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interest.

# CIVIL AIR PATROL

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*The Civil Air Patrol National Historical Journal is published quarterly by professional volunteer staff. As academic historians by trade, we recognize the demand for quality publications reflecting a variety of interests to Civil Air Patrol readers, and strive to provide the best in feature and thought provoking articles. We trust you will enjoy what the journal has to offer and will consider contributing to the mission of our staff in providing a forum for the great traditions of our organization.*



## 75 Years of Civil Air Patrol: A Chronology of Civil Air Patrol's Annual Reports to Congress, 1941-2016

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### **CHAPTER 1: THE WORLD WAR II YEARS AND THE EARLY COLD WAR**

Robert Neprud wrote *Flying Minutemen* shortly after the end of World War II, at a time when many Americans, including Civil Air Patrol members, wondered if CAP had a peacetime role, or if it should follow the Armed Forces into demobilization. CAP's wing commanders met in January 1946 and decided that CAP did in fact have a peacetime mission. This understanding on the part of CAP leadership directly motivated them to petition Congress to charter the Civil Air Patrol as a civilian corporation with a non-combatant role to support the United States Army Air Forces.

The wartime Civil Air Patrol was patterned after the British Royal Air Force's Royal Auxiliary Air Force (RAuxAF, 1947), although unlike the RAuxAF, Civil Air Patrol did not directly participate in combat missions. The Royal Air Force Air Cadet program and the Air Cadets of Canada were models for the CAP Cadet Program.

With the establishment of a separate Air Force in September 1947, Civil Air Patrol was transferred from the former War Department (now Department of the Army) to the new Department of the Air Force, and Public Law 80-557 formalized in legislation what had begun in 1947: Civil Air Patrol now became the official civilian Auxiliary to the United States Air Force. This was tacit Air Force recognition of Civil Air Patrol's peacetime role as part of the Air Force team. CAP would have three primary missions of Operations, Cadet Programs, and Aviation Education. Over time, these evolved into the Civil Air Patrol's modern mission triad of Emergency Services, Cadet Programs, and Aerospace Education.

As Civil Air Patrol struggled between 1946 and 1948 to establish its civilian role in support of the Air Force, the Air Force, decided to mount a public relations campaign in support of Civil Air Patrol. One aspect of this campaign led the Air Force Director of Public Relations to assign Mr. Neprud the task of writing a wartime history of CAP that ended with a chapter about the future role of the Civil Air Patrol. This project resulted in the *Flying Minutemen*, which was initially published by the Air Force, but as a public document, was privately printed and sold publicly.

**F**lying Minutemen was reprinted in 1988 by the Civil Air Patrol with an additional chapter written by former CAP Chief Historian Lester Hopper. In Chapter 15, Col Hopper commented on some of the changes in CAP between 1948 and 1988, and included a new Appendix C listing 1988 National, Region, and Wing Commanders, as well as key members and officials of National Headquarters. This volume will have four chapters summarizing key events from 1948 to 2016, the 75th Anniversary of Civil Air Patrol, as well as updated appendices.

### ***WORLD WAR II: CIVIL AIR PATROL IS BORN***

Civil Air Patrol was born in the maelstrom of World War II. As a consequence of America's lack of air-power preparedness, aviation and naval resources were quickly overwhelmed in the first two years of the war. Despite the fact that the nation was protected by a barrier of oceans per se, time to mobilize was critical, and the coastal areas were immediately vulnerable. Both the Army (which included what became the Army Air Forces) and the Navy lacked resources to adequately patrol and defend thousands of miles of vulnerable coastline.

German submarines (U-Boats) began a very successful campaign against not only trans-Atlantic shipping, but American coastal shipping and shipping to and from Latin America. This placed immense pressure on the capacity of the American economy in terms of war production—especially in the shipment of vital resources such as oil. For this reason, Henry Sinclair and other oilmen actively supported efforts by the newly formed Civil Air Patrol to fill in the gap left by the lack of suitable equipment and personnel to patrol the coast. The Navy reluctantly accepted this provision, but was skeptical of the ability of civilians to sufficiently support the coastal patrol mission.

Whatever the perception, use of civilian air resources significantly reduced the number of ships sunk off the United States coastline by the Germans. By 1943, the U-Boat threat had diminished to the point that the coastal patrol mission was terminated. The Coastal Patrol was the core of CAP's Operations mission element, and was expanded during the war to include other inland missions in support of the Armed Forces.

Command & Staff  
National Commander  
*Maj Gen Joseph R. Vazquez*  
Chief Historian  
*Col Frank A. Blazich Jr.*  
National Historical Editor  
*Lt Col Richard B. Mulanax*  
National Historical Journal Editor  
*Maj Kurt Efinger*

The Army Air Forces (USAAF), created in 1942, was much more enthusiastic about the Cadet Mission created 1 Oct 1942 as there was a critical manpower need for the forces and CAP Cadets entered the USAAF in large numbers during the war. Cadet membership was open to youth ages 15 to 18 meeting Armed Forces physical fitness requirements. It offered the Cadets the opportunity to obtain aviation training, and subsequently enlist in an aviation force. Volunteers were no longer accepted after 1942, as all needs were filled by involuntary Conscripted and Assigned as needed by the Armed Forces. (The Civil Air Patrol Handbook, 1944 Edition, Southern Flight Services, Dallas, TX)

These precedents of the Operations mission element, Cadet Mission element, and by extension of senior member and cadet training, the Aviation (later Aerospace) Education mission offered an opportunity during the War for civilians to contribute to national defense in a meaningful way, and visionary CAP leaders saw an opportunity to serve the nation after the War.

Concerning the role of cadets, The Civil Air Patrol Handbook, 1944 Edition, reads:

“The principal aim of the CAP Cadet Program will be to train young peoples for services in the US Army Air Forces.”

This continued to be the newly formed Air Force’s primary interest, out of three mission elements in Civil Air Patrol, for some time after the war. CAP activities in 1944 consisted of the Southern Liaison Patrol (border patrol), forest fire patrol, courier service for the Army Air Forces, Red Cross support, aerial monitoring of blackouts,

pamphlet dropping, mock air raids, aerial exhibitions for public relations purposes, and searches for lost planes and persons. (Civil Air Patrol Handbook, 1944 Edition)

## *CIVIL AIR PATROL AND THE COLD WAR*

The Cold War largely determined the direction of the Civil Air Patrol between 1946 and 1991. The Soviet Union had aircraft capable of deploying nuclear weapons in the late 1940s, often cloning American bombers such as the B-29. Prototypes came into their possession at the end of World War II when American crews bombing Japanese targets were forced to make emergency landings in Soviet territory. Since the Soviets did not enter the war against Japan until just before it ended, they interned crews and planes and had every opportunity to disassemble and analyze captured aircraft.

As a result of successful espionage targeting the United States, by 1949, the Soviet Union had established its own nuclear program. By the early 1950s, the stakes were raised by the development of hydrogen bombs and long range bombers on both sides. In response, Civil Defense, with assistance from the Civil Air Patrol, developed a Ground Observer Corps to spot bombers. Retrospectively, this seems somewhat obsolete, given the speed and altitude of the new aircraft, but it followed the traditional logic of the time.

At the end of World War II, both the Americans and the Soviets captured German rocket engineers and put them to work developing long range missiles capable of carrying nuclear weaponry. This led to the Atlas missile program and later to the Minuteman family of missiles, as well as submarine launched nuclear warheads. As a

consequence, the Ground Observer Corps became obsolete, and increased the importance of the Air Force missile mission at the expense of the bomber mission. Consequently, the Air Force focused more on the value of the Cadet Program to the force than any other element of Civil Air Patrol's mission from that point forward.

The Korean War, beginning in 1950, caused the Air Force to rethink this position. Almost all Air Rescue Services assets were transferred to Japan and Korea in support of American Forces involved in the war. The Air Force mobilized CAP to "fill in the gap," and search & rescue took on a new importance in the eyes of the Air Force. After the cease-fire, the Air Force was more interested in CAP's contribution to Air Force Search & Rescue (SAR) missions, and so SAR became the core of Emergency Services through the end of the Cold War in 1991.

At various times in its history, CAP leaders evaluated CAP's contribution to the Air Force. Air Force leaders always viewed CAP through the lens of how can CAP assist the Air Force in successfully completing its mission, not necessarily what CAP believes its mission should be.

**A**lthough the Space Race began immediately after World War II, much of America's military space programs were kept under tight security and public knowledge was limited. Americans were familiar with civilian space programs and former German space scientists such as Werner von Braun. This changed with the Soviet launch of Sputnik in 1957. Americans were shocked that the Russians launched the first artificial satellite into space, followed by the launching of rockets with canine passengers into space and finally the first

astronaut, Yuri Gagarin. These actions on the part of the Soviet Union galvanized Americans, and prompted the United States to become the first nation to land a man on the Moon in 1969.

American politicians immediately decried the lack of sufficient scientific research and education in the USA, which resulted in a tremendous expansion of science and math education - known today as STEM. This led CAP to expand what was now being termed Aerospace Education as part of cadet training (Internal Education), and to more aggressively address AE with the public (External Education).

The three core missions evolved into Emergency Services, especially SAR and Communications, Cadet Programs, and Aerospace Education. After the end of the Cold War, CAP considered new horizons in a changing world. Emergency Services expanded to include more involvement in major catastrophes such as hurricanes, floods, tornadoes, earth quakes and major forest fires— in other words, a focus on natural disaster assistance. Cadet Programs had grown with increased AE, encampments, the International Air Cadet Exchange, drill competitions, and other special programs. Aerospace Education expanded dramatically both within CAP and with the public.

These programs built upon the foundations laid during World War II, but took new directions in response to world events. World War II dominated the first five years, followed by the Cold War of forty-seven years, and the twenty years since the end of the Cold War. During its 75-year history, Civil Air Patrol operated in an environment

in which natural disasters, man-made disasters, and terrorism were the norm. CAP will continue to evolve in response to national and world events, often in ways that were never anticipated in earlier years.

## ***CIVIL AIR PATROL IN THE EARLY COLD WAR YEARS, 1946-1961: CAP COMES OF AGE***

*Note on sources for the narrative in this section: Unless otherwise indicated by a note in the text, the Annual Report for the year given in the text at the beginning of each section indicates that the Annual Report for that year is the source of the information. Many highlights and innovations over the years addressed are included in the narrative to provide a picture of how CAP developed over time; but all events of importance cannot be included in a single chapter. Some years, events, and programs may not be included for this reason, although CAP continued to provide valuable service in all areas during this time. Please refer to the appropriate Annual Report for the complete story on all facts listed in the narrative. The reports are available online at:*

[http://www.capmembers.com/cap\\_national\\_hq/cap\\_reports/](http://www.capmembers.com/cap_national_hq/cap_reports/)

The history of major events in the life of Civil Air Patrol are contained in a valuable resource: Years of Annual Reports to Congress and Financial Reports. These reports were submitted by successive National Commanders. During the early Cold War, the National Commanders were always active duty Air Force officers, usually general officers, and were assisted by a National Board under a Chairman, who while serving, was the highest-ranking member of the Civil Air Patrol. Under the terms of CAP's Charter, they were required to submit an Annual Report on the state of CAP. This chapter is based largely on information contained in these Annual Reports.

In **1946**, Congress incorporated Civil Air Patrol (CAP) as a flying organization to allow civilian volunteers to support military and civil aviation, to provide aviation education,

and to provide public assistance in emergencies. CAP received a Congressional charter of incorporation, which was accomplished by the passage of Public Law 476.

In **1947**, Air Force Chief of Staff General Carl Spaatz called together a conference of Air Force and CAP leaders to make recommendations on the future of CAP in the post-war climate. This led to the designation of CAP as the official Auxiliary of the United States Air Force in 1948.

Maj Gen Lucas Beau was appointed National Commander of Civil Air Patrol. Col Nancy Tier of Connecticut Wing became the first CAP Wing Commander. CAP dedicated itself to three critical missions: flying its own civilian aircraft with civilian pilots in support of Air Force missions; training a cadet corps for careers in aviation; and encouraging an interest in aviation amongst the American public. (Author's note: these three missions today are Emergency Services, Cadet Programs and Aerospace Education)

The Air Force's Air Rescue Service (ARS) and CAP agreed that CAP would augment ARS whenever needed for search and rescue. The Air Force was authorized to pay for aviation fuel and related flight maintenance in support of Air Force authorized missions. CAP would establish a communications network in all 51 wings that existed at the time (Author's note: one in each state, and one in the Territory of Hawaii; Alaska Wing became the 50<sup>th</sup> Wing in May 1948, followed later by Puerto Rico Wing and National Capital Wing by 1950). The Air Force provided each wing with at least one high-powered radio, in addition to surplus radios as they became available. The Air Force allocated CAP two dedicated radio frequencies, and CAP requested ten more. Over 500 CAP radio stations went into operation this year.

The Air Force approved Air Medals for CAP aircrew members who flew the same number of World War II missions necessary for Army Air Forces pilots to earn the award.

The Air Force transferred 220 L-4 aircraft to CAP for cadet orientation flights. Cadet membership was deliberately limited because of a shortage of senior members to

supervise the program and because of equipment shortages. CAP policy was to admit cadets to the program selectively.

CAP sponsored a nationwide cadet air modeling competition. National winners competed in an international competition. The first summer encampments were held on Air Force bases. Thirty-five hundred cadets attended. Contact was made with the Air Cadet League of Canada and CAP anticipated many common activities in the future. CAP and Canadian cadets met in New York City for their first drill competition. This focused attention on America's close links with Canada. The US and Canada invited British Air Cadets to participate the next year. (Author's note: This was the beginning of the International Cadet Exchange, later the International Air Cadet Exchange, as well as the International Drill Competition)

National Commander Maj Gen Beau predicted that "...CAP would continue to contribute to the strength and security of this nation."

In 1948, Public Law 557 established Civil Air Patrol as the official civilian Auxiliary of the United States Air Force. Previously, CAP was the official civilian Auxiliary of the United States Army Air Forces.

In January, 1948, the Air Force in cooperation with CAP published *Flying Minutemen*, which sold 16,000 copies in its first year.

Former Air Force Chief of Staff General Carl Spaatz was named Chairman of the CAP National Board (Author's note: ...and remained so until 1959).

The 1949 Annual Report defined CAP as a light plan air-force performing ground missions in support of military and civilian emergencies. Emergency Services remained a core mission, and included SAR and Communication. However, the Cadet Program was viewed by the National Commander (and therefore by the Air Force) as the main CAP mission. Cadets were expected to provide recruits for the Air Force, augment Senior Members in ES, help AE through promotion of civil aviation in the community, and

provide recruits for Civil Defense. Aside from providing these services to others, cadets were to benefit from character building training in CAP. The Certificate of Proficiency was approved for CAP Cadets this year, and was meant to lead to a transition to Senior Member status (*The Cadet Program Fact Sheet*, February 1994, by Col Leonard Blascovich, CAP).

The International Cadet Exchange (ICE), later the International Air Cadet Exchange (IACE), was initiated by Gen Carl Spaatz and Maj Gen Lucas Beau. General Spaatz was the first Chief of Staff of the United States Air Force, and was Chairman of the National Board of CAP from his retirement from the Air Force in 1948 until 1959. Maj Gen Beau was National Commander. The participating nations that year were the USA, France, and Britain. Canada joined shortly thereafter. The United States and Canada also created the International Drill Competition. Thirty-four cadets were transported by the Air Force on a goodwill *Marshall Plan Tour of Europe*.

CAP expanded aeronautics courses into high schools. Squadron training now included aviation fundamentals. The Annual Report for this year stated: "The purpose of the Civil Air Patrol Educational Program is to teach the theories of flying...." CAP's goal was to recruit 100,000 cadets. This would have matched World War II levels, but were never achieved again in the history of the organization.

In 1950, CAP was preparing for war in Korea. CAP leaders saw the recruiting goal of 100,000 cadets as a wartime imperative. It resumed coastal and border patrols and provided light aircraft support for the Air Force. Search and Rescue (SAR) training also increased as part of a new program called SARCAP, which provided USAF supervision. CAP was kept in a constant state of readiness to support war related missions. After the US entered the war, cadet membership nearly doubled, and 24 encampments were held with 3000 cadets.

The CAP Chaplain program was initiated to provide an ethical dimension to CAP cadet training. It started with the appointment of an Air Force chaplain to National Headquarters, and expanded to 200 CAP chaplains by the

end of the year. Chaplains provided individual counseling and ethics training to cadets, especially at encampments and with International Cadet Exchange. Protestant, Jewish, and Roman Catholic chaplains participated.

In 1951, CAP continued to support Air Rescue Service within the Continental United States (CONUS), since most ARS units were deployed to the Far East in support of the war. Because of Chinese and Soviet support for the North Koreans against American sponsored South Korea, the United States went on alert fearing possible attacks against the homeland. This was still the age of the long-range bomber, and the CAP Cadet Ground Observer Corps augmented radar and military observers in monitoring the skies. By the end of the decade, bombers could no longer be tracked by ground observers unless they had the use of radar. Ground and submarine based missiles replaced bombers as the primary attack/response force in the US arsenal. This combination of ground and submarine missiles, along with bombers, came to be called the "Triad of nuclear defense."

Cadet membership increased to 43,000 early in the war, but decreased with the cessation of hostilities and armistice of 1953. The ICE expanded to 15 countries, and the International Drill Competition expanded as well. Encampments were held at 26 locations around the country.

Females in CAP numbered 13,000 out of 77,000 members. There were 8,430 female cadets, and 4,570 female senior members.

The Commander of ARS commended CAP for its wartime support, which enabled ARS to divert resources in support of the Korean War, with CAP taking responsibility for search and rescue in the Continental United States. CAP also signed an agreement with the US Office of Civil Defense to support state civil defense agencies with Mobile Support Units that would provide air supply, evacuation, and reconnaissance.

Public Laws 152 and 557 removed the authority of the Secretary of the Air Force to donate surplus equipment to CAP before offering it to other Federal agencies. This

negatively impacted CAP's ability to receive surplus equipment from the Air Force.

The CAP Mobile Communications capability proved essential for the operations of state and local civil defense authorities. CAP, however, was limited by its inability to receive surplus radio equipment from the Armed Forces.

CAP recruited 350 chaplains. The first CAP Chaplain Conference was at Bolling Air Force Base in March.

Civil Air Patrol's big three cadet programs this year were encampments on Air Force bases, the International Cadet Exchange, and drill competitions.

In 1952, the National Commander restated CAP's mission:

"The missions of Civil Air Patrol as "the volunteer civilian auxiliary of the United States Air Force" are divided into three main categories: certain non-combatant operational missions as directed by the Secretary of the Air Force; maintenance of a pool of carefully selected cadets trained in ground and preflight subjects as a source of personnel procurement for the Air Force; and maintenance of a program of aviation education for America's youth together with general aviation education of the public."

Prior to the Korean War, National Commanders identified military recruitment of cadets as not only the primary purpose of the Cadet Program, but suggested that it was the primary mission of CAP. With the reliance on CAP to support the ARS during the war, Air Force priorities concerning CAP shifted more towards Emergency Services. Later Annual Reports often rotated the order in which the three missions were presented in order to provide a more equitable presentation of the three core CAP missions.

CAP owned 311 corporate aircraft, and operated 486 aircraft on loan from the Air Force. Unfortunately, many of the planes were in need of repair, and funds were neither adequate, nor readily available to keep them

operational. As the Air Force fleet moved to larger propeller planes and increasingly to jet aircraft, suitable planes became less and less available for loan or transfer to CAP.

CAP sponsored the first annual National Aviation Education Workshop at the University of Colorado. This program was designed to orient school teachers to aviation, and 114 teachers attended. In addition to classroom presentations, they participated in several educational enrichment activities, including one 3000-mile roundtrip visit to Eglin Air Force Base, Florida.

CAP continued to move away from ground radio stations to mobile stations. In 1952, the ratio of mobile to ground stations was 9:1, from a 1951 ratio of 5:1. Less than 15 percent of CAP aircraft were equipped with VHF radios. CAP also created a standardized communications training program for greater efficiency in operating the radio network.

In 1953, CAP was asked to initiate a program of aircraft wreckage marking so they would not be mistaken for previously lost aircraft. The Air Force authorized CAP to participate in one state-wide Civil Defense exercise per year. Pennsylvania Wing founded the first CAP-Air Force Ground Rescue School.

The Air Force authorized CAP senior members to enroll in the Air University Extension Course Institute for newly appointed CAP officers without military experience, to provide the essential knowledge necessary for them to perform their duties.

The Air Force funded nine civilian technicians to maintain CAP radios used in Air Force missions. Some wings also received funding from state authorities, and this dramatically improved their ability to perform their mission. CAP had 7500 operational radios in the network.

In 1954, the Air Defense Command of the Air Force continued to operate a Ground Observer Corps of 350,000 volunteers. As previously noted, this force was gradually phased out over the next ten years as technology made ground observers obsolete.

CAP was actively involved in communications support of emergency services during, and in the aftermath of Hurricane Hazel. CAP's mobile capability was essential in an environment when normal landlines were inoperable.

In 1955, CAP initiated two national scholarships for cadets to attend college. Each was a grant of \$4000 for a cadet to attend the Massachusetts Institute of Technology for four years.

The Cadet Program was restructured to link cadet promotions to the Cadet Training Program. Promotions were now linked to each of the three phases of training. The first CAP Jet Orientation Course was offered at Tyndall AFB, Florida.

In 1956, in response to the Soviet emphasis on aviation education for students, CAP resolved the following:

1. Make CAP cadet membership open to all American youth. This was a change from previous policies which were highly selective in World War II, and moderately selective afterwards.
2. Expand scholarships in aeronautical engineering.
3. Provide cadets with basic flight instruction.
4. Expand the high school AE program.

Thirty-one colleges offered AE workshops. CAP also supported 99 high school AE workshops. CAP ended its three-year project of providing squadrons with the Official CAP Model Building Kit.

The ratio of fixed to mobile radio stations was now about equal. CAP planned to return to its program of giving priority to mobile stations.

The Air Force substantially cut back ARS activities in the CONUS and transferred responsibility for CONUS search and rescue to the Continental Air Command. Previously, ARS evaluated SARCAPs (training exercises evaluated by National Headquarters); now CAP personnel assumed responsibility. Authority to request search missions transferred from Headquarters Command USAF to Air Force Major Air Command commanders. CAP anticipated a dramatic increase in CONUS search and rescue missions.

In 1957, the first article on the first page of the Annual Report noted that the Soviet Union launched the first artificial satellite into space on 7 October 1957. It noted that the US was also working to do so.

CAP participated in Operation Moonwatch, a program designed to teach ground observers how to monitor satellite over-flights. Sputnik caused an academic panic, as politicians and educators asked why the Soviets were “first.” CAP leaders, along with the American public, concluded that there was a STEM gap in American education, and that we had fallen behind the Soviets in AE. No consideration was given to the fact that German engineers working in the Soviet Union were at the center of Soviet rocket science; the American response was focused more on the *quantity* of AE rather than the *quality*.

In 1958, CAP’s aircraft accident ratio was 1:18; the national light plane average was 1:15. The major cause was pilot error. CAP participated in *Phototrack*, a project to monitor earth satellite movements.

CAP authorized appointment of Aerospace Education officers at region, wing, and squadron levels. A national recruitment effort to find AE officers for these positions followed.

Headquarters CAP-USAF was assigned to Continental Air Command from Headquarters Command, effective 1 Jan 1959.

In 1959, CAP National Headquarters was moved in August to Ellington AFB, Texas. CAP also created an Office of Safety at National Headquarters. This followed the cataclysmic record in aircraft accidents the previous year. CAP flew 57 Air Force authorized missions, and 14 Coast Guard authorized missions.

Region headquarters conducted radio nets weekly. It provided up to date information on CAP programs and activities within each region.

The *Dawning of the Space Age*, a textbook for the Cadet Program, was published. It was designed to provide

cadets with the latest information on aerospace technology. A separate Jet Age Orientation course was set up for female cadets. One female cadet from each wing could be nominated for the course.

In March, the Army Times Publishing Company began distributing *CAP TIMES* to the membership. Circulation was 42,000.

In 1960, CAP wing commanders were authorized to sign agreements on behalf of the Civil Air Patrol to cooperate and assist Civil Defense authorities at state and local levels. These agreements would outline services CAP would provide in the event of an emergency. CAP’s radio net had 14,000 stations.

An Emergency Services category of membership was authorized. It was designed to recruit experienced pilots who were willing to fly search and rescue missions, but who chose not to participate in other CAP activities. CAP authorized the first Silver and Bronze Medals of Valor for heroism.

WATCAP, the CAP World Aerospace Education Air Tour, was a traveling AE workshop that visited leading aviation centers around the world. CAP published two new AE books this year, *Aerospace Age Science* and *The Dawning Space Age*.



CAP FILE PHOTO: President John F. Kennedy, Gen. Carl Spaatz (USAF Retired), and Col. Daniel Boone, CAP.

## CHAPTER 2: CIVIL AIR PATROL IN THE LATER COLD WAR, 1961-1991

In 1961, newly elected President John Kennedy wrote about CAP:

“Civil Air Patrol volunteers play a vital role in the life of our country. In the past decades, their skills and dedication to duty have saved many hundreds of lives and guided thousands of our young people toward useful and productive activity. Every American can be proud of Civil Air Patrol’s record of distinguished service to communities and in the nation.”

The Office of Civil Defense issued CAP a national Emergency Mission assignment in recognition of its contributions over the years to emergency services.

CAP adopted a Long-Range Plan to inspire the future development of the organization. By 1966, CAP hoped to have 100,000 cadets and 60,000 senior members; 10,000 aircraft and 23,000 pilots; and written agreements between every CAP wing and its state Civil Defense organization.

The Colorado Wing All-Girl Drill Team won the National All-girl Drill Team Competition.

In 1962, the training goal for all cadets was to obtain their Certificate of Proficiency (COP), which was expected to take from 18 to 24 months. 1,911 COPs were awarded. Only COP recipients are allowed to apply for CAP special activities. Female cadets were officially designated as *cadettes*. Two *cadettes* per wing were authorized to exchange with other *cadettes* into other wings either in their region or another region. The Space Age Orientation Course was offered at Chanute AFB, Illinois.

CAP was granted authority by ARS to expand searches into *fringe* areas in adjacent Canada and Mexico when participating in Air Force authorized missions. ARS already had authorization from Canada and Mexico to do so, and CAP was granted this privilege as an extension of the ARS mission.

CAP displayed its National Aerospace Education Exhibit at the annual convention of the American Association of School Administrators. More than 25,000 educators also viewed the exhibit at the National Catholic Educational Association meeting. Eighteen Aerospace Education academic scholarships worth \$15,000 each were awarded to CAP cadets.

The revised CAP Long Range Plan called for 100,000 cadets and 65,000 senior members by 1967. Each wing was given a proportional goal as part of this plan based on population, rated pilots and aircraft in the state. CAP could expect no surplus military aircraft before 1966.

President Kennedy received a lifetime membership in CAP.

In 1963, California, Ohio, Colorado, and Alaska led CAP in search and rescue missions. A uniform plan for CAP-Civil Defense Cooperation was developed by National Headquarters. This was intended to be the foundation for more active involvement by CAP in civil defense.

The downward trend of cadet membership in the late 1950s was reversed by 1963. Cadet membership increased to 49,051, of which 10,188 were females, and 38,863 were males. Thirty-seven air force bases hosted encampments.

The Aerospace Age Orientation for female cadets only was held at Maxwell AFB, Alabama. Medical, administrative, and technical opportunities in CAP and the Air Force were highlighted.

CAP conducted 189 AE workshops for educators. Centralized testing for CAP members was implemented the year before, and statistics on participation were now available so that the system could be evaluated.

A five-phase program of *Senior Member Training* and a four-phase program of *Cadet Training* was implemented.

In 1964, CAP had a record membership of 86,473. CAP received 78 T-34 aircraft from the Air Force, which CAP refurbished. CAP flew 63% of all SAR sorties nationwide. The FAA conducted the first ever FAA Academy for CAP aircrews.

The new four-phase Cadet Program was introduced. The first Spaatz Award was presented to Douglas Roach. In the Senior Program, the new five-phase program commenced in April.

### ***Civil Air Patrol in the Later Cold War Years, 1965-91: CAP Matures***

In 1965, the first National Flight Program was offered at the CAP Cadet Flying Encampment at Elmira, New York. It comprised courses in powered flight, glider pilot, and soaring orientation.

CAP flew 69% of hours flown on rescue missions which translated into 265 rescue missions. This was a significant decrease in missions over the previous two years. In Communications, mobile radios once again exceeded fixed stations. CAP and the Federal Aviation Administration (FAA) reached an agreement in which an FAA representative would attend all CAP National Executive Committee meetings.

Two hundred six AE workshops were conducted and over 32,000 school teachers received AE training.

Senior member training increased dramatically under the new *Senior Member Training Program* (SMTP). There was a 500% increase in Senior Member COPs.

CAP Chaplains expended 40,000 man-hours as part of their program. They had over half a million direct contacts with CAP members. CAP arranged for 100 cadets to attend the USAF Spiritual Life Conference hosted by the Air Force Chief of Chaplains.

In 1966, CAP flew 70% of Air Force authorized rescue missions, and made 40% of the finds, more than any other agency. CAP's operational costs were 4% of the cost of operating Air Force aircraft. CAP continued to work

closely with the FAA in conducting training courses for pilots and mechanics. The ratio of mobile to ground radio stations was 2:1, with a total of over \$10,000 stations.

Because of Air Force commitments in Southeast Asia, CAP participation in the IACE was cancelled this year, except for an exchange with Canada. In the *Senior Member Training Program*, awards were added to the program as an incentive to complete the Program.

In 1967, CAP initiated the Associate Member (Family) Flying Program. This allowed family members not eligible for membership to participate in CAP orientation flights. A CAP sponsored program of student flight instruction was initiated for senior members and cadets utilizing CAP aircraft. Two Congressmen formed CAP's Congressional Squadron. It would be a fully operational unit.

New Cadet Programs for 1967 included the *Advanced Jet Familiarization Course*, the *CAP Cadet Leadership School*, and the *Power-Solo Cadet Flying Encampment*, which included 12 hours of flying time.

In 1968, CAP membership declined relative to the nation's population increase and the increase in qualified pilots. The CAP corporate fleet also declined. In response, CAP developed another Long-Range Plan, for 1969-1973. CAP's Long Term Plan called, among other plans, for a permanent National Headquarters building for CAP. It also noted a shortage of Chaplains in the organization.

With decreased human and material resources, CAP was called upon to provide responses to increased civilian aviation activity. CAP flew 537 missions, with 78 saves.

CAP initiated a program to modernize 5,000 CAP radio stations by 1973. Costs were estimated at \$200 to \$1000 per set, and totaled \$1.75 million.

The first Senior Member National Staff College was initiated at Maxwell AFB, Alabama, during the summer. One hundred forty-three members graduated. CAP leaders decided that this would be a permanent program.

National Commander Maj Gen Walter Putnam named the Apollo 8 astronauts the Apollo 8 Squadron of CAP.

The Cadet Flying Program was offered at four locations. Private pilot training was offered to 110 Cadets and training through completion of the first solo flight to 540 Cadets. New cadet programs included the Nurse Orientation Course, Communications/Electronics Course, Air Force Academy Survival Course, and the Stewardess Orientation Course. The Air Force also offered CAP three spaces per year at the Air Force Academy Preparatory School for Cadets who achieved the Mitchell Award or higher, and three per year at the Officer Training School for Cadets who achieved the Spaatz Award. The Aerospace Career Counseling Seminar was offered at Maxwell AFB, Alabama, to cadets interested in a career in aviation.

For the fourth year, the Air Force Chief of Chaplains sponsored the Spiritual Life Conference for CAP Cadets. The CAP Chaplain Service initiated the first National Laboratory on Ministry to Youth. The intent was to find ways to bridge the *generation gap* which was discussed frequently in the public media.

Two cadets participated in the National Science Foundation's Annual Scientific Expedition to Antarctica. For ten weeks, they assisted scientists in gathering biological data from marine and amphibious animals.

The Air Reserve Personnel Center activated the 928<sup>th</sup> Air Reserve Squadron at Denver, Colorado, to manage reservists assigned to CAP. This resulted in 1,100 new reservists assigned to support CAP.

CAP Col Lyle Castle, Chairman of the National Board, was promoted to Brig Gen, becoming the first CAP general officer.

In 1969, CAP flew a record number of hours in support of Emergency Services missions related to hurricanes, floods, blizzards, and tornadoes.

The Federal Communications Commission (FCC) modified its rules to allow the Air Force and CAP to share

frequencies during actual missions (integrated circuits). The Federal Aviation Administration (FAA) integrated CAP into state and region defense airlift plans.

Author's note: Beginning with the 1971 Annual Report (AR), the Annual Reports are numbered for the year of issue, rather than the year they highlighted. This means that the 1971 Annual Report, published in 1971, was about 1970, and so on through the succeeding years. This and subsequent chapters will reference the year written about, not the year published.

During 1970, CAP offered two new categories of membership. Business membership was offered to companies and business in the aviation industry. Similarly, general aviation membership was offered to pilots in the general aviation industry who want to assist in missions only.

CAP initiated a national program of POW/MIA awareness, for which it was commended by the Air Force Association.

Ellington AFB, Texas, hosted the Manned Space Orientation Program for cadets. Ellington AFB was in close proximity to NASA flight management facilities.

CAP Emergency Services responded to Hurricanes *Celia* and *Ella* in Texas, as well as floods in North Dakota and Puerto Rico. Conversions of radios to single sideband continued to support such missions. More than 2400 radios were upgraded this year.

During 1971, the National Commander, Air Force Brig Gen Richard Ellis, commented on the effect of world affairs on Civil Air Patrol. He noted that in foreign countries...

"...the image of America is often distorted by a stream of depressing and embarrassing news concerning the United States. This is not surprising. In this country, bad news also get more exposure because it is more spectacular. But the average foreigner does not see the other side of the coin. Rarely is he able to visit here, talk with those who have, or meet an American in person. As a result, the average American is

pictured as struggling through a way of life dominated by pollution, racial strife, unemployment, clogged highways, student unrest, crime in the streets, and political bickering.”

General Ellis saw the solution as the IACE. Foreign cadets get a better view of Americans when they come to the United States, and cadets going to foreign countries are “ambassadors of good will”.

Priority number one for the Cadet Program was to get cadets into the cockpit and flying. Over 500 cadets were awarded flight badges.

CAP implemented the modified Cadet Program. It centered on four basic areas: aerospace education, leadership, physical fitness, and moral leadership. Cadets completed 15 achievement packets in sequence to satisfy the requirements of the program. Completion of all 15 achievements allowed the cadet to take the Spaatz Award examination. Other parts of the program were completed at unit meetings.

Top priority in AE was the promotion of AE in the public schools. CAP participated in 200 AE workshops attended by more than 30,000 teachers.

CAP contributed 787 man-days in support of Emergency Services missions responding to floods, blizzards, forest fires, earthquakes, hurricanes, holiday traffic surveillance and emergency blood transport. CAP had 18,000 radio stations in operation, and completed the upgrade to single sideband, with 3250 SSB radios operating.

CAP offered the National Search and Rescue School at Governor’s Island, New York. CAP members participated in nine flying clinics offered by CAP, the FAA, and the Airplane Owners and Pilots Association.

The CAP Chaplain Service had 1,000 chaplains assigned, as well as 300 visiting chaplains.

During 1972, CAP was heavily engaged in Emergency Services missions. CAP responded to 20 Air Force

authorized missions and 36 other requests for assistance. Twenty-eight lives were saved, 100 persons evacuated, and CAP provided assistance to 1,000 people. CAP responded to Tropical Storm Agnes, which ravaged the Atlantic coastline from Florida to New York. CAP conducted the longest search in its history, 39 days of intensive searching for a plane carrying House Majority Leader Hale Boggs, US Representative Nick Begich, and one other person. The plane was never found.

Aerospace Rescue and Recovery Service created a new Mission Coordinator Course for CAP. CAP and the Defense Civil Preparedness Agency jointly sponsored a new training program in radiological monitoring for CAP personnel. CAP provided Pilot Upgrade Training to over 1,000 CAP pilots. CAP also initiated a program to convert from AM to FM on VHF frequencies.

CAP developed a new *Senior Member Training Program* which included three phases: Level I Orientation, Level II Specialization Training, and Level III Staff and Command Preparation. All current senior members were required to retake Level I.

Cadets increasingly supported Emergency Services missions through support of ground operations. They assisted in transporting supplies, medicine and in ground medical evacuations. They also maintained hangars, serviced aircraft, and operated radios.

The first Air Force Logistics Command Orientation Course was conducted at bases around the country. Cadets received a first-hand look at the manner in which the Air Force performed aircraft maintenance, supply operations, and computer operations.

In 1973, CAP celebrated 27 years of Aerospace Education. CAP chose to do so through existing educational institutions (schools and colleges) and in conjunction with government and civilian organizations. Over 1,500 high schools cooperated with CAP in offering CAP AE programs, and over 15,000 educators attended CAP sponsored AE workshops.

The National Search and Rescue Plan designated the Air Force as having primary responsibility for the Inland Region. CAP provided support to Air Force operations. The Coast Guard had responsibility for the Maritime Region (offshore from the American coastline). CAP responded to 20 natural disasters in 13 states. Northeast Region CAP conducted an annual Communications School open to all CAP members.

CAP created a program called Squadrons of Distinction to identify the ten best cadet squadrons every year. Criteria for evaluation included cadet meeting attendance, completion of cadet training requirements and awards, and achievement contract completion.

CAP developed a close relationship with the Air Cadet League of Canada. Joint activities began in 1948 with drill competitions and an exchange program.

CAP also co-sponsored an annual Space Flight Orientation Program with the National Aeronautics and Space Administration (NASA). CAP chaplains sponsored CAP's cadet involvement with the Department of the Interior's *Johnny Horizon* program to clean up America for the Bicentennial.

In 1974, the FAA required all aircraft to have Emergency Locator Transmitters (ELTs). This greatly improved CAP's ability to locate downed aircraft. CAP had a fleet of 300 aircraft equipped with ELT locators.

CAP occupied 345,687 square feet of DOD building and office space at 114 locations. This provided space to only 10% of CAP units. Base closures negatively impacted the availability of space on military installations. Membership for the year was 61,447, with 26,176 cadets and 18,841 pilots in that number. There were 725 corporate aircraft.

During 1975, CAP flew almost 700 search missions and saved 57 lives. CAP missions increased by 57% over the previous year. Much of this activity was generated mandatory responses to ELT transmissions. CAP responded to ten natural disasters in nine states, including Hurricane Eloise in Puerto Rico and major flooding in Michigan and Pennsylvania. CAP had over

18,000 radio stations, the vast majority of which were mobile units.

Brig Gen William Patterson became the first CAP National Commander, The Commander of CAP-USAF was now the Executive Director of Civil Air Patrol.

Twenty-two cadets participated in the annual Experimental Aircraft Association Fly-in at Oshkosh, Wisconsin. Plans were to continue this program in the future.

In 1976, CAP participated in 123 more missions, but flew almost 7,000 less hours. Aerospace Rescue and Recovery Services (ARRS, renamed from ARS) attributed this to widespread use of ELTs. The FAA used computers to track and store data on flight paths. The data was made available during CAP searches to plot probable crash sites.

Each CAP wing was required to create an Aerospace Education Plan of Action with its state department of education in order to promote AE state-wide.

All cadets were required to attend an encampment to receive the Billy Mitchell Award and progress through Cadet Training Program. Seven thousand cadets attended encampments at 45 military installations. Each wing received two solo scholarships, and 3,000 cadets received orientation flights.

The first former six CAP cadet women were admitted as cadets at the United States Air Force Academy, out of 96 former CAP cadets admitted this year.

In 1977, the Annual Report noted that the Army was the Executive agent for the Department of Defense in support of natural disasters within the United States. The Army had an agreement with Headquarters Air Force Reserve (AFRES) for air support of the Army in this mission, and AFRES had an agreement through its numbered Air Forces with every CAP wing. CAP responded to 16 natural disasters in 16 states—this included a three-day blizzard in Colorado in March and major flooding in Pennsylvania in July.

The first annual Aerospace Education Leadership Development Course was conducted at Air University in conjunction with Middle Tennessee State University in Murfreesboro. Six hours of graduate or undergraduate credit was offered for the course. The Aerospace Personalities Series of packets was offered to schools across the nation. It featured the stories of aviators such as the Wright Brothers, Lindbergh, and Chappie James.

The first Helicopter Orientation was held at Kirtland Air Force Base, New Mexico. Thirty-seven cadets attended the program, which covered the Air Force Pararescue program.

Squadron Leadership Schools were established for all CAP Regions to provide Level II Specialty Training for Senior Members. Region Staff Colleges were established for squadron level command and staff officers, and the National Staff College to provide advanced leadership training for CAP officers in the grade of major or above.

In 1978, CAP was credited with 21 saves in one rescue operation when a commuter plane that crashed was found in Colorado. CAP participated in relief operations for 19 natural disasters. CAP completed a national net linking National Headquarters, regions headquarters, wing headquarters, and squadrons via high frequency single-side-band transmissions. CAP continued providing visual surveys of Military Training Routes. CAP saved over \$500 per survey compared to other resources used.

CAP established the Center for Aerospace Education Development to publish and distribute Aerospace Education materials. It was also responsible for planning and conducting the annual National Congress on Aerospace Education and Aerospace Education Leadership Development Course. A series of teaching packets were developed for elementary school students. They were written to correspond with the different reading and learning capabilities by grade level.

Twenty-five air force bases, and twenty-nine other Department of Defense facilities hosted Cadet Encampments for over 5,000 Cadets.

During 1979, CAP developed a new AE program called *Falcon Force* for the upper elementary grades. It was comprised of self-contained multi-media and interdisciplinary learning kits. One hundred forty-three elementary schools participated in the test program. A new high school AE textbook was developed called *Aerospace: The Challenge*. AFJROTC purchased 30,000 copies. CAP helped organize the World Aerospace Education Association. An American contingent, led by Jack Sorenson of CAP, attended the first World Congress in Cairo, Egypt in October. The Incirlik Air Base Overseas Cadet Squadron was activated this year. It was the seventh overseas squadron to be chartered. The Zweibruecken Cadet Squadron was also activated at Zweibruecken Air Base, Germany.

The Annual Report section on Emergency Services noted that of every one hundred crash survivors, only 18 would survive for 24 hours, and only ten for 72 hours. With planes equipped with ELTs, aid arrived on average at 23 hours, but without an ELT, average time reached four days and 18 hours.

In 1980, cadet solo flight scholarships were cut to 50% of previous levels, going from two per wing to one per wing. This was due to funding shortages. The United States was emerging from a recession that began with the oil embargo of 1973. (Author's note: Military funding in general was extremely limited during the Carter Administration.)

*Falcon Force*, the program for elementary school Aerospace Education, completed its test period. CAP National Headquarters decided to continue the program by distributing more materials. *Aerospace: The Challenge*, a textbook for high schools, was well received and went into a second printing.

In a January storm, Oregon Wing was credited with saving 13 lives on a state mission. CAP, as a representative of the Air Force and the Federal Government, only assisted states when state and local resources were insufficient to respond to the emergency. CAP provided much needed disaster relief assistance in the aftermath of the Mount St. Helens earthquake.

CAP assisted NASA with a survey of ELT data so that the Goddard Space Flight Center could develop the next generation of ELTs. CAP conducted 23 Military Training Route Surveys for Strategic Air Command, which saved \$15,000. The surveys were designed to confirm that the routes were safe for military training flights.

CAP operated a Supply Depot at Amarillo, Texas, that provided spare parts for corporate aircraft. During the year, CAP received 37 excess aircraft from the Air Force.

CAP had almost 60,000 members, of which 38% were cadets. There were 1,883 units. CAP had 605 corporate aircraft, supplemented by 7,570 member-owned aircraft. CAP's radio network had over 27,000 stations, over 70% of which were mobile.

In 1981, for the tenth consecutive year, *finds* on Air Force authorized missions increased, from 103 in 1971 to 660. CAP flew 75% of Air Force search missions. CAP assisted the Air Force in the test phase of the Search and Rescue Satellite Aided Tracking (SARSAT) system. The system used satellites in low, near polar orbit, to monitor distress calls. CAP again began distributing Air Force aircraft parts to units supporting combat missions.

CAP developed several new AE instructional materials. These included the *Aerospace Take-Home Crossword Puzzles*. *Your Aerospace World* was extensively revised and reissued as *Aerospace '81*. CAP cooperated with Paul Garber to print a 1,500-page untitled manuscript on aviation history.

The Senior Member Training Program was organized into five phases, with corresponding awards:

1. Level 1 - Orientation - Membership Award.
2. Level 2 - Technical Specialization Training and Officer Development. - Senior Member Certificate of Proficiency.
3. Level 3 - Command and Staff – Grover Loening Aerospace Award.
4. Level 4 - Senior Command and Staff – Paul E. Garber Award.
5. Level 5 - USAF Senior School – Gill Rob Wilson Award.

Senior members were offered several training opportunities, including—but not limited to—Flight Clinics, SAR and related courses, the Federal Emergency Management Agency (FEMA) Institute, and Air Force Survival Continuing Training.

Over 400 Air Force Reserve officers were assigned to support CAP. They were organized in parallel with CAP, at region, wing, and squadron levels.

In 1982, CAP introduced the new Aerospace Education Program for Senior Members. This was designed to fill a void in senior member training. The Aerospace Education program for teachers remained the number one CAP AE priority. Over 5,500 teachers were trained. Aerospace Update in CAP News became a two-page feature on projected CAP activities.

CAP increased the number of finds on Air Force authorized missions to 782. The Track Analysis Program (TAP) utilized computer data to analyze probable flight paths of missing aircraft. FEMA requested CAP assistance in ten civil/military conferences with state, regional, and national officials. The FAA requested CAP to assist in updating the State and Region Disaster Airlift Plan (SARDA). Texas and Louisiana organizations conducted a test exercise that was evaluated by CAP. All states were asked to do the same. A new SARSAT systems was tested with CAP assistance. The new system would decrease or eliminate false activations of ELTs. CAP sought to establish closer ties to the Coast Guard Auxiliary in performing joint rescue missions along the coasts of the United States.

The Aircraft Modernization Program (AMP) utilized funds from selling old aircraft to purchase replacements. CAP also received aircraft from the Department of Defense. If not airworthy when received, all aircraft were refurbished to FAA standards.

All CAP cadets could qualify for a series of six 30-minute orientation flights. The Air Force covered the cost for the first flight in each series, while CAP funded the remainder. All 52 wings received one solo flight scholarship per year, plus one for Overseas Units.

The Air Training Command (ATC) offered the ATC Familiarization Course at four air force bases. The course familiarized CAP cadets with undergraduate pilot and navigator training. The Pararescue Orientation Course at Kirtland Air Force Base, New Mexico, was attended by 104 cadets.

Alaska, Hawaii, Colorado, and Pennsylvania each provided \$100,000 or more toward the CAP budget.

In 1983, CAP saved 154 lives. CAP continued to fly 75% of Air Force missions. Ninety-nine percent of ELT activations were non-distress—this when combined with a 113% increase in ELT transmissions due to SARSAT detection, created a major problem for CAP. CAP coordinated with other agencies to find a way to reduce or eliminate false distress signals. CAP, in conjunction with the Environmental Protection Agency (EPA), demonstrated the use of Enviro-Pod, a device suspended from a light aircraft that contained two 70mm cameras used to overly disaster areas and record data for planning purposes.

*Aerospace: The Challenge* was revised and divided into two volumes. It was used extensively in the AFJROTC program at high schools around the nation. CAP supported 185 graduate level AE workshops that trained over 5,000 educators.

Cadets eligible to compete for academic and flight scholarships and Mitchell Award recipients could enlist at the E-3 pay grade in the Air Force. Glider pilot training was offered to CAP cadets.

A Cessna aircraft was lifted into place outside CAP National Headquarters at Maxwell AFB as part of a monument honoring CAP members who lost their lives in the line of duty.

During 1984, 108 cadets attended the Cadet Officer School at Maxwell Air Force Base, Alabama—a ten-day course to teach cadets leadership and management skills. CAP awarded \$40,500 divided into 69 scholarships for cadets.

For the 13<sup>th</sup> consecutive year, SAR finds increased, for an annual total of 1,204. ELT false transmissions continued at 99%, while SARSAT alarms continued to increase. ELT reliability continued to present as a significant problem.

CAP located and saved 170 individuals. CAP conducted its first National Search and Rescue Competition at Whiteman AFB, Missouri, Labor Day weekend where Southwest Region placed first in the competition.

During CAP *Exercise Friendship*, part of the *Night Train 84* exercise, the CAP communications net provided professional message traffic support to Strategic Air Command (SAC) bombers and tankers, and Aerospace Defense Command (ADC) fighter interceptors. CAP also participated in Night Tango exercises training to reconstitute the national command authority network in the event it was compromised in a national emergency.

More than 2,500 senior members completed the Aerospace Education Program for Senior Members. President Reagan initiated a Young Astronaut Program across the nation to stimulate AE. The Great Lakes Region was actively involved in this effort. CAP introduced a new AE textbook, *Horizons Unlimited*. It contained more learning activities and smaller, easier to read study blocks.

During 1985, CAP announced the new A. Scott Crossfield Aerospace Education Teacher of the Year Award, to be conferred annually beginning in 1986. It recognized classroom teachers for outstanding accomplishments in aerospace education.

The IACE continued to be CAP's premier special activity for cadets. 12 member nations participated, and 114 CAP cadets traveled to member nations. The Senator Jennings Randolph National Soaring School was conducted at Warren State University in Missouri. 16 cadets attended ground school participating in glider activities.

CAP flew rescue and support missions in response to major flooding in Puerto Rico and the Atlantic coast and to aid in hurricane relief on the Gulf and Atlantic coasts. CAP saved 116 lives during the year.

CAP aircrews flew in support of DOD *Amalgam Chief*, *Global Shield*, *Brimfrost* and *Night Tango* exercises.

Civil Air Patrol, with Air Force approval, agreed to support US Customs Service in aerial drug interdiction missions along the boundaries of the United States. The intent was to identify and track vessels and ships attempting to smuggle drugs into the country. CAP will be involved in tracking only and will not participate in apprehensions or seizures. CAP purchased Cessna aircraft that were unmarked for drug interdiction missions.

Thirty-two vans were equipped with HF and VHF equipment to support local, state and Federal emergency relief efforts.

In 1986, CAP aided flood victims in California and motorists stranded by heavy snows in Colorado. In a first, CAP responded to a train derailment in Ohio. CAP flew over 80% of Air Force authorized search missions, saving 136 lives. In Alaska and California, CAP initiated a program to educate pilots on the need to properly maintain and operate ELTs to decrease false ELT transmissions.

CAP flew airborne radiological monitoring missions and participated in the Continental US Air Reconnaissance for Damage Control (CARDAC) program. 26 wings participated in *Exercise Friendship 86* in support of the DOD.

CAP continued drug interdiction missions. Missions began along the Florida coast, and were expanded to California and Arizona. Over 300 missions totaling 1,000 hours were flown. The program extended to Texas and Chesapeake Bay. CAP and the Coast Guard Auxiliary signed an agreement of mutual support during search missions.

The Air Force Computer Orientation Program (AFCOP) was initiated at Gunter Air Force Station, Alabama. Thirty-one CAP cadets participated in a program that included basic programming language, history and design of computers, and computer use in CAP and the Air Force. Cadets received hands-on training with computers.

The CAP Chaplain Corps introduced a pamphlet in 1987 on contemporary ethical issues titled *Values for Living*.

In 1987, 400 cadets earned the Mitchell Award, and 44 cadets earned the Spaatz Award. Sixty-seven CAP members were part of the Air Force Academy graduating class. Over 54,000 cadets earned the Mitchell Award since its inception. 6,783 cadets attended encampments at 37 air force bases and 31 other DOD installations.

CAP flew 2,097 Air Force authorized missions and saved 108 lives. CAP frequently assisted the Coast Guard Auxiliary in locating ELT beacons on coastal shipping. US Customs trained over 1,100 CAP aircrew members and CAP crews flew about half the Customs Service surveillance patrol flying hours.

CAP operated over 32,000 stations licensed by the FCC. During this year, 52 HF radios, 102 VHF-AM and 159 VHF-FM radios, with power supplies, were acquired by CAP.

CAP continued to actively support the National Congress of Aviation and Space Education. At the annual meeting in Orlando, Brig Gen Charles Yeager was the guest speaker. Participants toured the Kennedy Space Center. The Crown Circle Award was presented to three individuals for outstanding accomplishments in Aerospace Education.

CAP conducted the annual Region and Wing Commanders' Course at Maxwell AFB, Alabama, in March. Fourteen new wing commanders attended the four-day course. Air University also offered distance learning versions of Squadron Officers' School, Air Command and Staff College, and Air War College to qualifying CAP senior members.

Hawaii, Pennsylvania, Alaska, Illinois, Massachusetts and California state governments all contributed over \$100,000 each to CAP, with Hawaii providing \$429,000.

In 1988, President Ronald Reagan was the keynote speaker at the annual National Congress on Aviation and Space Education in March. President Reagan noted that aerospace education was vital to the nation's future. The theme was aerospace education in the 21<sup>st</sup> century.

The *Blue Beret Program* became a national cadet activity in 1985. The two-week program included survival training, drill and ceremonies, flight line operations, and aircraft traffic direction and control.

CAP flew 2,434 Air Force authorized missions, saving 108 lives. CAP flew over 80,000 of the total hours flown on these missions. Over 350 CAP personnel were trained by the US Customs Service. CAP continued to fly half of the US Customs aerial drug interdiction missions. CAP supported the Red Cross by transporting blood in the aftermath of natural disasters.

Alaska contributed \$1,555,000 to CAP. Other states that contributed over \$100,000 to CAP were Pennsylvania, Hawaii, Illinois, Massachusetts and California. CAP's membership consisted of 30,505 cadets and 42,331 senior members.

During 1989, CAP flew 2,681 Air Force authorized missions, saving 65 lives. Puerto Rico Wing flew 60 sorties and 195 hours in the aftermath of Hurricane Hugo hitting the island. CAP, the Drug Enforcement Agency (DEA), and the US Forest Service (USFS) signed an agreement for CAP to assist in aerial reconnaissance to detect illegal drugs, primarily marijuana farms in forested areas.

CAP Communicators obtained 72 communications racks, 75 power supplies, and 66 antennae for the 84 VHF-FM repeaters purchased the previous year. 1,000 VHF-FM transceivers were also ordered. CAP participated in the National Communications inter-agency Shared Resources (SHARES) HF Radio Program Exercise 89-2 to evaluate the ability of different agencies to interface their nets.

The National Cadet Competition allowed 8 teams, each representing a CAP region, to win the Air Force Chief of Staff Sweepstakes Trophy as winner of the competition. Cadets were evaluated on precision drill, physical fitness, and aerospace knowledge.

The third edition of *Aerospace: The Challenge* was published. Instructor guides and exams were updated.

Actor and aviation enthusiast Cliff Robertson was awarded an honorary membership in CAP. He was guest speaker at the annual CAP awards banquet.

In 1989, 26,360 senior members completed Level I of the Senior Member Training Program; 1,002 Level II; 626 Level III; 262 Level IV; and 68 completed Level V, receiving the Gill Robb Wilson Award.

The CAP Chaplain Corps reached 1,000 members. Chaplains provided training in moral, spiritual, and patriotic values. Chaplains conducted religious services and provided counseling to members at CAP activities.

During 1990, 1,442 cadets earned the Mitchell Award, 529 the Earhart Award, and 67 cadets the Spaatz Award. The Earhart Award was required for participation in the IACE. Ninety-eight cadets participated in IACE, exchanging with 12 other member countries, plus four Asian countries. The Blue Beret Encampment, held annually in conjunction with the Experimental Aircraft Association fly-in at Oshkosh, Wisconsin, was renamed CAP-EAA Oshkosh. 325 cadets attended encampments.

CAP's communications capability consisted of 18,000 stations, and Communications were upgraded with the acquisition of 52 FAX machines, 141 VHF-AM radios for ground team to air communications, and 1,846 VHF-FM radios short range communications.

CAP initiated a no-notice Wing Operational Effectiveness Exercise policy designed to evaluate emergency services effectiveness at any given time. Emphasis was on mobility and tactical communications. CAP flew 2,475 Air Force authorized missions, saving 46 lives. The Air Force added a CAP Appendix to USAF Concept Plan 7045-90, Military Support to Civil Defense.

CAP's drug interdiction mission was renamed the Counternarcotics (CN) Mission. CAP flew 12,970 hours in support of the US Customs Service, the DEA, and the Forest Service. This led to discovery of 155,000 marijuana plants, 72 vessel intercepts, 1,093 marked airfields identified, 27 suspected airfields located, and 52 photo reconnaissance missions.

## CHAPTER 3: CIVIL AIR PATROL IN THE POST-COLD WAR ERA - FINDING NEW MISSIONS, 1991-2001

During 1991, with the nation at war, CAP flew non-combat patrol missions over Armed Forces facilities in the United States. During *Operation Desert Shield*, Georgia Wing flew 20 sorties to support Special Operations training. During Desert Storm, North Carolina Wing flew reconnaissance missions over the Sunny Point Weapons Depot area.

Rhode Island and Massachusetts Wings flew relief missions in response to Hurricanes Bob and Grace, and Iowa Wing provided emergency transportation during a severe November snowstorm. CAP flew 2,700 missions and saved 82 lives during the year.

CAP flew over 17,000 hours of counter narcotic missions. This included marine patrols searching for suspicious vessels, border patrol, and aerial reconnaissance for marijuana fields and clandestine airfields. CAP also transported law enforcement personnel and assisted with communications.

CAP celebrated its 50<sup>th</sup> Anniversary. The Annual Report included many photos of past CAP activities. Over the years, several Senior Member courses were incorporated into the Senior Member Training Program. These included Squadron Leadership School to enhance leadership and management skills as well as specialization training as part of Level II; the Corporate Learning Course which addresses squadron management as part of Level III; the Region Staff College to teach communications, leadership and management to commanders and staff officers as part of Level IV; and the National Staff College to teach senior CAP officers the elements of CAP policy and organization at the national level.

Alaska, Hawaii, and Pennsylvania contributed over \$200,000 each to Civil Air Patrol.

During 1992, Civil Air Patrol was heavily involved in disaster relief, responding to hurricane damage across

the country. CAP units in Florida and Louisiana responded in the aftermath of *Hurricane Andrew*, one of the most devastating hurricanes to date. A Florida Wing aircraft was the first to fly into South Florida after the hurricane passed through, and CAP units from across the Southeast Region transported medical personnel, communications equipment, security personnel, and vital supplies into the Miami area at Homestead AFB. In Hawaii after Hurricane Iniki, CAP provided the only civilian inter-island communications available in the aftermath of the hurricane.

CAP signed agreements with the National Oceanic and Atmospheric Agency (NOAA) to provide aerial mapping and reconnaissance, and with the Department of the Interior to monitor remote areas controlled by the Department.

CAP conducted 2,594 missions saving 110 lives. Unfortunately, CAP was hindered by having to conduct over 2,000 searches for activated ELTs. Only about 60 transmissions were actual distress calls. This has been a problem for years and no satisfactory solution has yet been found. CAP flew almost 20,000 hours in support of the CN mission.

The number of communications stations was up 10% to 20,821. Two thirds of these were mobile stations. CAP continued to participate in the National Communications Program's Shared Resources (SHARES) to provide an emergency backup system in support of national security and emergency preparedness.

Each year, the Chaplain Service issued a new series of booklets on developing relevant values for daily living. This provided cadets with information they could use in supporting the President's Anti-Drug Campaign. The Ethics for Command Program was designed to help senior members understand the need for ethics and values in everyday life, especially as it related to interacting with CAP senior members and cadets.

CAP maintained a Hall of Honor at National Headquarters, Maxwell AFB, Alabama. It featured distinguished members of Civil Air Patrol from its foundation to the

present. CAP also maintained an Air Force Academy Cadet Hall of Honor that recognized the former CAP cadet with the highest order of merit rating in each graduating class.

During 1993, CAP flew 3,122 search and rescue missions and saved 120 lives. During the Midwest Flood in Missouri, Kansas, Illinois, and Iowa, CAP units flew relief flights for 44 days, flying 2,500 hours in 500 sorties. Ground teams served over 9,000 meals, and 4,000 volunteer man-days were provided for the operation. CAP also assisted in relief after the East Coast blizzard, the Oregon earthquake, and the Alabama AMTRAK disaster. CAP flew over 20,000 hours in support of the Counter Drug (CD) mission. This year was the second best for safety in the history of CAP.

Seventy-six encampments provided training for 4,676 cadets at 76 Air Force installations and other DOD facilities. CAP signed an agreement with the Air Force to provide a test of funded flight orientations to high school AFJROTC cadets.

CAP dedicated a memorial in Arlington National Cemetery in honor of CAP members who lost their lives in the line of duty.

During 1994, CAP flew 2,502 missions that saved 154 lives. CAP also responded to the most costly disaster in American history to date, the Northridge Earthquake in California. The quake measured 6.6 on the Richter scale. CAP assisted the American Red Cross in providing relief aid, delivering supplies and equipment. CAP drove over 129,000 miles and assisted in sheltering 22,000 victims. This was done at a cost of \$2.05 per hour.

CAP flying cost \$60 per hour, versus \$1,600 per hour for helicopters, \$2,200 per hour for a C-130 aircraft, and \$350 per hour for other Federal aircraft. CAP saved taxpayers \$20 million for every 13,000 hours flown by CAP.

CAP maintained a 24/7 National Digital Radio Network (NDRN). This network had automatic storing and forwarding capabilities that linked National Headquarters with region and wing headquarters. Voice activity is

initiated daily through the National Command Network. Special purpose networks also existed in CAP.

IACE member countries increased to 15. These included Austria, Australia, Belgium, Canada, Finland, France, Germany, Israel, Japan, the Netherlands, Norway, Sweden, Switzerland, Turkey, the United Kingdom, and the United States. Ninety-six CAP cadets participated this year.

CAP celebrated its 44<sup>th</sup> year of supporting AE workshops for over 5,000 teachers each year. AE materials were updated, and a new program recognizing senior members who completed any portion of the CAPP 215 Level II AE Officer Specialty Track. Sixteen teachers received scholarships to attend the National Space Academy at the US Space and Rocket Center at Huntsville, Alabama.

During the year, 685 CAP Chaplains conducted 4,204 pastoral counseling sessions, 4,654 worship services, and 1,910 home and hospital visits. They also attended 14,056 meetings, 65 summer encampments, and conducted 3,764 moral leadership classes for 46,452 cadets.

Note: The Annual Report (AR) for 1995, covering CY 1994, was the last in the series to be numbered when published, when the text referred to the previous year (AR 1995 was about CY 1994). AR 1995-b covers 1995 from 1 Jan to 30 Sep 1995. AR 1996 begins on 1 Oct 1995 and goes through 31 Dec 2016. From AR 1997 on, the document title refers to the year covered: AR 1997 covers CY 1997, and so on with subsequent ARs.

During 1995, CAP had 530 fixed-wing aircraft, 21 gliders, and 2 hot air balloons. They were augmented by 4,490 member-owned planes available for CAP service in emergencies. CAP continued to offer the lowest flying cost per hour of any search aircraft, at \$75 per hour, versus \$350 for other Federal aircraft, \$1,600 for helicopters, and \$2,200 for Air Force C-130s. CAP operated 909 vehicles. CAP flew 2,261 missions, with 108 saves. The Live Organ Transport Program flew 17 missions this year. The program has been in existence for 12 years and has saved 286 lives.

Four hundred-fifty former CAP cadets attended the Air Force Academy this year. Of past former CAP cadets who attended the Academy, 75.9% graduated, compared to an overall graduation rate of 70.6%. Two hundred former cadets attended the US Military Academy, and 174 the US Naval Academy. The age to become a cadet was lowered to 12, provided that the potential cadet was in grade 6.

The Drug Demand Reduction (DDR) Program is a joint Air Force - CAP effort to reduce drug use among Air Force family members. Active DDR programs existed at 20 Air Force installations.

In 1989, CAP-USAF was directed by the Department of the Air Force to realign its staff. This was completed in 1995.

Alaska with \$710,340 and Hawaii with \$214,025 again topped the list of states giving financial aid to CAP.

An AE Handbook was published, and an AE website was created for the internet. Over 45,000 AE packets were distributed to teachers this year.

During **1996**, CAP conducted 2,404 search missions, saving 94 lives. Errant ELT transmission continued to distract CAP search teams from real emergencies. CAP continued to be on call 24/7. CAP participated in disaster relief missions in the aftermath of Hurricanes Bertha, Fran, and Hortense.

CAP obtained the ability to transmit high-resolution still images from aircraft to ground stations. This technology was used by CAP to monitor the 1996 Olympics in Atlanta, Georgia. CAP redesigned the National Digital Radio Network to allow its use for email. FEMA integrated this system with its own as a backup. The Joint Chiefs of Staff initiated a study to evaluate CAP's role in providing emergency communications for Air Force missions for the purpose of retaining radio frequency bands shared by the Air Force and CAP.

Over 5,000 CAP members assisted in Counterdrug Operations. This contributed to the seizure of \$2.4 billion in illegal drugs. Drug Demand Reduction initiatives

resulted in the creation of a network which included 20,000 young people in 1,100 units, in every state.

Six thousand cadet orientation flights were completed. CAP received the first annual Flight Training Achievement Award from the General Aviation (GA) Team for its outstanding flight orientation and summer encampment programs. With these flights and activities on Air Force bases, CAP cadets were able to learn about aviation and Air Force careers. One hundred four scholarships worth over \$80,000 were awarded. This averaged \$770 per cadet. CAP cadets visited 17 countries in Europe and the Pacific Rim as part of the IACE. CAP cadets participated in the 20<sup>th</sup> anniversary celebration of the Smithsonian Institute's Air and Space Museum.

Five thousand educators attended 125 college workshops. They were expected to reach out to 500,000 young people in the classroom. CAP initiated online education with its Great Lakes Region Education Home Page. CAP curriculum developers produced a prototype module that was later used for KinderCare's *KC Imagination Highway*.

CAP initiated a year-long program in July to recruit one new member for every unit in CAP. Total CAP membership was 53,873.

During **1997**, CAP distributed over 20,000 free educational products to American schools. Fourteen AE lessons plans were on the internet, two AE flight test simulations were available, electronic visits to the National Air and Space Museum were possible over the internet. Creation of a CAP web page, coupled with distribution of AE materials to teachers, led to a 13% increase in CAP membership. More than 300 cadets and 14 teachers from inner-city schools joined CAP.

*Membership 2000*, CAP's recruitment initiative, brought 3,800 new members into the organization. Total membership in 1997 was 56,689. This year, CAP celebrated the Air Force's 50<sup>th</sup> Anniversary.

CAP founded the National Technology Center (NTC), located in Richmond, Virginia, in June. The NTC is a recycling center for communications and computer equipment coming from DOD and other Federal agencies as they upgrade their systems. CAP gained \$230,000 worth of equipment through this program for the year.

CAP flew 2,819 search missions that saved 75 lives. This comprised 87% of Air Force authorized sorties. CAP responded to severe flooding in Iowa, Minnesota, Kentucky, and Ohio, and to tornadoes in and around Waco, Texas. The CAP CD program contributed toward eliminating millions of dollars' worth of illegal drugs.

CAP, in conjunction with the Armed Services YMCA, initiated a summer day camp for children of junior enlisted personnel in the Chesapeake Bay area. CAP's DDR Middle School Initiative placed CAP units in middle schools.

The attrition rate for former CAP cadets attending Air Force Basic Training is 3.9 percent, about half that of general enlistees. Each year, about 10% of the cadet population at the Air Force Academy is comprised of CAP cadets.

More than 100 cadets attended Aviation Challenge in Huntsville, Alabama. Scholarships were provided by the Space Camp Foundation. The Spartan School of Aeronautics offered 104 \$500 scholarships to cadets who participated in their technical or flying programs.

CAP field-tested six new activity oriented AE modules recommend by the Cadet AE Task Force. The *AE 2000 Program*, a four-volume module, was made available to more squadrons.

During 1998, CAP continued its innovative cadet activities. Of 26,000 cadets, over 11,000 attended national and regional cadet activities. The Air Force Space Command Course was offered to cadets 15 and older. They participated in T-43 and helicopter flights and toured a nuclear submarine. The Air Education and Training Command Familiarization Course (formerly the Air Training Command Course) allowed CAP cadets to

observe and learn with student pilots at two air force bases. Cadets visited the base control tower, aircraft maintenance hangers, and the parachute shop. The National Blue Beret Encampment (formerly CAP-EAA) was held in conjunction with the Experimental Aircraft Association fly-in at Oshkosh, Wisconsin. The Advanced Pararescue Course offered advanced training in mountaineering and navigation, and supplemented the Basic Course.

The National Flight Academy-Power Track offered ground instruction plus ten hours' observer flight time, while the National Flight Academy-Glider Track allowed cadets 14 and older the opportunity to fly with a glider pilot. The National Ground Search-and-Rescue School taught 152 cadets the latest search and rescue techniques. Hawk Mountain, the Pennsylvania Wing Ranger school, was designated a National Cadet Activity. It taught cadets basic and advanced emergency services, and trained team commanders and field medics.

DDR funding paid for 620 cadets to attend summer encampments, 55 cadets to attend power or glider academies, 18 to attend national special activities, and 200 Civil Air Patrol memberships for cadets.

CAP flew 3,155 search missions, saving 116 lives. CAP responded to severe ice storms in the Northeast that hampered transportation and communication. CAP provided disaster relief to areas hit by tornadoes in Florida, Alabama, Tennessee, and South Dakota. Flood relief missions were flown in Florida and Texas. CAP responded to victims of Hurricane Georges in Puerto Rico.

CAP acquired 20 new Cessna Skyhawks to replace its oldest planes, and upgraded its Cessna 162s from 160 to 180 horsepower. For safety reasons, CAP's entire vehicle fleet was equipped with daytime running lights.

The CAP Supply Depot in Amarillo, Texas, offered low cost parts and equipment to CAP members who made their planes available for emergency services missions. CAP members could buy discounted survival equipment, Aerospace Education materials, and communications equipment from the depot.

Forty Thousand Aerospace Education products were distributed free to educators, and assisted them in organizing AE field days. Eight-eight new lesson plans were created, and CAP online resources were expanded.

During 1999, CAP flew 2,098 search missions, saving 84 lives. Hurricane Floyd did extensive damage in North and South Carolina. Florida, Alabama, Georgia, Tennessee, Louisiana, South Carolina, North Carolina, Virginia, Maryland, Delaware, Pennsylvania, and New Jersey Wings responded. CAP transported state officials, provided aerial photography of devastated areas, monitored evacuation routes, monitored flooding, and performed damage assessment. CAP also responded to damaging tornadoes in Oklahoma. CAP flew 6,502 missions in support of Counternarcotic efforts. CAP corporate aircraft were painted in a uniform CAP color scheme for the first time in ten years.

Thirty thousand free AE products were distributed to educators. CAP developed an electronic AE support system that provided online lesson plans, resource guides, networking maps, internet links to educational sites, and links to aviation oriented museum internet sites. CAP published a fifth volume of *Aerospace 2000*.

Cadet membership exceeded 26,000, and overall retention efforts improved. CAP created the *Five Pillars of the Cadet Program* to assess the five critical areas of cadet growth: Leadership Skills, Aerospace Education, Physical Training, Activities, and Moral Leadership.

The CAP Chaplain Corps utilized Moral Leadership Officers to augment the work of Chaplains by providing moral guidance to cadets and assist with monthly leadership seminars in their squadrons. Many Chaplains received *Critical Incident Stress Training* to enable them to counsel CAP personnel who encountered traumatic incidents in the course of their Emergency Services duties. About 87% of all emergency personnel exposed to a critical incident will display signs of traumatic stress.

For 2000, cadet membership was approximately 25,000. Nearly 12,000 cadets participated in special activities. Thirty-six hundred attended summer encampments. One

hundred twenty cadets received powered aircraft or glider training. The DDR Program provided 750 encampment scholarships for eligible cadets.

Cadets have a mandatory AE requirement as part of their training. Senior Members have an elective, self-paced AE program. Aerospace Education members are primarily educators in primary and secondary schools. They received free educational products, including lesson plans, newsletters and multi-level curriculum kits—most of which could now be obtained via online resources as technologies made such opportunities available.

CAP introduced a new Aerospace Education Program, with a two-volume set of textbooks. Volume I, *Aerospace Dimensions*, was designed for younger cadets in Phases I and II. Volume II, *Aerospace: The Journey of Flight*, was for older cadets in Phases III and IV.

CAP flew 2,819 missions, saving 77 lives. CAP responded to a train wreck in Louisiana and forest fires in New Mexico. CAP's flight safety rate was 94 accidents per 100,000 flying hours, a significant improvement over earlier rates. CAP adopted the risk management program to identify potential safety hazards in advance and resolve them.

CAP flew drug interdiction flights in Virginia in support of the Virginia State Police that identified 51 suspected marijuana grow sites, and assisted authorities in Colorado in discovering potential grow sites.

Public Law 398 defined the legal status of CAP in relation to the Federal government. CAP is an extension of the Federal government (and the Air Force) when it is performing services for the Federal government by assisting the Air Force in completing its non-combat mission. The legislation also created the CAP Board of Governors as the governing body of CAP.



## CHAPTER 4: CIVIL AIR PATROL IN A NEW WORLD - THE NEED FOR HOMELAND SECURITY, 2001-2016

2001 was an electrifying year. On 11 September 2001 (9/11), a CAP aircrew was the first plane on scene to provide aerial reconnaissance over the World Trade Center site—one of the targets in the terrorist attacks that galvanized the nation. Elsewhere in the country, CAP transported blood for the American Red Cross in response to the disaster. Across the country, CAP aircraft flew government officials and supplies as the country mobilized to respond to possible additional attacks, and to respond to the attacks in New York, Pennsylvania, and the Pentagon in Virginia. New York Wing provided continuous visual aerial images to FEMA and state officials, and CAP Wings across the nation assisted the Coast Guard in coastal surveillance operations.

CAP marked its 60<sup>th</sup> Anniversary on 1 Dec 2001 quietly, as the nation was still on alert from the events of 11 September 2001. CAP officials noted that CAP was again called to defend the homeland, and needed as much as when it was called upon to serve the nation in WW II.

The Defense Authorization Bill of 2000 created a Board of Governors for CAP consisting of representatives of CAP, the Air Force, and aviation oriented organizations, as well as the National Commander and Vice Commander.

CAP flew 85% of Air Force search missions, flying 2,992 missions that saved 65 lives. This was in addition to the massive support provided to FEMA and the states of New York and Pennsylvania after the attack of 9/11. CAP also continued to fly Counter CD missions in support of US Customs and the DEA. California Wing alone assisted in the confiscation of illegal drugs worth \$118 million. Nationwide, 3,789 CD missions were flown by CAP aircrews.

CAP Communicators operated 21,350 stations. Over 24,000 members operated these stations. Most of these stations were owned by CAP members. CAP would convert all its radios from wide band to narrow band.

CAP's cadet membership was about 24,000. Many national special activities were available to cadets, including the *Advanced Technology Cadet National Academy*. In this program, cadets learned how to operate cameras that took single frame video and transmit images from air to ground. They also studied space and satellite communications. In the Air Force Weather Agency Familiarization Course, cadets learned weather interpretation, contour mapping, severe weather analysis, storm spotting, and space/weather environmental analysis. CAP planned to transition to a corporate owned system for better integration and efficiency.

The Jacksonville University / Comair Aviation Academy Airline Training Track provided training to Cadets interested in becoming airline pilots and included 15 hours of flying time. The National Military Music Academy provided music training to Cadets so they could introduce military style music to their local units. This included fife and drum and well as other types of military music.

Thirty-six schools participated in the Drug Demand Reduction Middle School initiative, which offered aerospace education learning and ethical training to middle school students. DDR provided more than 1,000 scholarships this year.

CAP distributed 30,000 AE products to educators, and provided \$15,000 in grants to classroom teachers. CAP developed the Aerospace Education Excellence (AEX) Award Program to enable squadrons and schools to motivate Cadets and students with hands-on activities. There were two volumes in the support text, one for K-5 and another for 6-12. Most of the activities centered on building models of planes and various spacecraft.

During 2002, CAP membership increased due to public reaction to the events of 9/11, from 58,090 in 2001 to 63,250 in 2002. More than 8,700 CAP volunteers flew in support of terrorist attack recovery missions. CAP also flew in support of Operation Noble Eagle for the Air Force. CAP aircrews flew target planes that simulated terrorist attacks on the United States so Air Force fighters could practice intercepts. CAP also flew reconnaissance

missions in support of the 2002 Winter Olympics in Salt Lake City, Utah, resulting in at least one law enforcement action per day. CAP flew 105,079 search flight hours, saving 88 lives

The Chief of Staff of the Air Force authorized promotion of CAP National Commanders to Maj Gen and CAP Vice Commanders to Brig Gen in response to CAP's increasing Homeland Security mission. CAP coordination with the Air Force would transition to a relationship with the Air Force Directorate of Homeland Security.

CAP became the first non-profit organization to sponsor a NASCAR race car. No. 46, driven by Ashton Lewis, Jr., competed in 34 races, finishing the season 17<sup>th</sup> out of 60.

Counterdrug missions destroyed 4,500 cultivated and 4,500 wild marijuana plants. CAP aircraft simulated drug-smuggling aircraft for the benefit of NORAD trackers and aircrews.

The Air Force Association presented CAP with the Hoyt S. Vandenberg Award for its contributions to Aerospace Education. CAP was recognized for its Aerospace Education Award Program for K-12 students, and for its aerospace curriculum.

The National Cadet Competition consisted of two segments, the color guard competition and the drill team competition. The event was held in July at the Air Force Academy. Florida Wing won the color guard competition and New York Wing the drill competition.

Drug Demand Reduction scholarships were given to 1,200 students as part of a program to encourage them to resist drugs and the temptation to use them.

CAP added a new special activity, the Advanced Technology Academy, in partnership with Auburn University, to orient cadets about the career opportunities in technical aviation and space.

CAP Chaplains provided 35,000 hours of service time and 5,000 hours of volunteer counseling.

CAP expanded its Information Management System and distributed 423 computers to CAP units.

During 2003, cadet membership was at its highest in over ten years, with over 27,000 cadets on board. Over 15,000 cadets participated in AE activities this year. Over 21,000 cadets received orientation flights. More than 200 cadets began flight training.

CAP flew hours 97,000 hours, with 140 saves. CAP flew over 95% of all inland search missions. CAP purchased a new satellite digital imaging system (SDIS). This allowed CAP to transmit high quality photos to multiple locations simultaneously. Fifteen aircraft were fitted with the system.

CAP Counterdrug missions assisted in the destruction of over \$10 billion in illegal drugs. CAP responded to the crash of the space shuttle *Colombia*. CAP devoted over 1,000 man-days in the search for wreckage.

CAP provided disaster relief support in the aftermath of Hurricane Isabel on the Atlantic coast. CAP also assisted in disaster relief efforts after 88 tornadoes struck Middle America in November.

CAP participated in the Air Force's *Operation Virgo*, simulating terrorist flight operations over America, especially in the Washington, DC, area. Operation Liberty Shield was initiated in response to an Orange Alert, CAP aircrews and ground crews prepared for deployment.

CAP Aerospace Education workshops trained hundreds of educators, who in turn taught AE courses to over 50,000 students. The Aerospace Education Excellence Award Program enriched the lives of 10,000 young people in K-12 grades. CAP provided \$300,000 for cadet scholarships and special activities.

CAP expanded its online capabilities. *Knowledgebase* is an interactive website to respond to members' questions. The CAP Bookstore initiated an online ordering system. The CAP website was divided into public access areas and members-only areas.

Alaska, with over \$500,000 in state contributions to CAP, again led the nation. Tennessee was second with \$143,135. Thirteen states and two other governments contributed no funds to the CAP mission.

In 2004, Air Combat Command's 1<sup>st</sup> Air Force (which is the air component of US Northern Command) signed a memorandum of understanding (MOU) with CAP that provided for CAP to support the Air Force in non-combat missions. 1<sup>st</sup> Air Force would be the executive agent of the Air Force for requesting such support.

As part of its Homeland Security mission, CAP assisted in the following training missions: *United Defense 2004* (military support to civil authorities); Heartland Response 2004 (New Madrid Fault earthquake responses; Determined Promise 2004 (chemical, biological, and nuclear attack); and Amalgam Virgo (airborne terrorism).

CAP flew 1,963 missions, with 58 saves. Membership was at 60,000, with 25,000 cadets. In the operations area, CAP initiated efforts to become the resource of choice for public agencies needing aviation based assistance with homeland security, search and rescue, disaster relief, and counterdrug missions. To do this, CAP established strategic partnerships with government agencies and other volunteer organizations.

CAP increased its online and technological capabilities. The National Operations Center centralized mission coordinated of search and rescue, disaster relief, counterdrug, and homeland security missions. Online learning modules were expanded and computer based learning and operational control increased.

CAP collaborated with the Army, Navy, Air Force, and Coast Guard to develop ARCHER (Airborne Real-Time Cuing Hyperspectral Enhanced Reconnaissance), scheduled to activate in 2005. ARCHER was a highly sophisticated device for locating difficult to find ground targets by identifying their spectral signature. Sixteen Gippisland GA-8 Airvans were purchased by CAP to be ARCHER platforms.

Another system, VCN (Visual Computing Network), allowed CAP personnel to use laptop computers preloaded with mapping software to simulate flight missions. Forty Cessna Skylanes were equipped with the new Garmin 1000 state of the art flight deck package.

CAP provided free uniforms to all new cadets in 2004, over 11,000 total. CAP participated in the National Red Ribbon Campaign against drug use by teenagers.

CAP created a new Civic Leadership Academy in Washington, DC. to teach cadets about civil responsibility and the democratic process. The first group of cadets met with Secretary of State Colin Powell. CAP cadets also attended the National Honor Guard Academy at Camp Pendleton, Virginia, to train with Air Force Honor Guards.

One hundred fifteen cadets soloed at CAP summer flight academies. Other cadets attended the Aerospace Education Academy operated in conjunction with the Experimental Aircraft Association, and other CAP cadet special activities.

CAP cadets were provided free copies of AE technical software called the Satellite Tool Kit. The software was donated by Analytical Graphics, Inc., and was similar to software used at more than 70 universities.

CAP offered orientation flights to teacher AE members through the CAP Fly-A-Teacher Program. The Air Force Association made grants available for CAP AE.

Aerospace Education was offered in select schools in response to the No Child Left Behind Act. Students introduced to AE showed improvement in STEM subjects. CAP introduced a new textbook called *Model Rocketry*. CAP was concerned with a shortage of trained aerospace engineers in response to the aging of baby boomers, and considered ways to encourage American youth to consider careers in aerospace related fields.

Alaska at \$503,100 and Pennsylvania at \$450,000, led the nation in state contributions to CAP. Thirty-six states contributed to CAP. Private corporations donated over \$200,000.

The Commander of CAP-USAF was now called the Senior Advisor to Civil Air Patrol. CAP appointed its own civilian Executive Director.

During **2005**, CAP flew 2,507 search missions, saving 73 lives. This included the CAP response to Hurricanes Katrina, Ophelia, Rita, and Wilma in Louisiana, Mississippi, Texas, North Carolina, Alabama, and Florida. Over 1,800 members deployed from 17 states. CAP aircrews flew over 1,000 missions in support of hurricane relief. There were 131 ground missions that visited 4,266 homes and contacted over 8,500 residents. More than 50,000 man-hours were worked in the aftermath of the hurricanes. CAP also flew aerial imaging missions to locate hurricane damage and survivors.

The Secretary of the Air Force noted that CAP was a force multiplier for the Air Force, enabling the Air Force to expand its mission capabilities at reduced cost. CAP membership was approximately 57,000, with near 22,000 cadets.

Twenty-five cadets participated in the Leadership Academy in Washington, DC. Another 70 Cadets participated in IACE in other member countries, and foreign cadets were hosted by eleven CAP wings.

CAP operated fourteen career exploration academies for over 100 cadets. New for this year were the Air Force Space Command Familiarization Course at Vandenberg AFB, California; an aviation engineering course at Wright State University in Ohio; and an aircraft manufacturing academy at the Cessna aircraft plant in Kansas.

The CAP Aerospace Education field personnel were comprised of eight region deputy chiefs of staff, 52 with directors of AE, and about 1,500 squadron AE officers. They were augmented by about 1,600 AE members of CAP.

CAP Chaplains counseled victims of hurricanes, as well as emergency services personnel troubled by the conditions they found while assisting in the relief efforts. Forty percent of CAP Chaplains are trained pilots, observers, or scanners. Chaplain Dewey Painter of Florida Wing

personally supervised the distribution of 30,000 pounds of relief supplies.

CAP medical personnel included physicians, nurses, laboratory and other technicians and medical service personnel. They were always present at disaster relief operations.

The CAP Public Affairs team created a CAP Public Affairs Officer Toolkit to provide a state of the art training package. It was distributed to 1,500 CAP units. This was part of an aggressive program to revitalize public affairs. Other efforts include CDs and DVDs on public affairs topics and CAP.

In **2006**, CAP had 55,889 members, of whom 22,558 were cadets. CAP flew 63,787 flying hours, saving 58 lives. CAP again flew 95% of Air Force authorized search missions. CAP supported Air Force training by simulating terrorist aircraft in intercept exercises. National Capital Wing participated in tests of the Air Force's Visual Warning System for pilots who flew into the national capital's no-fly zone. In Alaska, CAP patrolled shipping lanes to observe cruise ships and other potential terrorist targets.

Using its ARCHER system of spectral identification, CAP patrolled the Arizona and New Mexico international borders looking for intruders. CAP also participated in US Northern Command's *Ardent Sentry* exercise to practice responding to natural disasters in the United States and Canada. CAP planes flew security missions to monitor military shipments on civilian means of transportation and flew escort to US Navy vessels in coastal waters. CAP reconnaissance missions assisted in the seizure by Federal authorities of almost \$1 billion worth of illegal drugs. CAP used GPS systems to pinpoint wildfires and floods.

The Air Force provided CAP with \$10.4 million for communications upgrades. CAP used the money to purchase 3,070 mobile VHF radios, 1,112 portable VHF radios, nearly 5,000 UHF intra-squad radios, 435 fixed repeaters, 113 airborne repeaters, and 10 satellite radios.

Sixty-three hundred cadets participated in flights this year. This number include 2,700 orientation flights to cadets. Over 1,600 cadets attended CAP special activities. \$200,000 in scholarships was made available to CAP cadets during the year. The *Order of Daedalians*, a military pilot society, awarded scholarships up to \$2,100, and AOPA provided two scholarships each to senior members and cadets. One hundred current and former CAP cadets were admitted to the Class of 2010 at the Armed Forces academies.

One hundred thirty-five teachers participated in the Fly-A-Teacher program. Two hundred fifty-two educators attended the Aerospace Excellence Award Program at Adams State College in Colorado.

CAP established 78 new units with 1,587 members. Twenty-six of the new squadrons had more than 100 members. A cadets-only back to school recruitment drive attracted 3,497 new cadets. Alaska Wing's Kodiak Composite Squadron won the national recruiting challenge with a 176% membership increase.

The National Board replaced the *CAP News* (founded in 1969 to replace the *CAP Times*) with a bi-monthly color magazine, the *CAP Volunteer* featuring stories about CAP activities and personnel, and published many more illustrations than were possible with the previous format. CAP's branding initiative was in progress. Its goal was to determine the best way to present CAP to the membership, the public, and the media.

During 2007, CAP participated in the longest and one of the most expensive search and rescue missions in modern times in search of aviation enthusiast Steve Fossett, who disappeared on a flight in Nevada. Fossett did not file a flight plan. More than 45 CAP aircraft were involved, but the crash site was not discovered until 2008. The ARCHER system was used in the Steve Fossett search, as well as to track flooding in the Midwest, and a major insect infestation on Federal lands. After more than three decades of use, inadvertent activation of ELTs remained a major problem for CAP, diverting critical resources.

CAP flew 300 search missions, resulting in 103 saves. CAP flew relief missions in flood-devastated parts of Wisconsin, Washington, and Texas. Fifty Kansas Wing members assisted in relief efforts after a series of tornadoes in the state. In California, Georgia, and Florida, aircrews searched for survivors of major forest fires.

CAP participated in North American Air Defense Command (NORAD) exercises by simulating terrorist intrusions into Air Defense Identification Zones and Flight Restricted Zones, particularly in the National Capital region. CAP aircrews searched for survivors of major forest fires. CAP assisted US Customs and the DEA in confiscating \$225 million worth of illegal drugs.

CAP upgraded its communications system by acquiring 6,000 VHF mobile radios, 2,500 portable VHF radios, 400 land base repeaters, 100 tactical VHF repeaters, and 10,000 UHF intra-squad (ISR) radios. CAP also spent \$2.5 million on additional communications equipment.

The National Board was the governing body of Civil Air Patrol. It had eleven members and selected the CAP National Commander and Vice Commander. CAP membership stood at 56,510. Of that number, 22,009 were cadets and 1,046 Aerospace Education Members.

CAP adopted computerized financial and logistical plans and records. This enabled the organization to accurately track financial resources and supplies and equipment.

The School Enrichment Program was designed to provide leadership training, character building, and physical fitness to K-12 students. Aerospace Education was an important element of the program. More than 1,200 cadets participated in special activities. One hundred sixty cadets participated in the National Cadet Competition (color guard and drill team), and 64 cadets participated in IACE. Fifteen CAP wings hosted foreign cadets.

CAP created a program called *Training Leaders of Cadets*. It provided a two-day course on how best to manage a successful cadet program, and teach leadership to youth.

CAP developed a program called MARS (Making Aerospace Real for Students). This program was intended to recruit educators as CAP Aerospace Education Members so that they could become a force multiplier for AE, reaching out to thousands of students.

A new CAP Public Affairs Manual was introduced to assist unit Public Affairs officers in honing their skills. The PAO Academy trained 90 public affairs officers from 40 wings.

The state governments of Alaska and Pennsylvania each provided over half a million dollars in support to CAP. Eight other states provided \$100,000 each.

In **2008**, CAP increased its involvement in Homeland Security. CAP aircraft flew training missions in the National Capital area to allow Air Force to utilize F-16s to evaluate Air Force response to aerial terrorist intrusions. CAP flew radar calibration flights and acted as targets for air-defense forces. CAP flew its one millionth anti-terror sortie this year

CAP flew more than 2,500 missions, saving 91 lives. CAP responded in the aftermath of Hurricane Ike, taking 490,000 high definition photos. Similarly, in the wake of Hurricane Gustav, CAP flew 80 sorties documenting hurricane damage. CAP provided similar support after tornadoes in 16 states from Texas to New Hampshire. CAP also flew missions after severe flooding in Colorado, Arkansas, and Alabama, documenting flood damage. Four thousand six hundred qualified ground team members and 1,800 ground team leaders responded to emergencies this year.

CAP's WMIRS (Web Mission Information Reporting System) enabled CAP to track the details of CAP emergency services missions, and to manage flight budgets during missions. The *CAPabilities Handbook* listed CAP mission capabilities and identified the point of contact to request a mission.

Errant ELTs continued to be a major problem, diverting resources away from more pressing matters and potentially life-threatening missions. CAP began phasing out analog ELTs and replaced them with digital versions

that could interface with the international search and rescue satellite, COSPAS-SARSAT. The new equipment proved more reliable and reduced the number of false distress calls. CAP spent \$30 million to upgrade communications equipment. CAP spent an additional \$14 million to upgrade VHF stations to HF-SSB radios.

CAP implemented a process of consolidating aircraft maintenance at centralized contract facilities around the nation to reduce costs while standardizing maintenance.

CAP had three aircraft accidents, one of which resulted in two deaths. Nonetheless, CAP's accident rate was half that of the national general aviation average.

CAP flew 13,535 orientation flights in 2008. CAP operated 36 National Cadet Special Activities, with 1,064 cadets benefitting. The Evergreen Aviation Academy, sponsored by Evergreen International Aviation, Inc., introduced cadet participants to the aviation business, including maintenance and helicopter operations.

The latest edition of CAP's AE textbook, *Aerospace: The Journey to Flight*, evolved over time into a 675 page, 27 chapter all color publication. The text was linked to other publications, and stressed STEM (Science, Technology, Engineering and Math) subjects useful in an aerospace education environment.

The *Making Aerospace Real for Students Program* was the central element in CAP's AE. This consisted of developing AE curricula, classroom materials, online resources, grants and training, while providing continuing education for educators at AE workshops. The *Satellite Tool Kit* contained software to help cadets analyze space and satellite orbits. The *CAP Model Rocketry Achievement Program* encouraged cadets to design increasingly complicated model rocket designs.

CAP participated in *Wreaths Across America*, a national program that lays wreaths annually at veterans' cemeteries.

*Author's Note: Beginning in 2009, CAP Annual Reports were discontinued and the information previously presented in them was now incorporated into CAP's annual Financial Report (FR).*

During **2009**, CAP flew 1,600 missions, with 72 saves. CAP flew 90% of Air Force authorized rescue missions. CAP operated 500 aircraft, many of which had the ARCHER system or Garmin glass cockpit technology. Two were equipped as Surrogate Predators to train Air Force drone pilots.

CAP added 2,000 new cadets this year, resulting in a total cadet force of 24,000. CAP provided 22,000 orientation flights for CAP Cadets and 2,000 for AFJROTC cadets.

Sixteen hundred teacher Aerospace Education members taught 96,000 students. Maureen Adams, an AE member from Texas Wing, was chosen for the NASA Teachers in Space program. CAP's K-6 Aerospace Education Program provided learning in reading and STEM subjects, character building, careers, and physical fitness, all in a drug-free environment.

During **2010**, CAP was a major responder to the massive Gulf Oil Spill, CAP's largest emergency services mission since World War II. Two hundred eighty-seven CAP members from ten wings flew for 118 days. During the year, CAP had 113 saves while conducting search missions. CAP flew 10,000 hours in drug interdiction missions, resulting in the seizure by Federal authorities of \$1.36 billion in illegal drugs. CAP also flew 150 flying missions in support of Homeland Security. CAP flew flood relief missions in the Upper Midwest, Ohio Valley and the Northeast United States.

CAP developed ORMS (Operational Resource Management System), a computer database to more efficiently manage and control assets.

CAP's cadet strength went up 9.5%, to 26,157 cadets. CAP's total membership reached over 61,000. CAP flew 28,000 cadet orientation flights and 10,000 glider flights for the year. A CAP team from Florida Wing won the Air Force Association's CyperPatriot Award competition.

National Headquarters published *New Horizons, A Guide for Cadet to Senior Transition*, to assist in recruiting cadets into the senior member program. Historically, the number of cadets making the transition had been less than optimal.

CAP continued to support *Wreaths Across America*. CAP sponsored 39,000 wreaths this year, and provided honor guards for ceremonies.

For **2011**, CAP search missions saved 54 lives. CAP also responded to floods in Missouri and South Dakota, flying 39 flood relief missions. CAP received 123 requests for disaster relief. CAP flew 4,367 hours in support of Homeland Security missions. Eight CAP aircraft flew the coastline of Hawaii to broadcast a warning of a possible Tsunami. Spring tornadoes resulted in 300 deaths. CAP responded through the Midwest and Middle South to assist in tornado relief and to provide aerial photos of affected areas to assist in rescue and recovery operations. Northeast Region CAP responded in the aftermath of Hurricane Irene, providing logistical and communications assistance.

CAP flew 4,367 hours in support of Homeland Security missions. CAP also assisted in drug interdiction missions that resulted in seizing illegal drugs worth \$475 million and 212 arrests.

CAP upgraded its radio net to narrow band. Infrared cameras were installed on some CAP aircraft to facilitate finding victims of aircraft crashes. Some CAP aircraft were equipped with video cameras. CAP acquired two Cessna T206H Turbo Stationairs and 17 Cessna 182 Skylanes. GIIEP (Geospatial Information Interoperability Exploitation Portable) kits were distributed to emergency services personnel in order to stream live still photo and video images from aircraft to emergency operations centers.

CAP received the World Peace Mission's World Peace Prize for providing disaster relief and humanitarian missions.

Aerospace Education programs reached 125,000 K-12 students across the country. CAP continued to support STEM training for Cadets and AE student. The Air Force Association assisted by providing a grant of \$22,000.

CAP again received an award in the CyberPatriot competition. Participants were given realistic cyber security problems to solve.

Beginning in 2012, the annual *Financial Report* contained a new page called *CAP by the Numbers*. This page was a summary of CAP statistics for the year. CAP flew 703 missions, saving 32 lives. CAP membership stood at 60,847, of whom 26,384 were cadets. CAP operated 8,773 communications stations. CAP flew 191 counterdrug missions and 719 state support missions. CAP's flights cost only \$120 to \$160 per flying hour, considerably less than the military and civilian alternatives. CAP flew 90% of Air Force authorized search missions.

CAP responded to over 50 disasters, including hurricanes, tsunamis, winter storms, flooding, tornadoes, and forest fires. Twenty CAP wings responded to Hurricane Sandy, and provided 158,000 digital photos of the hurricane's impact. This enabled resources to be directed at the hardest hit areas first.

CAP flew 29,856 cadet orientation flights. Fifty cadets participated in IACE, and 4,936 attended summer encampments. Three hundred twenty-four attended flight academies. Over 1,000 cadets attended one of 30 cadet Special Activities.

CAP influenced 220,000 K-12 students through its AE programs. CAP developed robotics modules containing 21 activities; a satellite imagery module for identifying aerospace objects; and a model aircraft program featuring radio control plans. These were designed to generate cadet interest in STEM careers.

CAP's Chaplain Corps had 487 Chaplains and 327 character development instructors. They participated in over 33,000 events and served over 128,000 volunteer hours.

The Government Accountability Office (GAO) issued a report to Congress in 2012 that identified CAP capabilities, and recommended greater integration of Department of Homeland Security, Civil Air Patrol, and Coast Guard Auxiliary assets for better use in homeland security missions.

During 2013, CAP had almost 60,000 members, 25,000 of whom were cadets. CAP operated 550 corporate aircraft and 47 gliders in 1,483 squadrons. CAP flew 69 missions, with 44 saves. This year, CAP acquired 11 Cessna Turbo 206s and 45 new vehicles.

CAP provided \$300,000 in college and flight scholarships, and provided 32,893 cadet orientation flights. CAP's Aerospace Education Program included more than 30 STEM products that were used by 25,000 cadets and 250,000 K-12 students in America's schools. Sixteen thousand students benefitted from CAP's K-6 Aerospace Connections in Education Program. Twenty-five thousand cadets received instruction in CAP's Core Values of *Integrity*, Volunteer Service, Excellence, and Respect.

Aerial photography comprised 80% of CAP's emergency services missions, especially in the aftermath of natural disasters. Data collected was analyzed by WMIRS to determine where the greatest need for assistance existed.

CAP flew 1,250 hours in support of NORAD's Homeland Security mission. CAP also flew 142 search missions, comprising 85% of all Air Force authorized search and rescue missions.

CAP provided assistance in 1,053 state missions, including providing aerial assistance after a major mudslide in Washington State and a dangerous sinkhole in Louisiana. CAP also assisted in flying aerial reconnaissance in support of the Super Bowl in New Jersey and the Presidential Inauguration in Washington, DC.

CAP's Cellphone/Radar Forensics teams analyzed data from these sources to locate lost planes and individuals. Two teams located over 30 people with this system.

CAP operated 7,641 VHF/FM stations, plus 1,240 HF stations, and 695 VHF/M repeaters.

The CAP National Historical Journal (NHJ) began electronic publication. The Journal contained quarterly essays on aviation history and pioneers, and air-power related articles of military and civilian significance.

During 2014, CAP's Aerospace Education STEM Program reached out to 25,000 Cadets and 300,000 K-12 students. CAP distributed 90,000 STEM Kits to squadron AE officers, educator members of CAP, and AFJROTC instructors. The CyberPatriot program continued to be very successful in orienting cadets to careers in computers and cyber security.

The TOP (Teacher Orientation Program) provided orientation flights for AE educators where they could then share their experiences with their students.

CAP provided 29,202 orientation flights to cadets, and \$60,000 in scholarships.

CAP flew 669 searches, saving 85 lives. Five of these lives were saved due to the efforts of CAP's Cell Phone Forensics Team. CAP had 30,000 emergency services certified members, of whom 9,000 aircrew and 4,000 ground team members participated in this year's missions. CAP flew 233 counterdrug missions, assisting in the seizure of \$1.28 billion in illegal drugs that resulted in 530 arrests. CAP also flew 226 air defense exercise missions to assist in Air Force training.

CAP Color Guards participated in the *Wreaths Across America Program*. Color Guards also presented the colors at Memorial Day and Veterans Day ceremonies, as well as at the funeral of Veterans.

CAP developed a Surrogate Unmanned Aircraft System (SUAS) that allowed its aircraft to visually lock on and track other aircraft using real-time motion video. This was very useful in Air Force training missions. CAP's National Radar Analysis Team (ARAT) identified a missing plane's radar track and analyzed the data to locate the target.

CAP operated 5,461 VHF mobile and portable radio stations, and 806 HF digital radios. CAP's fleet of vehicles included many that are equipped with mobile communications equipment.

The K-6 Aerospace Connections in Education (ACE) program was taught by 346 teachers to 20,000 students in 34 states. It stressed academics, aerospace education, character development, and physical fitness.

CAP provided 27,862 orientation flights to cadets this year. More than 50 National cadet activities were offered, and more than \$60,000 in scholarships were awarded.

CAP National Commander Maj Gen Joe Vasquez signed a memorandum of understanding with the American Red Cross to work and train together.

On December 10, Speaker of the House John Boehner presented the Congressional Gold Medal to Civil Air Patrol for distinguished service to the nation during World War II. National Commander Maj Gen Joe Vasquez and former US Representative Lester Wolff, a veteran of CAP World War II service, accepted the award on behalf of Civil Air Patrol.

During 2015, CAP completed into its 75<sup>th</sup> Year with activities in support of its continuing mission:

*The CAP Mission: Supporting America's communities with emergency response, diverse aviation and ground services, youth development and promotion of air, cyber and space power.*

CAP flew 863 search missions that resulted in 69 saves. CAP flew 100 flood relief missions in South Carolina. The purpose was to provide aerial damage assessment photos to assist in prioritizing emergency assistance to the victims. CAP also flew similar missions in response to flooding in Indiana, Kentucky, Louisiana, Missouri, Oklahoma, South Dakota, and Texas. Real-time aerial photography remained the primary purpose of Civil Air Patrol emergency services post-disaster missions.

As part of its Homeland Security mission, CAP assisted in aerial reconnaissance that resulted in the seizure of \$1.2 billion in illegal drugs, resulting in 753 arrests. CAP also flew 190 air defense exercise missions in support of the Air Force. CAP remains a force multiplier for the Air Force, enabling the Air Force to assign missions to CAP that free Air Force assets for other more vital needs.

California Wing assisted FEMA in photos of 232 square miles of wild fires near Sacramento. CAP provided almost 5,000 high quality photos for use by federal and state emergency services providers.

CAP missions cost \$165 per flying hours. This compared favorably with UAVs (Unmanned Aerial Vehicles or drones) at \$689 per hour, \$7,444 per hour for a helicopter, \$9,835 per hours for a C-130. Similar information provided to Corona Conferences (the Chief of Staff of the Air Force's annual meeting with senior Air Force commanders) has favorably impressed Air Force leadership.

CAP had a fleet of 550 powered aircraft, 55 gliders, and two hot air balloons. CAP's aircraft fleet was one of the largest single engine fleets in the world. CAP began equipping its planes with the Cloud Cap TASE 400 sensor system this year. It provided state of the art real-time graphics for search missions and border control. CAP also began installing Garmin VIRB cameras in its planes that provided air photographs of areas immediately below the aircraft.

CAP operated a network of approximately 6,500 fixed and approximately 5,500 mobile VHF radio stations. It also had 806 HF stations.

CAP's Chaplain Corps of over 900 chaplains and character development instructors is the largest volunteer chaplaincy in the United States. It has been in existence for 65 of CAP's 75 years.

CAP provided STEM education support to 150,000 K-12 students across the nation. The CyberPatriot program continued to provide valuable insights to cadets

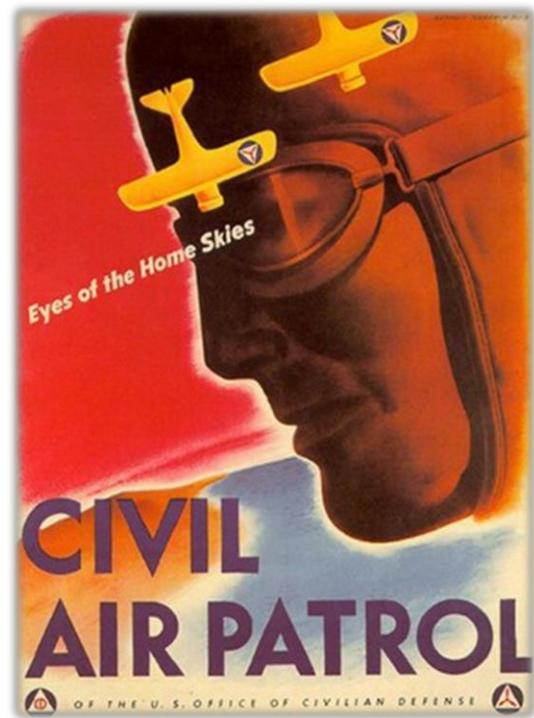
interested in aviation-oriented careers in computers and cyber security.

CAP provided cadets 27,862 orientation flights, and continued to offer more than 50 national cadet activities to eligible cadets. Fourteen-hundred cadets attended summer encampments, and \$60,000 in scholarships was awarded to cadet recipients.

CAP continues to provide support to the American Red Cross, transporting blood and other high-priority medical cargoes and equipment. CAP cadets assist with *Honor Flights* for older Veterans.

CAP volunteers assisted in many community support activities, including *Skyball XIII*, a program that sends care packages to Armed Forces personnel overseas, especially in combat areas. CAP helped in raising \$2.2 million for the project.

**2016** Marks the 75<sup>th</sup> Anniversary of the creation of Civil Air Patrol on 1 December 1941. This chapter was inspired by the celebration of the birth of the Civil Air Patrol and its growth over 75 years.



## *THE EVOLUTION OF CIVIL AIR PATROL, 1941-2016: Over 300 Million Served*

Worldwide terrorism grew dramatically in the first six months of this year. CAP will increasingly be called upon to contribute to the nation's security through Homeland Defense missions in support of the Air Force and other government agencies. This is an opportunity for Civil Air Patrol to rise to the occasion, as it did in 1941, and increase its role as an integral part of National Defense and Security.

As we look back on the 75 years that CAP has served the nation, we see an organization created to augment the Army and Navy in defending America's coasts against possible homeland invasions as well as attacks on vital coastal shipping lanes in the Atlantic, Pacific, Gulf, and Caribbean regions. While the Army and Navy initially doubted the ability of civilian pilots to accomplish the mission, they came to appreciate the importance of CAP's contribution to the war effort. As the Allies gained control of the seas and the pressure of U-Boat attacks diminished after 1943, CAP's primary mission was to provide ground school and other technical training to potential recruits to the Army Air Forces and the Naval Air Forces, and this remained so for the duration of the War.

Demobilization began in late 1945 and progressed rapidly in 1946, reducing the Army and Air Forces into a stand-by force in support of the Allied occupation of Germany, Austria, Japan, and Korea. The American Government did not anticipate the Soviet Union's creation of a system of Soviet-dominated satellite states gathered behind what World War II British Prime Minister Winston Churchill

called the Iron Curtain. Wherever the Red (Soviet) Army was garrisoned, a Communist regime under Soviet control emerged, and a Communist government gained control of China with Soviet support.

During the War, Civil Air Patrol assumed responsibility for much of the Air Rescue Service's homeland search and rescue missions. As a result, CAP became more focused on emergency services, and the Air Force increasingly did the same. Through the 1950s, the Air Force moved from high altitude bombers to even higher altitude ballistic missiles. The Air Force (and later Navy missile launching submarines as well) received the greatest part of the defense budget. Air Force interest in Civil Air Patrol was largely based on CAP as a source of potential recruits and as an augmentation to air rescue.

After the launch of Sputnik in 1957 and the first manned space flight in 1961, US Government interest in Aerospace Education in its own right increased dramatically. In response to public perception that the United States was behind the Soviet Union in technology (STEM in today's terminology), CAP dramatically increased its programs in Aerospace Education, for the public through various school AE programs and for Cadets through squadron and national programs.

In the 1960s, cadet membership peaked again after the 1962 Cuban Missile Crisis and continued during the early years of America's involvement in Vietnam. When public support for the War turned sour in 1968 after the Tet Offensive, cadet membership plummeted until the exciting events associated with the end of the Cold War and Operation Desert Storm in the Middle East. Cadet

membership, unlike senior membership, continually peaked during times of national emergency. This was true from World War II to 911. Unlike cadets, however, senior members were often drafted or were reservists who were called up during national emergencies.

A review of the narrative annual reports and financial statements includes many outstanding activities and programs that served the nation well...but much of it is routine, day to day recurring activities that were not glamorous but were essential to successful mission accomplishments. CAP maintained a continuous program of saving lives through search missions, flood reconnaissance, hurricane relief, and emergency radio nets. CAP also served the nation by participating in counter drug missions, coastal patrols during times of heightened security, assisting in Air Force homeland security training missions, and much more.

As important as these missions were, one should not forget the long-term legacy of Aerospace Education and cadet programs. One of the reasons why youth, supported by their parents, joined CAP is that it was one of the few places outside the home where ethics and values were taught and expected to be followed. Schools, which were once at the center of such training, no longer were. Many children were not brought up to be like cadets at the Air Force Academy, or CAP cadets, who did not lie, cheat, or steal, and who did not tolerate those who do. They learned those values from Civil Air Patrol.

CAP has evolved over time. CAP began with Piper Cubs and surplus Air Force planes. Throughout its 75-year history, CAP went through many transitions, today flying

550 modern aircraft equipped with the latest technology such as the ARCHER system. In its early years, CAP had over 30,000 radio stations; today it has over 6,000, which seems like less at first glance, but with today's technology, with repeaters and satellite links, CAP truly is doing more with less, and doing it better.

CAP's Aerospace Education program has been central to the teaching of aviation and space technology, not only to cadets, but to the public at large. Programs for teachers are as much a force multiplier as CAP aircraft are to emergency services missions. One prepared teacher can turn out hundreds, if not thousands, of students with an appreciation of aerospace education that serves the interests of our country, a true force multiplier.

Cadet programs started in war as a source of recruits for the Army Air Forces. Today, they have become a way to teach cadets them about aviation, space, and STEM, and to interest them in aerospace careers. Just as importantly, cadets receive training in leadership, responsibility, ethics, and values that will make them productive and useful citizens and contribute to their success in life.

Where is CAP today? CAP has over 24,000 cadets learning about leadership, aerospace, physical fitness, and character development. Nearly 10% of all new Air Force Academy cadets were CAP cadets. CAP provides many local and national programs that allow cadets to realize careers in aviation and the Air Force. CAP provides workshops and programs for educators that work with students from kindergarten through college to provide quality education in STEM subjects and aerospace education.

CAP's approximately 35,000 senior members conduct 90% of inland search and rescue missions at a very low cost compared to other civilian and government resources. CAP saves an average of 78 lives a year.

It supports anti-drug efforts by law enforcement agencies, and performs aerial reconnaissance as part of its support for homeland security, and provides a communications network to not only operate its own missions and programs, but to offer a backup to federal military and civilian resources.

Within the last year, CAP has been more fully integrated into the Total Force mission, which consists of the active Air Force, Air Force Reserve, Air National Guard, and the Air Force Auxiliary, Civil Air Patrol. In 2010, the Government Accountability noted CAP's potential of service to the Department of Homeland Security through support of Air Force homeland security missions.

The rise in terrorist activity in the last year points toward greater involvement by CAP in supporting the Armed Forces and other Government departments in defending the nation. Weather related natural disasters are on the increase, and this will also be a call to action for CAP Emergency Services.

What direction will CAP take in the future? It will continue the legacy of the last 75 years, with its three core missions of Emergency Services, Aerospace Education, and Cadet Programs—unchanged since World War II. As the past led CAP to the present, the present will lead CAP to the future, as Civil Air Patrol incorporates new cutting edge

technologies and integrates national interests and values into its operations and programs. CAP has always met the challenge and will always do so - *Semper Vigilans*.



*Lt Col Richard B. Mulanax is CAP National History Staff Research Division Head. He is retired Professor of History at Indian River State College, where he taught for twenty years, and a retired USAF Major and International Politico-Military Affairs Officer.*



*Note: Maj Kurt Efinger, National History Staff CAP History Journal Editor, provided invaluable editing assistance with the manuscript of the Chronology and formatted it for Journal publication. Maj Gwen Brown, National History Staff Research Specialist, researched the data provided in Appendices A and B.*

## Appendix A: CAP Command Structure 1941-2016

### National Commanders US Army Air Forces (USAAF):

Maj. Gen. John F. Curry, USAAF, 1 Dec 1941 to 10 Mar 1942  
Brig. Gen. Earle L. Johnson, USAAF, 24 Mar 1942 to 21 Feb 1947 (Deceased)  
Brig. Gen. Frederic H. Smith, USAAF, 21 Feb 1947 to 1 Oct 1947

### National Commanders US Air Force:

Maj. Gen. Lucas V. Beau, USAF, 1 Oct 1947 to 31 Dec 1955  
Maj. Gen. Walter R. Agee, USAF, 1 Jan 1956 to 31 Mar 1959  
Brig. Gen. Stephen D. McElroy, USAF, 1 Apr 1959 to 15 Dec 1961  
Col. Paul C. Ashworth, USAF, 15 Dec 1961 to 31 Jul 1964  
Col. Joe L. Mason, USAF, 1 Aug 1964 to 31 May 1967  
Brig. Gen. William W. Wilcox, USAF, 31 May 1967 to 31 Oct 1968  
Maj. Gen. Walter B. Putnam, USAF, 1 Nov 1968 to 31 Oct 1969  
Brig. Gen. Richard N. Ellis, USAF, 1 Nov 1969 to 31 Oct 1972  
Brig. Gen. Leslie J. Westberg, USAF, 1 Nov 1972 to 31 Aug 1975.

### USAF Executive Directors:

Brig. Gen. Carl S. Miller, USAF, 29 Aug 1975 to 31 Oct 1977  
Brig. Gen. Paul E. Gardner, USAF, 1 Nov 1977 to 31 Jul 1980  
Brig. Gen. Horace W. "Whitely" Miller, USAF, 1 Aug 1980 to 1 Sep 1981  
Brig. Gen. David L. Patton, USAF, 1 Sep 1981 to 31 May 1984  
Col. John T. Massingale, Jr. USAF, 1 Jun 1984 to Oct 1989  
Col. Clyde O. Westbrook, Jr. USAF, Oct 1989 to Jun 1990  
Col. Joseph M. Nall, USAF, Jun 1990 to Aug 1992  
Col. Ronald T. Sampson, USAF, Aug 1992 to 8 Mar 1995

### Senior Air Force Advisors:

Col. Garland W. Padgett, Jr. USAF, 8 Mar 1995 to 4 May 1998,  
Col. Dennis B. Parkhurst, USAF, 4 May 1998 to 16 July 2001,  
Col. Albert A. Allenback, USAF, 16 July 2001 to 12 July 2002,  
Col. George C. Vogt, USAF, 12 July 2002 to 6 Oct 2005,  
Col. Russell D. Hodgkins Jr., USAF, 6 Oct 2005 to 14 April 2009,  
Col. William R. Ward 14 April 2009 to 30 June 2011,  
Col Paul D. Gloyd, USAF, (Interim) 10 June to 15 July 2011,  
Col. George H. Ross III, USAF, 15 July 2011 to 4 Oct 2011,  
Col Paul D. Gloyd, USAF, 4 Oct 2011 to 6 Aug 2014,  
Col Michael D. Tynnismaa, USAF, 6 Aug 2014 to Present.

### Chairman of the National Board CAP:

Col. George A. Stone, CAP, 26 May 1948 to 20 Aug 1948 (Deceased)  
Gen. Carl A. Spaatz, USAF-Ret, 26 Aug 1948 to 27 Apr 1959 (Resigned)

Col. D. Harold Byrd, CAP, 28 Apr 1959 to 26 Apr 1960  
Col. William C. Whelen, CAP, 26 Apr 1960 to 8 Sep 1962  
Col. Paul W. Turner, CAP, 8 Sep 1962 to 30 Oct 1965  
Brig. Gen. Lyle W. Castle, CAP, 30 Oct 1965 to 18 Oct 1968  
Brig. Gen. F. Ward Reilly, CAP, 18 Oct 1968 to 10 Oct 1970  
Brig. Gen. Samuel H. duPont, Jr., CAP, 10 Oct 1970 to 14 Oct 1973  
Brig. Gen. William M. Patterson, CAP, 14 Oct 1973 to 18 Sep 1975

### National Commanders CAP:

Brig. Gen. William M. Patterson, CAP, 1 Sep 1975 to 19 Sep 1976  
Brig. Gen. Thomas C. Casaday, CAP, 19 Sep 1976 to 30 Sep 1979  
Brig. Gen. Johnnie Boyd, CAP, 30 Sep 1979 to 14 Aug 1982  
Brig. Gen. Howard Brookfield, CAP, 14 Aug 1982 to 4 Aug 1984  
Brig. Gen. William B. Cass, CAP, 4 Aug 1984 to 22 Mar 1986  
Maj. Gen. Eugene E. Harwell, CAP, 22 Mar 1986 to 11 Aug 1990  
Brig. Gen. Warren J. Barry, CAP, 11 Aug 1990 to 14 Aug 1993  
Brig. Gen. Richard L. Anderson, CAP, 14 Aug 1993 to 10 Aug 1996  
Brig. Gen. Paul M. Bergman, CAP, 10 Aug 1996 to 6 Mar 1998  
Brig. Gen. James C. Bobick, CAP, 6 Mar 1998 to 18 Aug 2001  
Maj. Gen. Richard L. Bowling, CAP, 18 Aug 2001 to 21 Aug 2004  
Maj. Gen. Dwight H. Wheless, CAP, 21 Aug 2004 to 1 July 2005  
Maj. Gen. Tony Pineda, CAP, 1 July 2005 to 6 Aug 2007  
Maj. Gen. Amy S. Courter, CAP, 6 Aug 2007 to 20 Aug 2011  
Maj. Gen. Charles L. Carr Jr., CAP, 20 Aug 2011 to 14 August 2014  
Maj. Gen. Joseph L. Vasquez, CAP, 14 August 2014 to present.

### NHQ Stations:

Dupont Circle Building Washington DC, 1 Dec 1941 (original unit)  
HQ 32nd AAF Base Unit (CAP) 500 Fifth Avenue, N, New York, 1 Jun 1943  
Texas & Pacific Building, Fort Worth Texas, 1 May 1945  
Bolling Field (later Bolling AFB), Washington D.C. 12 Feb 1946  
Ellington AFB, Houston Texas 8 Aug 1959  
Maxwell AFB, Montgomery Alabama. 15 Jun 1967-2016

## APPENDIX B: CAP Commanders and Key Staff, 2017

Civil Air Patrol Command Structure (as of 14 Feb 2017)

### CAP COMMAND COUNCIL

National Commander	Maj Gen Joseph R. Vazquez, CAP
National Vice Commander	Brig Gen. Larry F. Myrick, CAP
National Executive Officer	Col Larry J. Ragland, CAP
CAP-USAF Commander / Council Advisor	Col Michael D. Tynnismaa, USAF
Chief Operating Officer / Council Advisor	Mr. John Salvador

## CAP REGIONAL COMMANDERS

### Northeast Region

Commander	Col Daniel M. LeClair, CAP
Connecticut Wing Commander	Col. Kenneth E. Chapman, CAP
Maine Wing Commander	Col James R. Jordan, CAP
Massachusetts Wing Commander	Col Everett C. Hume, CAP
New Hampshire Wing Commander	Col Kevin N. Harbison, CAP
New Jersey Wing Commander	Col Stephen M. Tracy, CAP
New York Wing Commander	Col Thomas Carello, CAP
Pennsylvania Wing Commander	Col Gary L. Fleming, CAP
Rhode Island Wing Commander	Col Richard F. Hill, CAP
Vermont Wing Commander	Col Richard A. Lizzari, CAP

### Middle East Region

Commander	Col John M. Knowles, CAP
Delaware Wing Commander	Col Michael Moyer, CAP
Maryland Wing Commander	Col Joseph R. Winter, CAP
National Capital Wing Commander	Col Bruce B. Heinlein, CAP
North Carolina Wing Commander	Col R. Jason Bailey, CAP
South Carolina Wing Commander	Col Francis H. Smith, Jr., CAP
Virginia Wing Commander	Col Dean E. Gould, CAP
West Virginia Wing Commander	Col Paul McCroskey, CAP

### Great Lakes Region

Region Commander	Col Edward D. Phelka, CAP
Illinois Wing Commander	Col Jerry G. Scherer, CAP
Indiana Wing Commander	Col Philip E. Argenti, CAP
Kentucky Wing Commander	Col David A. Kantor, CAP
Michigan Wing Commander	Col Curtis J. Boehmer, CAP
Ohio Wing Commander	Col Theodore L. Shaffer, CAP
Wisconsin Wing Commander	Col Rose M. Hunt, CAP

### Southeast Region

Region Commander	Col G. Barry Melton, CAP
Alabama Wing Commander	Col James B. Lewis, CAP
Florida Wing Commander	Col Henry Irizarry, CAP
Georgia Wing Commander	Col Richard J. Greenwood, CAP
Mississippi Wing Commander	Col Mallory D. Woodcock, CAP
Puerto Rico Wing Commander	Col. Carlos Fernandez, CAP
Tennessee Wing Commander	Col Arlinda C. Bailey, CAP

### North Central Region

Region Commander	Col Regena M. Aye, CAP
Iowa Wing Commander	Col Anita S. Elliott, CAP
Kansas Wing Commander	Col Linette M. Lahan, CAP
Minnesota Wing Commander	Col James A. Garlough, CAP
Missouri Wing Commander	Col John R. O'Neill, CAP
Nebraska Wing Commander	Col Darrell W. Nelson, CAP
North Dakota Wing Commander	Col John P. Steiner, CAP
South Dakota Wing Commander	Col David G. Small, Jr., CAP

### Southwest Region

Region Commander	Col Mark E. Smith, CAP
Arizona Wing Commander	Col Martha C. Morris, CAP
Arkansas Wing Commander	Col Arthur R. Formanek, CAP
Louisiana Wing Commander	Col Thomas Barnard, CAP
New Mexico Wing Commander	Col Mike Lee, CAP
Oklahoma Wing Commander	Col Dale E. Newell, CAP
Texas Wing Commander	Col Sean Crandall, CAP

### Rocky Mountain Region

Region Commander	Col Thomas R. Kettell, CAP
Colorado Wing Commander	Col Celeste R. Gamache, CAP
Idaho Wing Commander	Col George Breshears, CAP
Montana Wing Commander	Col Nolan S. Teel, CAP
Utah Wing Commander	Col Jonathan Niedfeldt, CAP
Wyoming Wing Commander	Col Jeffrey L. Johnson, CAP

### Pacific Region

Region Commander	Col John Stokes, CAP
Alaska Wing Commander	Capt Carl F. Siebe, CAP
California Wing Commander	Col Alan W. Ferguson, CAP
Hawaii Wing Commander	Col Patrick A. Collins, CAP
Nevada Wing Commander	Col Carol Lee Lynn, CAP
Oregon Wing Commander	Col William G. Ray, CAP
Washington Wing Commander	Col James P. Furlong, CAP