trips to aviation related facilities are a key element in the aerospace education portion of the cadet program. (Photo by Jim Anderson)

### SCHOOL PROGRAMS AND MATERIALS

Civil Air Patrol is interested in promoting and supporting aerospace education at all grade levels in our public and private schools.

A series of single concept teaching/learning packets have been published for classroom use. These feature wall charts and a work center approach with multidiscipline student task cards. Packets now available for purchase from CAP's Center for Aerospace Education Development include such subjects as Amelia Earhart; Eddie Rickenbacker; the Wright Brothers; Charles Lindbergh; Jimmy Doolittle; Billy Mitchell; the Space Shuttle; and the History of General Aviation. Others will be published. Although designed primarily for upper elementary grades, they are also being used in more advanced grades.

For the fourth and fifth grades, a series of activity/coloring books on some of the above subjects have been published. The activities involve reading exercises and word and math skills.

For the first through third grades, a series of cartoon-type coloring books featuring basic scientific subjects dealing with aviation have been published. One volume deals with balloons, blimps, clouds, gravity, and weather. Another includes units entitled, "The Birds Started It," "The Way to Go," "Working with Airplanes," and "A Lot of Air."

In the past year an aerospace education text, "Your Aerospace World," was published primarily for use in the CAP cadet program, but a few schools also use it. However, a textbook is now being developed for use in high schools, and it will be available about 1 August 1979. This publication will also be used as the primary first year text for the Air Force Junior ROTC program beginning next fall.

Another development/publication project underway is the CAP "Falcon Force." This is a comprehensive aerospace education program for the fourth through sixth grade classroom. It will be tested in 60 or 70 schools across the country beginning in April 1979 and available for purchase by schools about January 1980. The primary purpose is to cater to and nurture this age group's interest in aerospace. A secondary purpose of this program is to motivate them towards the CAP Cadet Program. Final decisions on national marketing will be influenced by the test program results.

# AEROSPACE EDUCATION LEADERSHIP DEVELOPMENT COURSE

The second annual Aerospace Education Leadership Development Course (AELDC) was conducted in the Air University facility at Maxwell AFB, Alabama, from 9 to 29 July 1978. Students, primarily educators, from 25 states attended the course. Successful completion of the course earned them six graduate hours credit from Middle Tennessee State University. It focused on leadership skills and public issues in aerospace. As in the first year, each student developed a "Personal Plan of Action" to be implemented upon returning to his or her home area. The purpose was to cast the graduates in a leadership role with the purpose of initiating programs for the education of the public in aerospace areas.

As in the previous year, the course focused on individual study, extensive small seminar discussion groups, positions on public issues, and expert speakers on the four public issues selected for study this year. These were:

(1) Economic Regulation of International Air Carriers, with speakers from the Civil Aeronautics Board and Pan American Airlines.

(2) Airport and Aircraft Noise Reduction, with speakers from the Federal Aviation Administration and a local political jurisdiction having to deal with the problem at the JFK airport.

(3) The Need for Civil Air Transport Research and Development and Associated Economic Problems, with speakers from the National Aeronautics and Space Administration and Lockheed-California Company.

(4) The SALT Negotiations, with the featured speaker being Dr. Sidney Drell of Stanford University.

A follow-up study of the 1977 graduates and what they were doing about implementing their "Personal Plans of Action" was conducted and published. The result of this study was an enthusiastic endorsement of the course.

**CAP Family.** Gilbert Day is Commander of California's Vandenberg Cadet Squadron located at Vandenberg Air Force Base and his wife Carla is Commander of the Allan Hancock Cadet Squadron at Santa Maria. Daughter Kaari recently joined her father's squadron because of the aerospace environment at Vandenberg and its proximity to their home. (Photo by McKinley Johnson)



The eight volumes of study material on public issues for AELDC '78 are being sent to 185 workshop directors at colleges and universities across the country, urging them to incorporate units using this material and/or approach in future workshops.

### NATIONAL CONGRESS ON AEROSPACE EDUCATION

The annual National Congress on Aerospace Education was held at the Dallas Hilton, 6-8 April. Sponsored by Civil Air Patrol, the Federal Aviation Administration, and the National Aeronautics and Space Administration, the Congress is a vehicle for aerospace education leaders from education, government, and industry to exchange ideas and to motivate grass roots interest.

The keynote speaker was Lt. Gen. Raymond B. Furlong, Commander of the Air Force's Air University, whose theme was "Aerospace Education: A National Resource." Also among the many speakers were Dr. Myron S. Malkin of NASA; John Meyer of the General Aviation Manufacturers Association; Charles Foster of FAA; Dr. Krafft Ehricke, President of the Space Global Company; "Pappy" Boyington; and Mike Kawato, the Japanese pilot who shot Boyington down during World War II. The program also featured field trips to American Airlines and Bell Helicopter facilities; a special associated Mini-Congress program for the Dallas area teachers; and induction of Mr. Gene Kropf (FAA) and Dr. Bealer Smotherman (Middle Tennessee State University) into the Aerospace Education Hall of

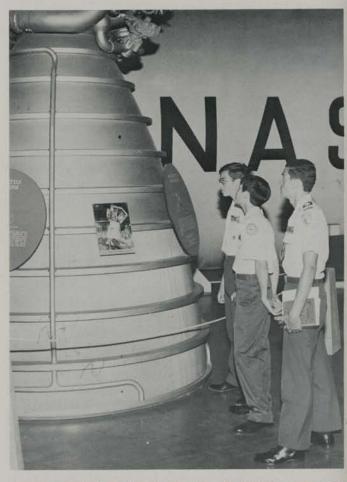
The 1979 Congress on Aerospace Education will be held 5, 6, and 7 April at the Sheraton Atlanta Hotel.



Aviation Interest. An air show and performance by the Navy's Blue Angels aerobatic team provided an ideal public information and membership recruiting opportunity for the Commander of the Thunderbird Composite Squadron of the CAP Texas Wing. Major Beverly Norman (right) flew a CAP light aircraft to Ellington Air Force Base for a display that competed equally for crowd attention with the more sophisticated high performance military aircraft.



Historian Emeritus. Dr. Paul E. Garber, Historian Emeritus of the Smithsonian National Air and Space Museum, was recognized for his contributions to education and aviation by the Civil Air Patrol National Executive Committee which named a CAP senior member training award in his honor. To mark the occasion, Brigadier General Paul E. Gardner, Commander CAP-USAF, assisted by Brigadier General Thomas C. Casaday, National Commander of Civil Air Patrol, presented Dr. Garber an etched portrait of himself by CAP staff artist, James O. Johnson.



**Space Orientation.** Cadets attending the annual Space Flight Orientation Course check out the Space Shuttle Main Engine. The NASA sponsored program is conducted at Redstone Arsenal and the George C. Marshall Space Flight Center in Huntsville, Alabama.

# **CAP Chaplaincy**

The CAP chaplaincy, with nearly 1,000 men and women representing 125 religious denominations serving as CAP chaplains, is the second largest chaplaincy in the world. These volunteer clergy from the civilian sector play a specialized and vital role in the religious life, morale, and morals of the approximately 60,000 Civil Air Patrol cadets and senior members. Each CAP chaplain is carefully screened for professional competence and then must receive ecclesiastical endorsement by his or her denomination. In addition, each is required to be in a full-time religious vocation, ordained, and have completed four years of college and three years of seminary or its equivalent. The CAP chaplain force is further augmented by some 350 visiting clergy (not members of Civil Air Patrol) who conduct the cadet moral leadership training program in squadrons that are without a duly appointed chaplain.

During 1978 CAP chaplains contributed more than 120,815 man-hours to CAP, conducted 6,398 moral leader-ship sessions, held 20,945 personal interviews and counseling sessions involving 43,280 members, visited 4,521 homes and units, and conducted 4,508 religious services/rites in addition to attending, at their own expense, innumerable other CAP activities. The CAP chaplaincy demonstrates a type of grassroots ecumenism that highlights, within the community, a strong, positive image of religion in action. As a key member of the CAP unit commander's staff, the chaplain provides a continuing ministry through the Values for Living program (moral leadership), professional functions, personal counseling, worship services, and as a significant liaison between the CAP unit and the member's home, church, and community.

1978 HIGHLIGHTS:

• The Casaday-Elmore Ministerial Grant of \$500 was

Chaplain Cited. Edmond C. Schumacher of the Kansas Wing Salina Composite Squadron was recognized as the Civil Air Patrol Unit Chaplain of the Year during the annual CAP Chaplain's Conference held in conjunction with the CAP National Board meeting in Phoenix. From left: CAP-USAF National Chaplain, Chaplain Robert H. Beckley, Chaplain Schumacher, USAF Chief of Chaplains Richard Carr, and Kansas Wing Commander James E. Barkley.



awarded to Senior Member Charles Larry Stiles, CAP, Boone County Composite Squadron, Boone County, Kentucky, for use toward an education preparing for a ministry-related field.

- Chaplain, Lt. Colonel, Edmond C. Schumacher, CAP, Salina Composite Squadron, Kansas Wing, was awarded the Thomas C. Casaday Unit Chaplain of the Year Award. Chaplain Schumacher has been an active CAP chaplain since 1964 and has served units in North Dakota and Kansas.
- The National Chaplain Committee met in conjunction with the CAP National Board Meeting in Phoenix, Arizona. In addition to workshops on the CAP chaplaincy, Chaplain, Major General, Richard Carr, Chief of Chaplains, USAF, delivered a challenging address to more than 150 members attending the first annual National Commander's Prayer Breakfast.
- •Ministry to Youth Laboratories/Chaplain Training Conferences were held in all eight regions. Thirty-seven CAP cadets attended three USAF-sponsored Christian Encounter Conferences.
- New chaplains appointed to CAP units numbered 100.



Aircraft Dedicated. Squadron Chaplain Grant A. Campbell blessed and dedicated newly assigned CAP corporate aircraft. Members of the Augusta, Georgia, CSAR Cadet Squadron will use the plane to promote aerospace education and provide cadet orientation flights as well as for emergency services. The CAP Corporation owns 630 aircraft which are assigned to units throughout the nation. (Photo by Phillip Powell)

Ministers from the following denominations serve as CAP chaplains:

Seventh-day Adventist American Evangelical Christian Church Assemblies of God Associated Gospel Churches General Association of Regular Baptists American Baptist Southern Baptist Conservative Baptist Bible Baptist General Conference Baptist National Baptist Brethren Catholic (Roman) Christian and Missionary Alliance Christian Reformed Church Christian Science Church of Christ Church of God of Prophecy Congregational Church (Christian) Council of Community Churches Disciples of Christ

Evangelical Congregational Church Evangelical Free Church of America Friends Gospel Mission Corps Independent Churches Independent Fundamental Churches in America International Church of the Foursquare Gospel Jewish Latter Day Saints Lutheran Mennonite Methodist Nazarene Old Catholic Open Bible Standard Orthodox Pentecostal Holiness Pilgrim Holines Presbyterian Reformed Church in America Salvation Army United Church of Christ

# **Senior Member Training**

The Senior Training Directorate at National Headquarters has responsibility for developing a nationwide training program for CAP senior members working in all three mission areas. The Directorate staff works with CAP members in the field and with other Headquarters CAP and Air University agencies to implement training initiatives and develop curricula for the training courses conducted by CAP nationally, regionally, and at wing and squadron level. Additionally, the directorate staff provide instructional support whenever possible in these courses which are the basis of five training levels.



**Staff College.** The eleventh annual CAP National Staff College, conducted at Maxwell AFB, Alabama, in June with 86 CAP members attending, provided both graduate and undergraduate credit. The USAF Air University makes available its Professional Military Education school facilities for this advanced leadership training course for CAP members in the grade of major and above. (Photo by Ken Kennedy)

### Level I — CAP Orientation Course

This course, which is required of all new CAP members, includes segments on the history and missions of CAP, military customs and courtesies, proper wear of the CAP uniform, and CAP's relationship to the USAF.

### Level II — Technical Specialty Training

This level has received considerable attention because it is here that CAP members learn to perform unit functions. Nineteen technical specialties have been identified and self-study material developed to help members achieve the technician, senior or master rating in the specialty of choice.

Squadron Leadership Schools (SLS) have been developed in all CAP regions to augment training in the Level II specialties. In these weekend schools, members are provided a working knowledge of all specialties, and are given the opportunity for in-depth study in the specialty to which he/she is assigned.

### Level III — Command & Staff

Level III of the senior member training program addresses the training needs of persons assuming command or staff positions. Integral to this training is the study of four CAP pamphlets which summarize basic leadership/management theory and practice. Trainees are required to attend four national, regional, and/or wing conferences, not only to broaden their contacts within the organization, but also to develop a fuller understanding of the purposes of the CAP. Further leadership training is provided through

completion of the ECI Squadron Officer School or its DOD equivalent. CAP Region Staff Colleges have been developed to afford CAP-oriented training to squadron level command and staff officers. The focus is on communication skills, leadership/management theories and practices, and planning and conducting squadron activities.

One hundred ninety CAP members attended one of the three week-long courses during the summer of 1978.

### Level IV - Senior Command & Staff

Central to the senior command and staff training is the National Staff College (NSC), conducted annually at Maxwell AFB, AL. This activity is the graduate-level school for advanced leadership training for CAP members in the grade of major and above. The NSC makes extensive use of the facilities and faculty members of the USAF Air University's Professional Military Education schools. Both graduate and undergraduate academic credit is available for completion of this course. Eighty-six CAP members attended in 1978.

As leaders in the CAP organization, members at this level of training are required to make oral presentations to civic



**Project X.** Attendees at both the CAP National Staff College and Cadet Officers School, conducted annually at Maxwell Air Force Base, Alabama, are all tested by the problem-solving exercise called Project X. Both teamwork and individual initiative are required and the challenges of the exercise brings to the forefront natural leaders within the group. (Photo by Ken Kennedy)

and church groups, and governmental agencies within their communities, promoting aerospace programs and the Civil Air Patrol.



**Squadron School.** Squadron Leadership School is conducted to augment training of senior members in their assigned technical specialty. These weekend schools have been developed in all CAP regions to emphasize training in the performance of basic unit functions.

### Level V - USAF Senior School

The academic accomplishment required in Level V is completion of the Air University's Air War College Associate Program. This training provides an insight into Air Force policy required of the leaders in CAP. Three years experience in a command or staff position is also required for completion of this training.

**Specialized Mission Training** 

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

- •Communications School. The CAP Northwest Region conducts a communications school at Kutztown State College, Kutztown, Pennsylvania, that is open to both senior and cadet members. The specialized training in communications techniques and procedures is designed to qualify attendees for CAP Communications Officer positions.
- •National Search and Rescue (SAR) School. The National SAR School is a one-week course designed to enhance the professionalism of SAR mission coordinators. The school is conducted by the USAF and USCG at Governors Island, New York. In 1979 an additional school will be conducted at Government Island, Alameda, California.
- •Flying Clinics. Flight clinic training consists of both ground school and flight maneuvers designed to improve pilot proficiency and enhance flying safety. Clinics are conducted either by CAP or outside agencies such as FAA at various locations within the eight CAP regions.
- •Mission Coordinator Course. These are two-day courses conducted by the Air Force Aerospace Rescue and Recovery Service at locations throughout the country to provide mission coordinator training to persons involved in the inland search and rescue mission.

Mission Training Exercises

Each CAP wing conducts emergency services training and upgrading programs throughout the year to improve both the skills of individual members and the effectiveness of the organization as a team. Also, each wing annually undergoes disaster relief and two search and rescue test exercises under the scrutiny of Air Force evaluators. The purpose of these tests is to determine the effectiveness of CAP wing training programs and wing capability to respond and satisfactorily execute any mission it may be called upon to perform. A valuable side benefit of test exercises is training gained through the opportunity provided to practice mission skills under realistic conditions.

Home Study

Many CAP members devote much of their time to selfdevelopment through home study. Various opportunities are available for home study training, among which are:

- •Defense Civil Preparedness Agency (DCPA). The DCPA Staff College makes courses on "Civil Defense USAF" and "Introduction to Radiological Monitoring" available to all CAP members for home study.
- •Extension Course Institute (ECI). ECI is the correspondence school of the Air Force and is open to CAP members without charge. ECI courses in general military training and specialized fields such as communications are especially beneficial to CAP members.



Caribbean Ceremony. Colonel Rudolfo Criscuolo, former Commander of the CAP Puerto Rico Wing, made a special presentation to Captain Tom Stewart, Commander of the Roosevelt Roads Naval Air Station at Ceiba, to express appreciation for his and the U.S. Navy's support of the wing's cadet encampment program. Captain Stewart's interest in Civil Air Patrol dates back to his experience as a CAP cadet in Oklahoma City in 1945. (Photo by Ernesto Cortes)

# The Cadet Program

The Civil Air Patrol Cadet Program is designed to develop and motivate young people to leadership and responsible citizenship. The program is open to U.S. citizens and persons lawfully admitted for permanent residence to the United States and its territories and possessions who are 13 through 17 years of age, or have satisfactorily completed the sixth grade. Upon reaching age 18, cadets may choose to either become senior members or to continue in the cadet program until their 21st birthday.

Individual cadets are provided opportunities to develop their leadership skills in an aerospace oriented environment under the guidance of adult CAP leaders and with the advice and assistance of Air Force liaison personnel. Cadets are permitted to progress at their own pace through a structured program of aerospace education, leadership training,

physical fitness, and moral leadership.

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



Pensylvania Paperwork. One of the 200 cadets attending the annual Pennsylvania winter survival school takes time to update squadron records. The courses conducted at Hawk Mountain and Chaneysville were more difficult than usual because of heavy snows and severe cold. (Photo by Ray Kaminski)



Officer Training. Jeanne Watson, left from Akron, Ohio and Margaret Churchill from Lincoln, Nebraska were among the 143 enthusiastic young men and women attending the CAP Cadet Officers School conducted at Maxwell AFB, Alabama, during June. The ten-day course included leadership training, problem solving, public speaking, physical fitness, and orientation trips with instruction divided between lectures and seminars. (Photo by Ken Kennedy)

International Air Cadet Exchange (IACE)

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

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

In the 1978 program, 174 CAP cadets and 36 senior member escorts were exchanged with the 14 other IACE member nations and nine countries in the East Asia/Pacific area. Annual exchanges with these latter, nonmember countries are arranged and conducted bilaterally by Civil Air Patrol under similar rules and format and in conjunction with the

regular IACE program.

The CAP National Commander and CAP Executive Director participated in a meeting of the IACE Association in The Hague, the Netherlands, to plan the 1979 exchange between IACE member nations. A decision was made by the 16 member nations in attendance to reduce program length from 21 to 15 days, in an effort to adjust to the impact of inflation and heavy personal demands encountered in today's environment.



**lowa Award.** Seventeen-year old Eric Vander Linden was presented the General Carl A. Spaatz Award by Iowa Governor Robert D. Ray. As a member of the Des Moines Composite Squadron, Eric soloed in both glider and powered aircraft and has continued to work toward getting a private pilot's license.

Scholarship Program

In 1978 the Civil Air Patrol, through its National Scholarship Program, provided \$34,000 to 54 of its young members to supplement their college or vocational-technical school education. Scholarships and grants are given for study in Engineering, Education, Humanities, Theology, and Science. Recipients range from young persons interested in learning to be aircraft mechanics to those pursuing advanced degrees in aeronautical engineering or aerospace medicine. In addition to the national scholarship program, many scholarships and grants are provided local and state level CAP units. Cadet Encampments

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

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

portunities.

During 1978, a total of 5,208 CAP cadets and 856 CAP senior members attended encampments. Civil Air Patrol is again deeply grateful to the commanders and personnel of the 25 active Air Force Bases and 29 other Department of Defense installations across the country who so generously supported the Civil Air Patrol encampment program in 1978. An additional 21 encampments were conducted at non-DOD facilities.

Cadet Flight Training

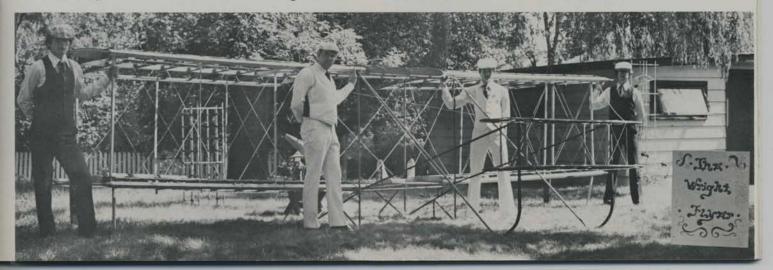
Various flight training opportunities are available to CAP cadets. In its fiscal year 1978 budget, Civil Air Patrol allocated \$50,000 to provide locally conducted solo flight training and orientation flights for cadets. The funds will provide 104 solo flight scholarships available to eligible cadets in the 52 CAP wings.

The scholarships cover expenses of ground school and flight training leading to solo qualification. Distribution of scholarships was based on CAP wing recruiting performance during 1977, with a maximum of three scholar-

ships going to any one wing.

Upon joining CAP, cadets become eligible to qualify for a series of six 30-minute orientation flights. Although the program is conducted and funded at wing and unit level, the national treasury provides partial reimbursement for the first flight. In 1978, the 52 wings were partially reimbursed for the expense of providing 5,500 cadets with their first flight experience through a locally conducted orientation flight.

**Wright Flyer.** A five-eights scale version of the "Wright Flyer," built by members of the Cherokee Composite Squadron of the CAP Illinois Wing, is scheduled to be test flown and later displayed at air shows and other gatherings. This and other special projects by Al Denny (left), Dennis Biela, Randy Dean, and Steve Snyder, along with other members of the Cherokee Squadron, is indicative of the team effort that caused their organization to be rated as the number one cadet unit in the nation.

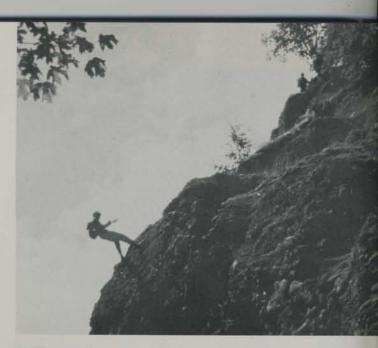




**T-38 Flight.** The Air Training Command Familiarization Course for Civil Air Patrol cadets conducted at Laughlin AFB, Texas, is designed to stimulate interest in the USAF as a career. The highlight of the course for Terry Scott was an orientation flight in the T-38 Talon. Air Force 1st Lt. Mark W. Stickney is an instructor pilot in the ATC Undergraduate Pilot Training Program. (Photo by Ken Kennedy)



IACE Visit. During their three-week International Air Cadet Exchange (IACE) visit to this country, cadets from France were guests of the Colorado CAP Wing. At the Air Force Academy, they checked out the newly acquired DeHavilland Twin-Otter used for parachuting by Academy cadets. The 1978 exchange was participated in by 24 nations with 176 CAP cadets and 36 senior member escorts making up the contingents visiting in the 23 other participating countries while a like number from those countries visited the United States.



Challenger Course. Silhouetted against the skyline are CAP cadets practicing rapelling techniques at the annual Washington Wing "Challenger Encampment." The week-long program, conducted on the Olympic Peninsular near Shelton, Washington, was attended by approximately 60 cadets from throughout the CAP Pacific Region.



**Survival Shelter.** As part of the Air Force Academy Survival Course, CAP cadets learned to build a rain shelter using parachute shroud lines to lash parachute canopy to a frame of dead tree limbs. They also learned to build shelters for arctic and desert survival.

### THE CAP CADET PROGRAM LEADERSHIP DEVELOPMENT CAREER MOTIVATION

The Air Force has approved the award of pay grade E-3 (Airman First Class) upon enlistment to persons who have earned the CAP General Billy Mitchell Award as a Civil Air Patrol Cadet. This is a modification of the policy that previously allowed enlistment in pay grade E-2 for holders of the Mitchell Award. This action is in line with Air Force efforts to attract higher quality enlistees and is indicative of Air Force confidence in the quality of the Civil Air Patrol Cadet Program.

This confidence is in part due to the outstanding performance record of Mitchell Awards cadets who previously enlisted under the pay grade E-2 authorization.

CAP cadet Mitchell Award holders entering the Air Force during FY 78 had an attrition rate of 1.4% from Basic Military

Training and the Air Force. This is unusually low in comparison to the overall Air Force enlistee attrition rate. As a result of their CAP background, they were clearly better prepared than the average enlistee.

Another indicator of the quality of the CAP cadet program is that approximately 6% of the young men and women that enter the Air Force Academy each year are former CAP cadets. Over 1,500 former CAP cadets have been admitted to the Academy since its establishment in 1955. While the cadet program is a major factor in motivating young people to seek careers in the Air Force, many former CAP cadets enlist in other services and attend other service academies.





















Photos by Ken Kennedy

### NATIONAL BOARD MEETING/NATIONAL CONVENTION PHOENIX, ARIZONA

The National Board is the principal governing body of the Civil Air Patrol Corporation under authority of the Act of Incorporation, Section 201-208, Title 36, United States Code (Public Law 476, 79th Congress).

The Board is made up of the National Commander, National Vice Commander, Executive Director (also Commander of CAP-USAF), National Finance and Legal Officers, and the 8 Region and 52 Wing Commanders. Only those 65 officials can commit the organization to "corporate" liability. The Board meets at least once annually at the

The Board meets at least once annually at the call of the National Commander who, as the principal corporate officer, presides as Chairman. This

body acts on all matters brought before it and reserves the exclusive power to amend the CAP Constitution and Bylaws and elect the National Commander and National Vice Commander.

A National Convention for the general membership is held in conjunction with the National Board Meeting and is attended by members from the 50 states, Puerto Rico, and the District of Columbia. This annual national get-together provides an ideal forum for critique of the past, planning for the future, conduct of training seminars and informational cross-feed programs, and presentation of awards in recognition of significant individual and organizational achievement.

The 1978 National Board Meeting/National Convention was held on 8-9 September at the Hyatt Regency Hotel in Phoenix, Arizona with 1,400 Civil Air Patrol members and guests attending. Air Force interest in and support of its civilian auxiliary was emphasized by the attendance and participation of General John W. Roberts, Commander of Air Training Command; Lieutenant General Raymond B. Furlong, Commander of Air University; and Major General Ralph S. Saunders, Commander of the Air Force Aerospace Rescue and Recovery Service.

(Photos by Ken Kennedy and John Martin)



Intent Listener



Winners All



Seminar Learner



**CAP Commander and Cadets** 



Depot Display



Aircraft Shown



Generals and Cadet



**Notes Compared** 



Chaplain Awards



Top Cadet and Commanders



Conference Notes



**Bookstore Items** 





In a special Pentagon ceremony, CAP National Commander Thomas C. Casaday (right) announced establishment of the annual \$1,000 "David C. Jones" CAP academic scholarship and unveiled the new "USAF Chief of Staff Trophy," to be awarded as the top prize at the annual CAP Cadet Competition. The first trophy presentation was made in honor of General Jones (center) at Maxwell Air Force Base, Alabama, in December. General Jones is now serving as Chairman of the Joint Chiefs of Staff. Air Force Brigadier General Paul E. Gardner (left) functions in dual roles as CAP-USAF Commander and CAP Executive Director.



During a visit to the Air Force Academy Survival Museum, Academy cadet Linda Sweeney and CAP cadet Rose Gzasko, of Arizona's Sky Harbor Cadet Squadron, inspect model of a survival shelter built of logs and parachute. Rose attended the survival training course for CAP cadets conducted annually at the Air Force Academy. Linda is a former CAP cadet member of Arizona's Tempe Composite Squadron and was among the first women admitted to the Academy. (Photo by Bill Madsen)



Civil Air Patrol promotes and supports aerospace education at all grade levels in both public and private schools. Aerospace education materials are developed by CAP and made available for classroom use. These include a series of activity/coloring books involving reading exercises and reading and math skills for the fourth and fifth grades and a series of cartoon-type coloring books featuring basic scientific subjects dealing with aviation for the first, second, and third grades.



Blue Berets. Pam Curtright is first in line for breakfast during the Blue Beret Cadet Encampment conducted at Fort Snelling Park near Minneapolis by the CAP North Central Region. The two week program provided training in survival, first aid, map reading, search and rescue, and radiological monitoring. The Encampment Commander was assisted by Air Force Pararescuemen Mike Serafin and Dan Inch who served as instructors.



lowa Training. Penny Recker, left, and Deanna Norris were among the eleven cadets who received solo gilder training at the one-week glider encampment conducted at Red Oak Airport in June. The instructor is Cal Denison. (Photo by Jim Black)

Encampment Program. As soon as possible after joining CAP and completing required preliminary training, attendance at an encampment is considered an important factor in motivating young cadets to continue with and progress in the program. There are two types of encampments. Type A encampments are conducted at selected Air Force bases, as approved by Headquarters USAF. These activities are usually 14 days long and are conducted between 1 June and 31 August. Type B encampments are arranged locally and conducted at any available community, state or national facility, including Department of Defense installations for a continuous period up to 14 days, or on consecutive weekends as bivouac type activities. Both programs are well supervised by adult CAP members and advanced CAP cadets with advice and assistance provided by Air Force liaison personnel. (Photo by Ken Kennedy)



Washington Weekend. Once-a-month weekend training is conducted at Camp E.S.T.A. (East Side Training Area) for both cadet and senior members of the CAP Washington Wing. The old World War II recovery airfield facility near Ephrata is provided on a free lease by the Army Corps of Engineers, but the buildings are maintained in habitable condition by CAP members at their expense. While many CAP activities are supported by active Air Force bases and other DOD facilities, CAP, out of necessity, has learned to make-do with what is available when this vital DOD support cannot be provided.



**Field Test.** The 170 cadets from 17 CAP wings attending the Pennsylvania Wing Summer Ranger Training School were periodically tested as the course progressed. They put their knowledge to use during hikes up to 25 miles, and by graduation, were capable of living off the land without modern conveniences. (Photo by Ray Kaminski)



# Support For Civil Air Patrol

### The CAP-USAF Liaison Structure

Following its Congressional charter as a nonprofit benevolent corporation under Public Law 476 on 1 July 1946, CAP was designated as the volunteer civilian auxiliary of the Air Force by Public Law 557 on 26 May 1948.

This statute which is also known as the CAP Supply Bill authorizes the Secretary of the Air Force to provide certain support to Civil Air Patrol, such as the use of Air Force services and facilities, assistance with training, excess equipment, reimbursement for fuel, lubricants, and communication expenses on Air Force authorized missions, and Air Force liaison personnel assigned at the national, regional, and wing levels of Civil Air Patrol.

The Air Force Liaison Structure and Civil Air Patrol come together at the Headquarters CAP-USAF/National Headquarters Civil Air Patrol level. Brigadier General Paul E. Gardner, as the senior officer in the CAP-USAF liaison structure, performs duties in a dual status.

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

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

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

USAF-CAP liaison personnel serve as implementing agents for policies established by the Commander CAP-USAF, as field advisors to assist CAP commanders in mis-

sion performance, and as liaison and control between CAP and federal government resources where facilities, services, equipment, or funds are involved.

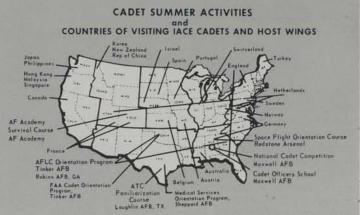
Within the Air Force command structure, Headquarters CAP-USAF comes under Air University, commanded by Lieutenant General Raymond B. Furlong and Air Training Command, commanded by General John W. Roberts.

Occupancy of DOD Facilities. The use of Department of Defense (DOD) facilities gives some financial relief to Civil Air Patrol units and provides for maximum utilization of the facilities. CAP units occupy approximately 412,000 square feet of DOD building and office space at 141 locations. This accommodates less than 15 percent of the Civil Air Patrol units that require better facilities. The reduction



Auxiliary Aid. As the civilian volunteer auxiliary of the Air Force, Civil Air Patrol performs the aerospace education, cadet program, and emergency services missions and provides other noncombatant support to the Air Force as requested. In return the Air Force provides advice and assistance as authorized by Public Law 557. Air Force Lieutenant Colonel Robert Shellenberger, Commander of the 17th Tactical Airlift Squadron at Elmendorf AFB, Alaska reviews progress report of the Elmendorf CAP Cadet Squadron presented by squadron members (from left) Paul Ballmer, Paul Knutson, and Naven Knutsen. Shellenberger's squadron is the Air Force sponsor of the CAP unit.





in number of DOD facilities even further limits the availability of such facilities for CAP use. Enactment of the proposed amendment to the CAP Supply Bill, HR 1200, would provide relief since it would authorize CAP use of the services and facilities of other federal civil agencies in addition to DOD property as presently authorized under PL 557, Title 10, USC 9441.



**Secretary Stetson.** The Honorable John C. Stetson, Secretary of the Air Force, was presented a copy of the book "Hero Next Door" by cadets Grace Muller and George Ishikata of California's Presidio of San Francisco Composite Squadron. The book by CAP member Frank A. Burnham, is a factual, up-to-date account of the accomplishments of Civil Air Patrol.

Public Law 557 to acquire equipment and supplies that are excess to the needs of the Department of Defense. Property acquired during 1978 included aircraft, vehicles, communications equipment, office equipment and other property, with an estimated value of \$1,657,619. The estimated value is 20 percent of the original cost to DOD. Restoration of aircraft and vehicles to a safe operating condition and modification of aircraft to meet FAA airworthiness standards requires the expenditure of the limited funds of the Civil Air Patrol Corporation. The Air Force identified 24 excess DOD aircraft for transfer to CAP during 1978 as compared to 58 in 1977.

CAP Supply Depot. CAP operates a supply depot at Amarillo, Texas, to obtain, store, and ship aircraft parts to individual wings. All transportation and handling charges are paid by the users of this service. Spare parts are provided for the 630 CAP corporate owned aircraft, consisting of 42 different makes and models. Parts for these DOD excess and CAP acquired civilian type aircraft are usually unavailable from other sources. Excess DOD aircraft spare parts are not provided to CAP members for use of privately owned aircraft, but the depot does sell vendor acquired spares to individual CAP members for use on their own aircraft.

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

• CAP is currently authorized under Public Law 557, Section 9441, Title 10 USC, to acquire Department of Defense (DOD) excess property and to use excess DOD real estate and facilities. However, because of built-in restrictions, CAP's low priority, and DOD interpretation of the law, mission support resources that may be acquired by CAP under the current authorization have been severely limited.

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

 During the 95th Congress, the proposed amendment was passed by the entire House and sent to the Senate. However, other pressing business prior to adjournment did not allow sufficient time for the Senate Budget Committee to include it in the budget so it could be considered by the Senate Armed Services Committee.

• If the CAP is to maintain its current level of capability in search and rescue, disaster assistance, and its other public service programs in youth development and aerospace education, the passage of the proposed amendment, which was reintroduced as HR 1200 on 22 January, 1979, is definitely required.



Congressman Commander. Lester L. Wolff, Congressman from New York and Commander of the Civil Air Patrol Congressinal Squadron, shows off the modified Cessna 172 assigned to his unit for use as an effective search aircraft. The aircraft is also used to provide orientation flights for cadets. (Photo by Miriam Luddeke)

# Association With Other Organizations

The success of a volunteer organization is realized primarily through dedicated members who contribute their time, talents, and resources in support of a worthwhile cause. Separate organizations also sometimes unite in support of common interests. Civil Air Patrol's association with other organizations and agencies range from the international to the community level; from the Air Cadet League of Canada to local VFW Post sponsor of a CAP cadet squadron.



**AFA Award.** Andrew K. Weaver was presented the Air Force Association Special Award by AFA Vice President William Chandler. The award, in recognition of Andrew's selection as the Civil Air Patrol Cadet of the Year, was presented during the 1978 meeting of the CAP National Board. The AFA is a long-standing supporter of CAP in all of its activities. (Photo by Ken Kennedy)

**American Legion** 

CAP and the American Legion have a common commitment in aerospace education and youth development and have cooperated in these areas of interest since 1950. The Legion urges its post commanders to contact counterparts in local CAP squadrons and discuss means for further cooperation at the grass roots level.

Air Cadet League of Canada

Through its involvement in the International Air Cadet Exchange Program over the past 31 years, Civil Air Patrol has established good working relations with similar organizations in many countries. An especially close association has developed between CAP and the Air Cadet League of Canada since the first exchange between the two organizations in 1948.

Salvation Army

The Salvation Army is chartered by Congress and charged in the Federal Disaster Relief Act of 1970 with responsibility to assist persons in need as a result of disaster emergencies. Emergency services is also a CAP mission and to insure that the maximum potential of both organizations to assist persons in need will be realized, a statement of cooperation between the Salvation Army and CAP was adopted in 1973. There has since been a continuing development of this worthwhile association.

Defense Civil Preparedness Agency (DCPA)

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

U.S. Air Force Reserve

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

Order of Daedalians

This multi-service fraternal organization of military pilots supports CAP through financial contributions for local squadron activities and solo and private pilot scholarships on both the local and national level. National scholarships of \$1,000 were awarded to Mark R. Killian of Oklahoma City and Eugene C. Wright of Eugene, Oregon. Scholarships were used for ground and air training toward an FAA private pilot certificate.



**USCGA and ACLC.** President Charles M. Konvalinka (right) of the Air Cadet League of Canada and Commodore Thomas R. Cook of the U.S. Coast Guard Auxiliary, represented their organizations at the 1978 CAP National Board Meeting. Civil Air Patrol and the Air Cadet League have a common commitment to youth development while the Coast Guard Auxiliary and CAP are both involved in the Emergency Services mission. (Photo by Ken Kennedy)



Optimists Appreciated. Optimist Clubs throughout the nation sponsor CAP units as a means of extending and enriching their service to their communities. James Black (right) of the Iowa CAP Red Oak Composite Squadron expressed his unit's appreciation for ten years of sponsorship by the Red Oak Morning Optimist Club in a special presentation to club president Bob Ruleman.

**Optimist International** 

The Optimist International urges Optimist Clubs to extend and enrich their service to their communities by sponsoring CAP cadet squadrons. Optimist Clubs throughout the country sponsor Civil Air Patrol cadet units.

National Aeronautics and Space Administration (NASA)

NASA cooperates with CAP in the aerospace education effort in many ways. NASA cosponsored the 1978 National Congress on Aerospace Education in Dallas and provided Dr. Myron S. Malkin to make a featured presentation on the Space Shuttle. NASA also supported CAP's Aerospace Education Leadership Development Course at Maxwell AFB and again sponsored the annual Space Flight Orientation Course for CAP cadets conducted at the Marshall Space Flight Center and Redstone Arsenal in Huntsville, Alabama.



FAA Recognition. The Federal Aviation Administration Flight Safety Award was presented to Civil Air Patrol at the 1978 meeting of the CAP National Board by Huard Norton, left, Chief of FAA's Accident Prevention Staff. The award was accepted by CAP National Commander Thomas C. Casaday. (Photo by Ken Kennedy)

Federal Communications Commission (FCC)

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



**Dynamic Duo.** Nancy Hagans (left) and Donna Hruska of the Illinois CAP Park Forest Senior Squadron, represented CAP in the 1978 Hughes Airwest Air Classics. The all-women race billed as the successor to the "Powder Puff Derby" started in Las Vegas and ended at Destin-Fort Walton Beach. Some 40 aircraft and 80 pilots competed for the \$20,000 prize money.

Air Force Association (AFA)

The Air Force Association strongly supports the Civil Air Patrol Cadet and Aerospace Education Programs. AFA actively participates in the National Congress on Aerospace Education and provides scholarships for some of the attendees at the Aerospace Education Leadership Development Course.

Veterans of Foreign Wars (VFW)

At its 1978 National Convention in Dallas, the VFW again adopted a resolution recognizing the cooperation between CAP and the VFW and urged lower level VFW units across the country to maintain and strengthen their ties with Civil Air Patrol. CAP is grateful for VFW post sponsorship and assistance to CAP cadet squadrons in communities throughout the nation.

Federal Aviation Administration (FAA)

The FAA strongly supports CAP's aerospace education effort through serving with CAP and NASA as cosponsor of the National Congress on Aerospace Education. FAA also assisted with the second annual CAP Aerospace Education Leadership Development Course. FAA provided key resources personnel such as Dr. Mervin D. Strickler, Chief of Aviation Education Programs Division, and Mr. Charles R. Foster, Director of Environmental Quality, to assist with these programs. The FAA Orientation Program for CAP cadets is conducted each year at Will Rogers World Airport in Oklahoma City and FAA sponsored flight clinics conducted throughout the country are well attended by CAP pilots.

American Red Cross

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

# **Statistical Summary**

# VITAL STATISTICS **31 December 1978**

	1977	1978	Aircraft		
			Corporate Owned	666	630
Membership			Member Owned	5,746	5,471
Cadets	26,778	22,690	Total Aircraft	6,412	6,101
Seniors'	36,595	34,951		376722	CONTRACT.
Total Members	63,373	57,641	Search and Rescue Missions (USAF Auth.)		
			Missions	799*	892
Organizational Units			Flights (Sorties)	8,431	11,841
Regions	8	8	Hours Flown	16,004	24,800
Wings	52	52	Objectives Located (Finds)	448	469
Groups	185	183	Lives Saved (Saves)	53	91
Senior Squadrons	268	254		77.5	
Cadet Squadrons	406	383	Effectiveness Tests		
Composite Squadrons	940	910	Search and Rescue	51	48
Flights	68	106	Disaster Relief	50	46
Total Units	1,927	1,895			
			Encampments		
Radio Stations			Active Air Force Host Bases	32	25
Fixed Land	13,984	4,029	Cadets Attending	6,620	5,208
Ground Mobile	8,291	12,645	Seniors Participating	1,036	856
Air Mobile	1,162	2,850			
Citizen Band	3,256	2,988	Cadet Awards		
Search and Rescue (SAR)	UNK	262	Mitchell Awards	1,456	1.022
Corporate Aeronautical	705	639	Earhart Awards	595	420
Repeater Stations	173	148	Spaatz Awards	39	37
Emergency Locator Transmitter (ELT)	0	43		1990	
Total Combined Stations	27,571	23,604	(*Revised accounting procedures)		

Wing Participation in Search and Rescue
1 Jan. 78 through 31 Dec. 78 (USAF Authorized Missions)
The following shows number of sorties and hours flown and CAP wing credit for finds (objectives located) and saves (lives saved) during 1978 while participating in emergency services and disaster relief missions authorized in the Continental United States, Alaska, Hawaii and Puerto Rico.

	Sorties	Hours	Finds	Saves		Sorties	Hours	Finds	Saves
Alabama	43	208	11	0	National Capital	4	12	0	0
Alaska	1,026	2,370	39	3	Nebraska	29	67	7	0
Arizona	592	1,385	6	0	Nevada	298	706	8	5
Arkansas	292	529	8	0	New Hampshire	78	126	1	1
California	1,375	2,894	52	4	New Jersey	54	92	6	0
Colorado	523	1,084	20	26	New Mexico	554	998	6	1
Connecticut	92	274	0	0	New York	388	700	7	2
Delaware	44	71	1	0	North Carolina	307	714	23	*14
Florida	770	1,364	17	6	North Dakota	56	126	7	0
Georgia	367	769	7	0	Ohio	157	538	11	1
Hawaii	99	216	1	4	Oklahoma	225	408	10	0
Idaho	26	51	2	2	Oregon	426	1,141	19	3
Illinois	19	30	12	0	Pennsylvania	171	300	13	0
Indiana	, 18	35	6	0	Puerto Rico	5	19	1	0
Iowa	32	39	6	0	Rhode Island	4	10	0	0
Kansas	40	68	6	2	South Carolina	156	308	6	*4
Kentucky	74	186	0	0	South Dakota	12	44	2	0
Louisiana	, 86	214	13	0	Tennessee	212	723	9	0
Maine	4 101	203	4	0	Texas	545	1,322	22	0
Maryland	152	290	7	0	Utah	90	167	11	3
Massachusetts	80	182	1	0	Vermont	21	60	1	2
Michigan	85	215	18	1	Virginia	295	560	11	1
Minnesota	161	482	14	3	Washington	938	1,634	14	0
Mississippi	30	74	7	0	West Virginia	71	175	2	0
Missouri	82	142	8	1	Wisconsin	117	350	2	0
Montana	15	38	0	0	Wyoming	44	87	4	4
*Credit for two	saves sha	red with an	other win	g.	Total	11,481	24,800	469	91

### STATE SUPPORT

Thirty-five states appropriated a total of \$1,652,198 in support of Civil Air Patrol wings for FY 79. This local support is needed and greatly appreciated.

WING	AMOUNT	WING	AMOUNT
Alabama	\$35,000	Nevada	30,000
Alaska	321,700	New Hampshire	22,896
Arizona	55,000	New Mexico	41,600
Arkansas	54,000	New York	80,000
Colorado	55,848	North Carolina	56,699
Connecticut	10,000	North Dakota	28,350
Florida	50,000	Pennsylvania	35,000
Georgia	25,000	Puerto Rico	30,000
Hawaii	75,000	Rhode Island	10,500
Illinois	92,500	South Carolina	77,650
Kansas	4,000	South Dakota	19,500
Kentucky	15,000	Tennessee	37,400
Louisiana	64,255	Utah	66:300
Maine	5,000	Vermont	5,000
Michigan	50,000	Virginia	30,000
Minnesota	32,500	West Virginia	89,000
Mississippi	20,000	Wyoming	2,500
Nebraska	25,000		

### TEN YEARS IN REVIEW

(ear	No. Wings	Amount	Year	No. Wings	Amount
1969	27	\$721,304	1974	33	1,094,566
1970	29	861,123	1975	32	1,230,737
1971	29	823,868	1976	33	1,391,494
972	31	889,295	1977	34	1,391,013
973	33	1,088,078	1978	35	1,652,198



# **National Executive Committee**

Brig. Gen. Thomas C. Casaday, CAP
Brig. Gen. Paul E. Gardner, USAF
Colonel Johnnie Boyd, CAP
Brig. Gen. William C. Whelen, CAP Chairman Emeritus
Colonel Harvey R. Klein, CAP
Colonel Edgar M. Bailey, CAP
Colonel Louisa S. Morse, CAP
Colonel Edward L. Palka, CAP
Colonel Edward L. Palka, CAP
Colonel William B. Cass, CAP
Colonel John P. Sopher, CAP
Colonel John P. Sopher, CAP
Colonel Larry D. Miller, CAP
Colonel Bobbie J. Girard, CAP

National Controller Colonel Howard L. Brookfield, CAP National Commander
Executive Director
National Vice Commander
National Finance Officer
National Legal Officer
Northeast Region Commander
Middle East Region Commander
Great Lakes Region Commander
Southeast Region Commander
North Central Region Commander
Southwest Region Commander
Rocky Mountain Region Commander
Pacific Region Commander

### National Administrator Gordon T. Weir

### **CAP Wing Commanders**

AL Col. Philip L. Tate, CAP Col. Russell J. Anderson, CAP Col. Thomas M. May, CAP AR Col. David L. Guthridge, CAP CA Lt. Col. Edwin W. Lewis, Jr., CAP Col. Roger E. MacDonald, CAP Col. Kenneth D. Faust, CAP CO CT Col. Howard N. Pratt, CAP DE Col. Richard L. Leali, CAP Lt. Col. Philip T. McLendon, CAP GA HI Col. William K. Baker, CAP Col. Keith L. Lysinger, CAP Lt. Col. Donald I. Reed, CAP ID IL IN Col. Jack R. Hornbeck, CAP Col. Patricia J. Gigstad, CAP Col. James E. Barkley, CAP IA KS KY Col. Herman H. Bishop, CAP LA Col. Delwin P. Laguens, CAP ME Col. Joseph R. Melrose, Jr., CAP MD Col. Frank A. Kunkowski, CAP MA Col. Renzo Giromini, CAP MI Col. Robert J. Schaetzl, CAP MN Col. Russell E. Kruse, Sr., CAP MS Col. Forest A. Henley, CAP

MO Col. Nicholas J. Knutz, CAP MT Col. Russell L. Sartain, CAP

NCAP Col. Alfred E. Morris, CAP NE Col. John H. Johannes, CAP NV Lt. Col. W. Vernon Bolt, Jr., CAP NH Col. Edward J. Tenney, II, CAP NJ Col. Ri Nakamura, CAP NM Col. Earl F. Livingston, CAP NY Col. Roy I. Arroll, CAP NC Col. Eugene E. Harwell, CAP ND Col. Maurice E. Cook, CAP OH Lt. Col. Marjorie J. Swain, CAP OK Col. William F. Beringer, CAP OR Col. Robert C. Shannon, CAP PA Col. A.A. Milano, CAP PR Lt. Col. Hector Aponte-Pagan, CAP RI Col. Raymond C. Berger, CAP SC Col. George O. Compton, CAP SD Col. Harold K. Lindseth, CAP TN Col. William C. Tallent, CAP TX Col. Ben W. Davis, Jr., CAP UT Col. Roy A. Hopkinson, CAP VT Col. David A. Dawson, CAP VA Col. Reed S. Vaughan, Jr., CAP WA Lt. Col. Theodore A. Tax, CAP WV Col. Pearl A. Ward, CAP WI Col. Leonard Wasylyk, CAP WY Col. Leah L. Sampson, CAP

# Financial Statement

# The National Treasury of Civil Air Patrol Balance Sheet

ASSETS	Ju	ne 30,
Cash	1978	1977
	\$ 139,036	\$ 116,005
Time deposits and certificates of deposit Marketable securities, at cost (market value	831,536	683,013
\$164,540 for 1978 and \$215,500 for 1977)	227,544	278,289
Accounts receivable — Note 2	234,760	173,944
Educational materials and aircraft parts inventories  — Note 1		200 A 200
Prepaid expenses	418,984	383,627
Machinery and equipment, less accumulated depreciation of \$107,298 in 1978 and	31,315	39,427
\$92,998 in 1977 — Note 1	79,392	72,501
	_\$1,962,567	\$1,746,806
LIABILITIES AND FUND BALANCE		
Notes payable — Note 2	\$ 46,445	\$ 79,623
Accounts payable	162,263	70,278
Deposits and refunds due to members and units	51,943	57,158
Due to educational scholarship fund	147,215	116,723
Unearned interest	8,850	
Accrued payroll taxes	2,781	2,348
Unearned stock option premiums	2,183	1,048
Deferred finance revenue	35,155	34,030
P. In I	456,835	361,208
Fund Balance — Note 3	1,505,732	1,385,598
	\$1,962,567	\$1,746,806
See accompanying notes to financial statements.		

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

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Contraction with	Not being det Averghame Service (197
August 18, 1919	
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Sections	
of revenue and east the control of t	d balance educate of the Sational Processor of Cart on Dr. (NR and TV7, and the include theirsment ones, and change in Just believe, and thereps no far the years then ander. Our receivation was made manually successful ones and generally accounted and time demanded, not see exercisely of the accounting verying and each other accounting to the accounting to the control of the control o
the proping of the o	Interchal algebras selected to show process Epite for all the Sections I Treasury of Civil Act Factor and the Section of the S
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	Tow During a Assemble
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See accompanying notes to financial statements.		-	456,835		361,208
For the Years Ended June 30, 1978   1977   1978   1978	Fund Balance — Note 3	-	1,505,732	_	1,385,598
Cash, time deposits and certificates of deposit, beginning of the period   \$799.018   \$1,015,042   \$1,015,043   \$1,015,0		-	\$1,962,567		\$1,746,806
Cash, time deposits and certificates of deposit, beginning of the period         \$ 799,018         \$1,015,042           Sources of funds         \$ 799,018         \$1,015,042           From operations:         \$ 120,134         112,415           Excess revenues over expenses         120,134         112,415           Add expenses not requiring outlay of funds:         14,300         10,946           Depreciation         134,434         123,361           Increase (decrease) in liabilities and deferred revenues:         (33,178)         (855)           Notes payable         91,985         36,346           Accounts payable – securities         -         (204,435)           Deposits and refunds due to members and wings         (5,215)         (17,658)           Due to educational scholarship fund         30,492         44,448           Unearned interest         8,850         -           Accrued payroll taxes         433         (409)           Unearned stock option premiums         1,135         (14,023)           Deferred finance revenue         1,125         2,806           Total sources of funds         230,061         30,419           Uses of funds         21,191         33,743           Increase (decrease) in assets:         5,605 <td< th=""><th>See accompanying notes to financial statements.</th><th></th><th></th><th></th><th></th></td<>	See accompanying notes to financial statements.				
Cash, time deposits and certificates of deposit, beginning of the period         \$ 799,018         \$1,015,042           Sources of funds         From operations:         Excess revenues over expenses         120,134         112,415           Add expenses not requiring outlay of funds:         Depreciation         14,300         10,946           Increase (decrease) in liabilities and deferred revenues:           Notes payable         ( 33,178)         ( 855)           Accounts payable         91,985         36,346           Accounts payable         920,4435           Deposits and refunds due to members and wings         5,215         171,658           Due to educational scholarship fund         30,492         44,444           Unearned interest         8,850 <tr< td=""><td></td><td></td><td></td><td></td><td></td></tr<>					
Sources of funds	Cash time denosity and soutification of James		1978		1977
From operations:	beginning of the period		\$ 799,018		\$1,015,042
Excess revenues over expenses Add expenses not requiring outlay of funds:   Depreciation					
Add expenses not requiring outlay of funds:   Depreciation			12/20/20/20		
Depreciation	Add expenses not requiring outlay of funda-		120,134		112,415
Increase (decrease) in liabilities and deferred revenues:   Notes payable	Depreciation		14,300		10,946
Notes payable			134,434		123,361
Accounts payable	Increase (decrease) in liabilities and deferred revenues:				
Accounts payable — securities   — (204,435)		(		(	
Deposits and refunds due to members and wings   Due to educational scholarship fund   30,492   44,448	Accounts payable securities		91,985	4	
Due to educational scholarship fund   30,492   44,448     Unearned interest   8,850	Deposits and refunds due to members and wings		E 915)	(	
Unearned interest       8,850       —         Accrued payroll taxes       433       (409)         Unearned stock option premiums       1,135       14,023)         Deferred finance revenue       1,125       2,806         Total sources of funds       230,061       (30,419)         Uses of funds       21,191       33,743         Increase (decrease) in assets:       21,191       33,743         Increase (decrease) in assets:       (50,745)       73,854         Accounts receivable       60,816       (26,692)         Educational materials and aircraft parts       inventories       35,357       88,089         Prepaid expenses       (8,112)       16,611         Total use of funds       58,507       185,605         Increase (decrease) in funds:       23,031       57,589)         Cash       23,031       57,589)         Time deposits and certificates of deposit       148,523       158,435)         171,554       216,024)         Cash, time deposits and certificates of deposit, end of period       \$970,572       \$79,018	Due to educational scholarship fund			-	
Accrued payroll taxes					44,440
Unearned stock option premiums       1,135       (14,023)         Deferred finance revenue       1,125       2,806         Total sources of funds       230,061       (30,419)         Uses of funds       21,191       33,743         Additions to fixed assets       21,191       33,743         Increase (decrease) in assets:       (50,745)       73,854         Accounts receivable       60,816       (26,692)         Educational materials and aircraft parts inventories       35,357       88,089         Prepaid expenses       (8,112)       16,611         Total use of funds       58,507       185,605         Increase (decrease) in funds:       23,031       57,589)         Cash       23,031       57,589)         Time deposits and certificates of deposit       148,523       158,435)         Cash, time deposits and certificates of deposit, end of period       \$970,572       \$799,018	Accrued payroll taxes			1	409)
Deferred finance revenue	Unearned stock option premiums			(	Lancas Control of the
Uses of funds	Deferred finance revenue			0.26	
Uses of funds     Additions to fixed assets     Increase (decrease) in assets:     Marketable securities     Accounts receivable     Educational materials and aircraft parts     inventories     Prepaid expenses     Prepaid expenses     Total use of funds  Increase (decrease) in funds:     Cash     Time deposits and certificates of deposit,     end of period  Cash, time deposits and certificates of deposit,     end of period  21.191     33,743     33,743     60,816     (26,692)     88,089     (8,112)     16,611     58,507     185,605     185,605     171,554     (216,024)     Cash, time deposits and certificates of deposit,     end of period  8 970,572     8 799,018	Total sources of funds		230.061	7	30 419)
Increase (decrease) in assets:   Marketable securities				7	7854107
Increase (decrease) in assets:  Marketable securities			21 191		33 743
Accounts receivable	Increase (decrease) in assets:		21,101		00,110
Educational materials and aircraft parts inventories		(	50,745)		73,854
Inventories   35,357   88,089   Prepaid expenses   (8,112)   16,611     16,611     Total use of funds   58,507   185,605     Increase (decrease) in funds:   Cash   23,031   (57,589)     Time deposits and certificates of deposit   148,523   (158,435)     171,554   (216,024)     Cash, time deposits and certificates of deposit, end of period   \$970,572   \$799,018	Accounts receivable		60,816	(	26,692)
Prepaid expenses       (8,112)       16,611         Total use of funds       58,507       185,605         Increase (decrease) in funds:       23,031       (57,589)         Cash       23,031       (158,435)         Time deposits and certificates of deposit       148,523       (158,435)         171,554       (216,024)         Cash, time deposits and certificates of deposit, end of period       \$ 970,572       \$ 799,018	inventories		05.055		
Total use of funds   58,507   185,605     Increase (decrease) in funds:   23,031   (57,589)     Time deposits and certificates of deposit   148,523   (158,435)     Cash, time deposits and certificates of deposit, end of period   \$970,572   \$799,018		7			
Increase (decrease) in funds:   Cash		-		1	
Cash       23,031       (57,589)         Time deposits and certificates of deposit       148,523       (158,435)         171,554       (216,024)         Cash, time deposits and certificates of deposit, end of period       \$ 970,572       \$ 799,018		_	58,507	_	185,605
Time deposits and certificates of deposit	Cash		00.001	,	
Cash, time deposits and certificates of deposit, end of period \$ 970.572 \$ 799.018				(	
Cash, time deposits and certificates of deposit, end of period \$ 970.572 \$ 799.018	a deposit	-		1	- Commence of the Commence of
end of period \$ 970.572 \$ 799.018	Cash time denogite and contificate file		171,554	(	216,024)
	end of period	O.	070 - 70	100	<b>500.010</b>
		<u></u>	970,572	\$	799,018

### THE NATIONAL TREASURY OF CIVIL AIR PATROL STATEMENT OF CHANGES IN FUND BALANCE

	For the Years Ended June 30,		
	1978	1977	
Balance at June 30, as previously reported	\$1,385,598	\$1,273,183	
Excess of revenue over expenses for the year	120,134	112,415	
Balance at June 30	\$1,505,732	\$1,385,598	

See accompanying notes to financial statements.

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

	For the Years Endo June 30,		
	1978	1977	
REVENUES			
Membership dues and members' contributions	\$ 560,827	\$ 561,750	
Educational materials	544.714	479,357	
Amarillo depot aircraft parts	369,500	334,054	
Aircraft modernization program	909,391	636,793	
Interest	31,388	44,448	
Stock options	3,538	22,559	
Dividends	7,945	6,457	
Gain on sale of stock	4,235		
Other	28,374	22,573	
Other	2,459,912	2,107,991	
EXPENSES			
Cadet activities	160.816	155,893	
Senior activities	59,031	20,504	
CAP news	44,205	33,335	
Public relations and publicity	10,242	9,145	
Insurance	101,399	112,310	
Machine rental	48,424	49,698	
Regional, national commander and executive director	19,578	21,496	
Administrative support	69,585	31,388	
Contingency	13,340	8,088	
- Art and art supplies	4,152	2,950	
Awards and citations	7.626	5,296	
Equipment maintenance	6,472	3,748	
Administrative finance	21.194	16,887	
Protocol	654	5,699	
Salaries	71,776	78,050	
Business member	41	576	
Educational materials	431.691	425,750	
Amarillo depot aircraft parts and general operations	344.597	328,013	
Educational scholarships	30,493	44,448	
Depreciation	11.549	8,890	
Aircraft modernization program	879,858	632,167	
Other	3,055	1,245	
Other	2,339,778	1,995,576	
Europe of revenues area expenses	\$ 120,134	\$ 112,415	
Excess of revenues over expenses	\$ 120,134	Ф 112,415	
See accompanying notes to financial statements.			

The National Treasury of Civil Air Patrol Notes to Financial Statements June 30, 1978

NOTE 1 — Summary of Significant Accounting Policies

Basis of Reporting

The financial statements include the accounts of The National Treasury of Civil Air Patrol and do not include the accounts of the regions, wings, or the units below wing level.

Educational Materials and Aircraft Parts Inventories

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

Machinery and Equipment

Machinery and equipment are recorded at cost which is depreciated over the useful life of the asset. Depreciation expense for 1978 and 1977 of \$14,300 and \$10,946, respectively, is computed on the straightline method.

Revenue Recognition

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

**Income Taxes** 

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

NOTE 2

Notes payable amounting to \$46,445 and \$79,623 for 1978 and 1977, respectively, are due to the First American National Bank, Nashville, Tennessee. These notes are secured by accounts receivable from Wings under the aircraft acquisition program amounting to \$56,101 and \$81,421 for 1978 and 1977 respectively. The notes are due in monthly installments.

### NOTE 3

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

# **Recognition of Excellence**

### UNIT RECOGNITION

Squadron of Distinction. The Cherokee Composite Squadron of the Illinois Wing was selected as the Civil Air Patrol Squadron of Distinction based on its accomplishment of having attained the highest level of achievement within the cadet program. The Squadron's Commander, Major Dolly Biela, received the F. Ward Reilly Leadership Award in recognition of her outstanding work with

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

1) Ewa Composite Squadron, Hawaii Wing 2) Twin Pine Cadet Squadron, New Jersey Wing 3) Raleigh-Wake Composite Squadron, North Carolina Wing 4) Capital City Cadet Squadron, Pennsylvania Wing

Number One Wing. The North Carolina Wing was top performer in the Wing Effectiveness Evaluation Program.

Most Improved Wing. West Virginia was recognized as the most improved wing based on progression in relative standings under the Wing Effectiveness Evaluation Program.

Number One Region. The Middle East Region was named top region based on the combined per-formance of assigned wings in the Wing Effectiveness Evaluation Program. The wings are: Dela-ware, Maryland, National Capital, North Carolina, South Carolina, Virginia, and West Virginia.



Number One. The North Carolina Wing was rated number one in the Wing Effectiveness Evaluation Program. Wing Commander Eugene E. Harwell was designated "Wing Commander of the Year." The awards were presented by CAP Executive Director Paul E. Gardner (left) and CAP National Commander Thomas C. Casaday during the CAP National Board Meeting in Phoenix. (Photo by Ken Kennedy)

### INDIVIDUAL RECOGNITION

Cadet of the Year. Cadet/Colonel Andrew K. Weaver, California Wing.

Senior Member of the Year, Colonel James J. Mitchell, former Illinois Wing Commander and now Insurance Advisor to the National Commander.

Wing Commander of the Year. Colonel Eugene E. Harwell, North Carolina Wing.

Region Commander of the Year. Colonel Louisa S. Morse, Middle East Region.

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

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

Cadet Category. Cadet/Colonel Andrew K. Weaver, California Wing. Senior Category. Lt. Col. Alan R. Creighton, Michigan Wing. Individual Category. Mr. John O'Hara, Director, Kearny Space and Science Center. Organization Category. Department of Aerospace Studies, Washington University. Civil Air Patrol Hall of Honor. The Civil Air Patrol Hall of Honor located in the U.S. Air Force Museum at Wright-Patterson Air Force Base, Dayton, Ohio, was dedicated in May 1974. The display pays tribute to leaders who were instrumental in establishing the organization and in its development over the years. The following individuals have been inducted into the Hall of Honor:

Gill Robb Wilson\*

Carl A. Spaatz\*

D. Harold Byrd

William C. Whelen

Paul W. Turner\*

Lyle W. Castle

F. Ward Reilly\*

Clara E. Livingston

Joseph S. Bergin

\*Deceased

Alan C. Perkinson

Lucas V. Beau

Edwin Lyons

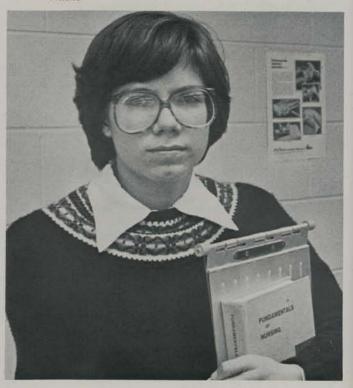
Earle L. Johnson\*

S. Hallock duPont, Jr.

James E. Carter

William M. Patterson

Zack T. Mosely



Academic Grant. Laurie Bernard of Rhode Island's Woonsocket Composite Squadron was awarded a CAP Humanities Academic Grant in recognition of her outstanding academic record and achievement as a CAP cadet. Laurie is attending Rhode Island College in Providence as a freshman in the Nursing Program. (Photo Courtesy of Rhode Island College News Bureau)

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

Thurman H. Robertson (No. 483), Roebuck Cdt. Sq., 1068 Martinwood Lane, Birmingham, AL 35235 Martin J. Tays (No. 472), Muscle Shoals Composite Sq., Rt. 4, Box 48, Rogersville, AL 35652

Mark A. Glatt (No. 486), Fresno Composite Sq. 60, 624 West Michigan, Fresno, CA 93705 David M. Timm, (No. 473), R.G. Fowler Cadet Sq. 114, 2106 Radio Ave. #3, San Jose, CA 95125

Todd A. Block (No. 491), Greeley Composite Sq., Sabin Hall 102, Greeley, CO 80631

Christopher A. Coleman, (No. 489), Brandywine Cadet Sq., 4635 Sylvanus Dr., Wilmington, DE 19803 Patrick B. Houghton (No. 467), Brandywine Cadet Sq., 1314 Philadelphia Pike, Wilmington, DE



**Top Award.** Kathy Hart has attained the highest level of achievement in the CAP Cadet Program as signified by the General Carl A. Spaatz Award presented to her by Scott Matheson, Governor of Utah. Kathy is a member of Utah's Oquirrah Mountain Composite Squadron and attends the University of Utah.

### Florida

Kenneth A. Devall (No. 478), Mid-Florida Cadet Sq., 714 Manecke Rd., Brooksville, FL 33512

### Iowa

Eric D. Vanderlinden (No. 466), Indianola Composite Sq., 2968 E. 77th St., Tulsa, OK 74136

### Michigan

Anne L. Baird (No. 465), Lansing Cadet Sq. 15-1, 540 Wildwood Dr., E. Lansing, MI 48823 Dennis D. Kaip (No. 464), Rochester Cadet Sq., 3124 N. Vermont, Royal Oak, MI 48073 Esther C. Rolando (No. 471), Shattuck Composite Sq. 1-3, 714 Fletcher St., Owosso, MI 48867

### Missour

John L. Groszewski (No. 475), Falcon Composite Sq., P.O. Box 2656, USAF Academy, CO 80841

### Nevada

Eric G. Hook (No. 488), Sierra Reno Cadet Sq., 473 Memorial Dr., Cambridge, MA 02139

### New Jersey

James S. Natale (No. 490), Burlington-CAMDEN Sq., 3307 Concord Dr., Cinnaminson, NJ 08077 William J. Smith (No. 492), Pineland Composite Sq., 9 Morey Lane, Bricktown, NJ 08723 Bruce E. Ware (No. 485), Cloucester Composite Sq., 13 Jefferson Dr., Laurel Springs, NJ 08021

### New York

Robert S. DePass (No. 479), Brooklyn Cadet Sq. IV, 1314 E. 34th St., Brooklyn, NY 11210 Leslie K. Dowell (No. 459), Rome Composite Sq., 19 Capardo Dr., Whitesboro, NY 13492 John A. Szulta III (No. 469), Suffolk Cadet Sq. IV, P.O. Box 3204, USAF Academy, CO 80841 Paul A. Tolsma (No. 494), Southtowns Cadet Sq., 96 Bayberry Ave., West Seneca, NY 14224

### North Carolina

Laurie W. McClure (No. 487), 111th Air Rescue and Recovery Sq., 8020 Regent Park Lane, Charlotte, NC 38010

William D. McGalliard (No. 481), 111th Air Rescue and Recovery Sq., 7028 Mapleridge Dr., Charlotte, NC 28210

Robert A. Powell (No. 461), Raleigh-Wake Comp Sq., 105 Perth Court, Cary, NC 27511 Richard R. Wilson (No. 477), Raleigh-Wake Comp. Sq., P.O. Box 1032 VMI, Lexington, VA 24450

### Oregon

Kenneth C, Wright (No. 493), Mahlon Sweet Composite Sq., 2190 Elk Ave., Eugene, OR 97403

### Pennsylvania

Richard E. Graves (No. 484), Allentown Opt. Composite Sq. 801, 84 Glasgow St., Center Valley, PA 18034

Richard A. Magners (No. 480), Gen. Carl A. Spaatz Composite Sq. 1102, 121 S. Jefferson St., Boyer-town, PA 19512

# Jerrold J. Warthman (No. 463), Erie Composite Sq. 502, 502 East 11th St., Erie, PA 16501

### South Carolina

Charles L. Packard III (No. 468), Greenville Composite Sq., Rt. 9, Dronfield Ct., Greenville, SC 29609

### Tennesse

Anthony B. Cutler (No. 474), Shelby Co. Composite Sq. 1, 3851 Tessland, Memphis, TN 38128

### Hitab

Kathy R. Hart (No. 460), Oquirrh Mountains Composite Sq., 7140 S. 2200 W. #20, West Jordan, UT 84084

### Virginia

Mary W. Daley (No. 458), Fredericksburg Composite Sq., P.O. Box 1456, Air Force Academy, CO 80841

Mark G. Schoonmaker (No. 470), Langley Composite Sq., HQ, 21st Support Command, attn: educ officer, APO NY 09325

### Alaska

Gary T. Ambarian (No. 476), Kenai Composite Sq., N. Star, Rt. 3, Kenai, AK 99611

### Hawaii

Alan W. Fraser (No. 482), Wheeler Cadet Flight, 67-230 Kupahu St., Waialua, HI 96791

### Puerto Rice

Awilda I. Rivera (No. 462), Clara E. Livingston Cadet Sq., 1031 Celia Cestero, Country Club, Rio Piedras, PR 00924

Scholarship Winners: Civil Air Patrol scholarships amounting to \$36,000 for academic year 1978-1979 were awarded to 54 of Civil Air Patrol's outstanding young men and women who are attending colleges and vocational-technical schools throughout the nation.

### Alaham

Thurman H. Robertson; \$1,000; 1068 Martinwood Lane, Birmingham 35235 (University of Alabama)

### Arizon

Lorry M. Fenner; \$500; 7661 Venus Way, Chandler 85224 (Arizona State University). Arkansas



Academic Excellence. Air Force Academy Cadet Keith G. Monteith was named to the Civil Air Patrol 25-Year Honor Roll as the former CAP cadet to graduate highest in order of merit in the 1978 class. Keith is now a Second Lieutenant in the Air Force. In addition to having his name added to the CAP 25-Year Honor Roll, Keith also received a plaque as special recognition from Air Force Brigadier General Paul E. Gardner, Executive Director of Civil Air Patrol.

### California

Kim L. Joyner; \$500; 606 Alvardo #72, Davis 95616 (University of California) Christine O. McKannon; \$1,500; 879 Rivera Street, Milpitas 95035 (San Jose State University). Robert P. Royer; \$750; 6450 Navarette Avenue, Atascadero 93422 (Northwestern University) Andrew K. Weaver; \$1,750; 2226 Morley Way, Sacramento 95825 (University of California)

### Connecticut

Darlene E. Rak; \$500, 26 Farmington Ave., Apt. 2, New Britain 06053 (Central Connecticut State College)

Bruce L. Roy; \$500; 38 Branford Street, Hartford 06112 (Tulane University)



**Scout Cadet.** Cadet Bruce Andrews was presented his Eagle Scout Award by U.S. Representative Charles Decas of Wareham, Massachusetts, and CAP Colonel Raymond Nault. Andrews is a member of the Newport County Composite Squadron and attends the Wareham High School where he was instrumental in initiating the Air Force Junior ROTC Program into the school curriculum beginning in September 1978.

### Delaware

Christopher A. Coleman; \$1,000; 4635 Sylvanus Drive, Wilmington 19803 (Virginia Polytechnic Institute)

Patrick B. Houghton; \$750; 1314 Philadelphia Pike, Wilmington 19809 (Massachusetts Institute of Technology)

John P. McGinty, Jr.; \$500; 602 Smyrna Avenue, Wilmington 19809 (Embry-Riddle Aeronautical University)

### Florida

Monte E. Belote; \$500; 6875 W. 16 Avenue, Apt. #201, Hialeah 33014 (University of Florida) Michael J. Caylor; \$750; 718 Spring Lake Drive, Destin 32541 (Notre Dame) John V. Kelley; \$500; 7925 Coquina Way, St. Petersburg Beach 33706 (Georgia Institute of Technology)

George F. Williams; \$500; 227 Theresa Court, Ft. Walton Beach 32548 (Notre Dame)

### Idah

Blaise S. Mo; \$500; 454 North 13, Pocatello 83201 (Idaho State University)

### Illinois

Robert J. Haddick; \$500; 1026 Willow Lane, Darien 60559 (University of Illinois)
John A. Maguire; \$750; 1642 West 183rd Street, Homewood 60430 (University of Illinois)
Joel Signorelli; \$750; 806 Kimberly Way, Lisle 60532 (University of Illinois)
Robert J. Thomas; \$500; 1002 N. Elmhurst Road, Prospect Heights 60070 (Illinois Institute of Technology)

Michael J. Wolfe; \$750; 6513 W. 60th Street, Chicago 60638 (Rose-Hulman Institute of Technology)

### Kentucky

Charles Larry Stiles; \$500; 129 Second, Silver Grove 41085 (Cincinnati Christian Seminary) Louisiana

Dwight D. Thibodeaux; \$500; 267 West Cherry Street, Opelousas 70570 (Louisiana State University)

### Michigan

Dennis D. Kaip; \$500; 3124 N. Vermont, Royal Oak 48073 (University of Michigan) Esther C. Rolando; \$500; 714 Fletcher Street, Owosso 48867 (Western Michigan University) Douglas W. Stout; \$500; 5378 Michael Drive, Bay City, 48706 (University of Michigan)

### Minnesota

Brian P. Bristol; \$750; 8537 Grospoint Avenue, South, Cottage Grove 55016 (Rensselaer Polytechnic Institute)

Debra K. Dundas; \$500; 1405 Marsh Street, Mankato 56001 (Mankato State University)

### Mississippi

Joyce P. Cain; \$500; 106 Nottingham Road, Ocean Springs 39564 (Mississippi University for Women)

Pamela E. Peyman: \$1,000; Route 1, 307 Cambridge Road, Starkville 39759 (Mississippi State University)

### Missouri

Linda S. Bangert; \$750; 302 East McGee, Springfield 65897 (Southwest Missouri State) Kathryn L. Howar; \$500; Box 3270, 6516 Wydown Blvd., Clayton 63105 (Washington University)



Charity Support. National Capital CAP cadets (from left) Mike Riker, Ray Allen, and Joseph Collins pose with 1978 Poster Child Denise Nankivell during the Washington D.C. March of Dimes Walkathon. Gemini Il Cadet Squadron members have supported the Walkathon program for several years by registering participants and staffing checkpoints along the 25-mile course.



Cadet Competition. CAP National Vice Commander Colonel Johnnie Boyd congratulates North Carolina Cadet Colonel William D. McGalliard for the first place finish of the Middle East Region team in the National Cadet Competition The winning team was the first to receive the new "USAF Chief of Staff Trophy" presented this year in honor of General David C. Jones, who is now serving as Chairman of the Joint Chiefs of Staff. The CAP National Cadet Competition is conducted annually between teams from each of the eight CAP regions. The program tests team performance in physical fitness, aerospace knowledge, and precision drill.

### Nebraska

Margaret R. Simmons; \$1,000; 2125 S. 62nd Street, Lincoln 68506 (University of Nebraska)

### Nevada

Eric G. Hook; \$1,000; 287 Abbay Way, Sparks 89431 (Massachusetts Institute of Technology)

### New Jersey

James R. Bielk; \$500; 12 Hillmont Terrace, Colts Neck 07722 (University of Virginia)

Timothy J. Cleary; \$500; 614 Maywood Avenue, Schenectady 12303 (Colgate University) Douglas G. Hancher; \$1,000; 11 Heritage Court, Tonawanda 14150 (Rensselaer Polytechnic Institute)

Donald R. Powell; \$750; 105 Perth Court, Cary 27511 (Duke University) Robert A. Powell; \$500; 105 Perth Court, Cary 27511 (University of North Carolina)

Timothy K. Rader; \$500; 504 E. Madison Ave., Springfield 45503 (University of Dayton) James M. Ruley; \$750; 4827 Ridgewood Road, W., Springfield 45503 (Wright State University)

Joseph D. Brown; \$500; 120 NE Meadowlark, Bartlesville 74003 (Bethany Nazarene College) Deborah L. Kristof; \$500; 1705 E. Lindsey #4, Norman 73071 (University of Oklahoma)

Janet M. Jones: \$500; 409 Fourth Street, Monongahela 15063 (Indiana University of Pennsylvania)

Laurie A. Bernard; \$500; 560 Third Avenue, Woonsocket 02895 (Rhode Island College) Victoria G. Laidler; \$750; 2029 Diamond Hill Road, Woonsocket 02895 (University of Rochester)

Linda Kristof Webster; \$750; P.O. Box 264, Florence 76527 (University of Texas Law School)

Robert H. Nichols; \$500; 403 VMI Parade, Lexington 24450 (Washington & Lee University) Patricia L. Seim; \$750; 1911 Fordson Road, Richmond 23229 (University of Virginia)

Todd A. Block; \$500; Sabin Hall 104, Greeley 80631 (University of Northern Colorado) William E. Carlson; \$500; 704 West Third Street, Washburn 54891 (Indianhead Technical Institute) Michael J. Rekoske; \$1,000; 4303 No. 49th Street, Milwaukee 53216 (University of Wisconsin) Richard M. Wojciechowski, Jr.; \$500; 3949 South Lenox Street, Milwaukee 53207 (Spartan School



Survival School. Air Force Academy Cadet Mary W: Daley (left) and CAP Cadet Rose M. Gzasko of Arizona's Sky Harbor International Cadet Squadron examine a multi-purpose survival knife. The knife is standard equipment at the annual survival training course for CAP cadets conducted annually at the Air Force Academy. Mary is a former CAP cadet member of Virginia's Fredericksburg Composite Squadron and was among the first women admitted to the Academy.

Gill Robb Wilson Award. This is the highest award attainable in the Senior Member Training Program. In addition to acquisition of the Paul E. Garber Award and three years in a CAP command or staff position, recipients of the Gill Robb Wilson Award must have successfully completed the USAF Air War College Correspondence Course conducted by Air University, Maxwell Air Force Base, Alabama, Gill Robb Wilson Awards were earned by the following Civil Air Patrol senior members during 1978:

California Raymond N. Lantz, 04001

Florida James E. Graves III, 08326

Maryland Donald A. Driscoll, 18001 National Capital Eugene H. Lund. 25001

Nebraska

Marvin L. Odefey, 26055

South Dakota

Lester W. Snyder, 40001



Altitude Training. CAP cadets attending the Air Training Command Familiarization Course at Laughlin Air Force Base, Texas were briefed on the mission of the Undergraduate Pilot Training Base and exposed to various training functions. Physiological training in the altitude chamber demonstrated the effects of oxygen starvation. (Photo by Ken Kennedy)



Public Information. CAP members are encouraged to assist in increasing public awareness and understanding of Civil Air Patrol missions, programs, and accomplishments. An appearance on the television program "Panorama" on KXJB-TV in Fargo, provided members of North Dakota's Fargo-Moorehead Cadet Squadron an opportunity to discuss CAP's mission to assist local authorities in saving lives and minimizing damages during natural disasters and specifically to tell of the emergency assistance provided to the cities of Fargo, North Dakota, and Moorehead, Minnesota, during a recent blizzard. (L to R) Jeff Nansen, Brian Little, David Ortner, and hostess Sally Hillaboe. (Photo by Dennis Gad)

Paul E. Garber Award. This award, given in the name of an eminent aviation historian, was presented to one hundred forty-six senior members in recognition of their efforts to further the cause of aerospace. Paul E. Garber Award recipients for 1978 were as follows:

### Alabama

Michael H. Morgan, 01090 Cornelious A. Shepherd, Jr., 01001

### Alaska

Louis B. Staudt, Sr., 50009

### Arizona

Ralph B. Charlip, 02001

### Arkansas

David L. Guthridge, 03001

### California

Gilbert H. Day, 04158

### Colorado

Kenneth P. Curry, 05019 Naomi J. Smith, 05001 Terry N. Taylor, 05019

### Connecticut

James V. Frouge, 06022 Joseph B. Witkin, 06001 Miriam E. Witkin, 06001

### Florida

Alton D. Anderson, 08001 Doris M. Anderson, 08006 Renee W. Bailey, 08001 Mary L. Brittingham, 08001

Henri P. Casenove, 08001 Irene Clayton, 08153 Robert A. Croft, 08001 Frances L. Dorough, 08001 Benjamin F. Douglas, 08001 Mary D. Douglas, 08001 Edward H. Fresneda, 08318 James E. Graves, III, 08326 Michael J. Handrahan, 08117 Elsie F. Hasty, 08237 George Jackman, 08249 Delmar F. Kittendorf, 08001 Diana H. Kittendorf, 08001 Diana H. Kittendori, 68001 Joseph V. Lill, 08165 John C. Marquiss, 08044 Willie N. McClintock, 08001 Robert J. Miller, 08117 David M. Moseley, 08001 James W. Paxton, 08001 Herman J. Rigdon, 08001 Gary L. Sawyer, 08259 Elizabeth J. Sedita, 08293 Albert E. Seeschaff, 08001 Charles A. Smith, 08190 Charles W. Smith, Jr., 08326 Helen H. Smith, 08303 John H. Stootman, 08032 Florence C. Stottmas 08032 Geraldine L. Thompson, 08032 Monty R. Thompson, 08032 Howard L. Treadwell, 08001

### Georgia

Merle V. Starr, 09001

### Hawai

Eugene A. Kerwin, 51001



Massachusetts Maneuver. The Massachusetts Wing Winter Survival School, conducted at Turners Falls Airport, provided a weekend of training and testing of survival skills for cadets and a course in four-wheel vehicle driving and maintenance for senior members. Peter Kiley shows knot-tying techniques to Frank Parker. (Photo by Albert Cochran)

### Illinois

Raymond J. Johnson, 1101 John F. Maguire, 11016 Casimir C. Mroz, 11001 Derek V. Stacker, 11117

### Iowa

James L. Black, 13003

### Kansas

Greg W. Etter, 14113 Patricia A. Lane, 14035

### Kentucky

Alice P. Tucker, 15035 Nathaniel L. Tucker, 15035

### Louisiana

Charlotte P. Wright, 16001

### Maryland

William B. Blake, 18001 Charles W. Dryden, Jr., 18038 Frank A. Kunkowski, 18001 Mary L. Kunkowski, 18001 William B. Talbott, 18001 Charles T. Walker, 18001 Charles C. Yost, 18001

### Massachusettes

Edward W. Hobbs, Sr., 19001 Daniel R. McEleney, 19001 Terrence D. Sinclair, 19032

### Michigan

Theodore A. Parkin, 20001 Thomas A. Rossman, 20081

### Missonri

Clinton J. Plympton, 23102

### National Capital

Harold Harris, 25001 Eugene H. Lund, 25001 Rolf A. Mitchell, 25057 Alfred E. Morris, 25018 Stanley A. Sneegas, 25001

### \*Nebraska

### New York

David S. Robinson, Jr., 31341

### North Carolina

S.B. Blackley, Jr., 32001 Joseph R. Bondurant, 32001 Clovis H. Breaux, 32014 Charles W. Dixon, Jr., 32018 Julia C. Greenwood, 32001 David N. McGavock, 32001 Jack D. Moorefield, 32017 Foy Reese, 32001 William E. Vaughan-Lloyd, Jr., 32001 Thomas L. Wallace, 32001

### Ohio

Roger M. Baxter, Jr., 34001 Edward M. Brown, 34043 Martin E. Gibbons, 34156 Frank Matyas, 34064 Marjorie J. Swain, 34001

### Oregon

Barbara N. Bueneman, 36065

### Pennsylvania

Herbert Carrier, 37050 Robert J. Gallagher, 37049 Richard J. Luce, Jr., 37050 Warren Peterman, 37188

### Rhode Island

Raymond G. Berger, 38001 Nancy K. Gwinn, 38035 Ralph T. Gwinn, 38035 Raymond L. Nault, 38001

### South Carolina

Robert E. Geiger, 39001 William E. Hobson, 39001

### South Dakota

Alden L. House, 40031 Lester W. Snyder, 40001

### Cennessee

Thomas E. Combs. 41094

### Texas

Andre E. Ebaben, 42187 Janet K. Ebaben, 42187 Jacquelyn L. Floyd, 42001 Harry P. Hicks, 42001 Thomas S. Robertson, Jr., 42138 John C. Samuel, 42001 William O. Smith, 42190 George R. Way, 42001 William P. Yeates, 42190

### Utah

Larry D. Sidle, 43001 Debra A. Smith, 43051 James A. Wellman, 43027 Jerry E. Wellman, 43001

### Virginia

Raymond Francis, 45001

### Washington

John W. Houser, 46010

### West Virginia

Clayton J. Baughman, 47001 Frank Higginbotham, Jr., 47001 Betty E. Samuels, 47040 William K. Young, 47040

### Wisconsin

Eugene P. Peterman, 48 128 John C. Trask, 48158

### Wyoming

Carroll R. Pirtle, 49001 Nancy J. Pirtle, 49001

### Middle East Region

A. Sidney Evans Carol B. Heiderman Fred W. Hess Marion E. Hess Leslie B. Keller, Jr. Barbara L. Morris Louisa S. Morse Charles A. Proctor Leo V. Wright

### Northeast Region

Patrick J. Magee

### Southeast Region

Richard J. Curran Ross J. Sedita

### Pacific Region

Arthur N. Reitnouer, Jr.

### \*Nebraska

David M. Halperin, 26001 Dennis R. Kumm, 26001 Marvin L. Odefey, 26055





### **CAP CADETS AT VANDENBERG AIR FORCE BASE**

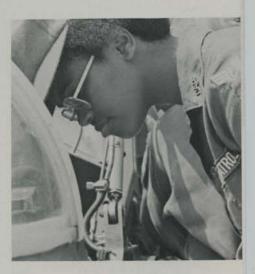
A prerequisite for earning the General Billy Mitchell Award is attendance at a CAP cadet encampment. The Mitchell Award qualifies the cadet for participation in more advanced special activities. Also, the rank of Airman First Class (E-3) is awarded the enlistee, should he or she later choose to enter the Air Force. Each year several thousand cadets attend encampments held on Air Force Bases and at other military facilities or at other available community, state, and federal facilities. The program gives cadets a firsthand look at the military lifestyle and provides practical experience and information on military career opportunities.

The highly successful encampment hosted by Vandenberg Air Force Base for California Wing cadets was the result of good planning, excellent Air Force Base support, and the sincere personal interest and involvement of responsible Air Force personnel. In addition to the annual encampment, Vandenberg supports other CAP special programs throughout the year, and hosts the on-base

Vandenberg CAP Cadet Squadron.

Civil Air Patrol is again deeply grateful to the commanders and personnel of the Department of Defense installations across the country who so generously supported the vital encampment program in 1978. (Photos courtesy of the 1369th Audiovisual Squadron, Vandenberg AFB, California.)



















Plane Purchase. The CAP Aircraft Modernization Program provides for the sale of older corporate owned aircraft that are uneconomical to maintain and fly with the proceeds used to purchase new or late-model planes that are more suitable for CAP's missions. The four Cessna Hawk XP II aircraft received by corporate officials at Maxwell Air Force Base were later delivered to the purchasing CAP wings, where they were given CAP markings and prepared for their role in the CAP Emergency Services Program. (From left: Brigadier General Thomas C. Casaday, CAP National Commander; Colonel Louisa Morse, CAP Middle East Region Commander; Colonel A. A. Milano, CAP Northeast Region Commander; and Air Force Brigadier General Paul E. Gardner, CAP Executive Director.)

Academy Award. John A. Szulta III is a former Civil Air Patrol cadet in his first year as a cadet at the Air Force Academy. John was presented the General Carl A. Spaatz Award by Academy Superintendent, Lieutenant General Kenneth L. Tallman. The Spaatz Award signifies attainment of the highest achievement that can be earned by a CAP cadet.





**Tokyo Raider.** A force of B-25's launched from an aircraft carrier and led by Lt. Col. James H. Dolittle marked the turning point in the war against Japan in 1942 with its daring raid on the Japanese homeland. Major General Jimmy Dolittle (retired), right, recently visited with members of Florida's MacDill Cadet Squadron who assisted in the restoration of a B-25 with the markings of the 17th Bomb Group.

CAP Cadets from the Randolph AFB Composite Squadron were recently provided a close-up look at the T-38 "Talon" and a visit to the historic "Taj Mahal" Air Force landmark. The 170 foot tall combination administration building and 500,000 gallon water tank was nicknamed "Taj Mahal" by students of Randolph's first pilot training graduating class in 1931.

The unique structure was the centerpiece in the original layout of Randolph Field, now Randolph Air Force Base. Since its dedication in 1930, the San Antonio, Texas, facility has performed the primary mission of pilot training and is now the only Air Force base graduate school for instructor pilots.

Randolph is also home for the Air Training Command Headquarters. An organizational change in May 1978 placed Air University and CAP-USAF under the Air Training Command and thereby gave that organization overall responsibility for Air Force support and employment of the Civil Air Patrol.





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



