CIVIL AIR PATROL

NATIONAL AWARDS & ACHIEVEMENTS

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Civil Air Patrol
National Awards and Achievements

Acknowledgements

This document was created for all Civil Air Patrol members as a resource of information about those individuals for whom achievements and awards are named. The biographies were gathered from many sources and respectfully compiled so that future CAP members could understand the history and meaning behind these prestigious awards and achievements.

We wish to thank all those whose names are included in this document and especially to the one person who had the vision to see the need for this information and worked tirelessly to accomplish this task – Amanda B. Anderson, Lt Col, CAP. Lt Col Anderson is truly an inspiration to all who wish to understand the history of the individuals for whom the awards and achievements are named.

We also wish to thank the Brewer Family, who encouraged this process and helped to make it a reality. Further thanks go to the team at CAP National Headquarters, for editing and providing layout, graphics, and dissemination of this document.

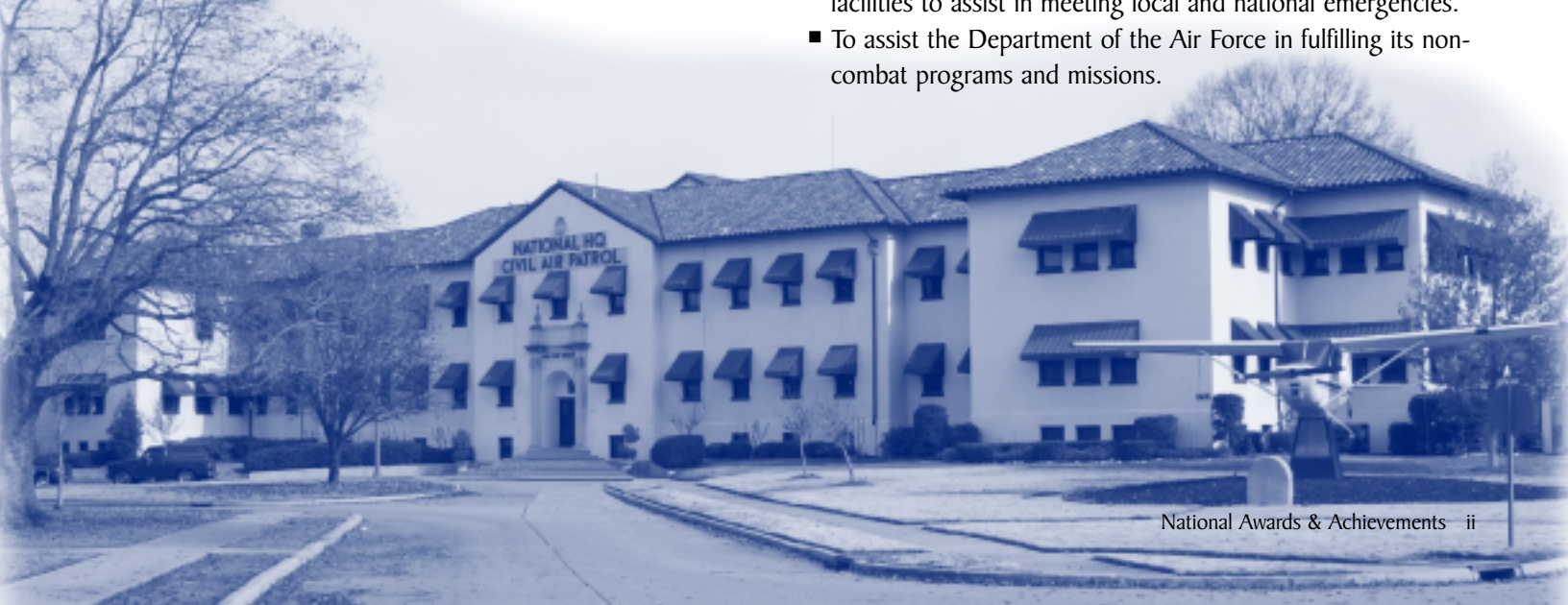
We hope you enjoy reading about and understanding the historical connections between the pioneers of the past and the aerospace leaders of the present and future who will receive these awards and achievements in CAP.

About Civil Air Patrol

Civil Air Patrol (CAP) is a private, nonprofit corporation chartered under a special Act of Congress on 1 December 1941, which sets forth the purposes, rights, and duties of the Civil Air Patrol. The United States Congress later incorporated Civil Air Patrol on 1 July 1946. Civil Air Patrol functions in accordance with its Constitution & Bylaws, regulations and other directives approved by the Board of Governors.

The objectives and purposes of Civil Air Patrol shall be:

- To provide an organization to encourage and aid American citizens in the contribution of their efforts, services, and resources in the development of aviation and in the maintenance of aerospace supremacy.
- To provide an organization to encourage and develop, by example, the voluntary contribution of private citizens to the public welfare.
- To provide aviation and aerospace education and training, especially to its senior and cadet members.
- To encourage and foster civil aviation in local communities.
- To provide an organization of private citizens with adequate facilities to assist in meeting local and national emergencies.
- To assist the Department of the Air Force in fulfilling its non-combat programs and missions.



About Aerospace Education

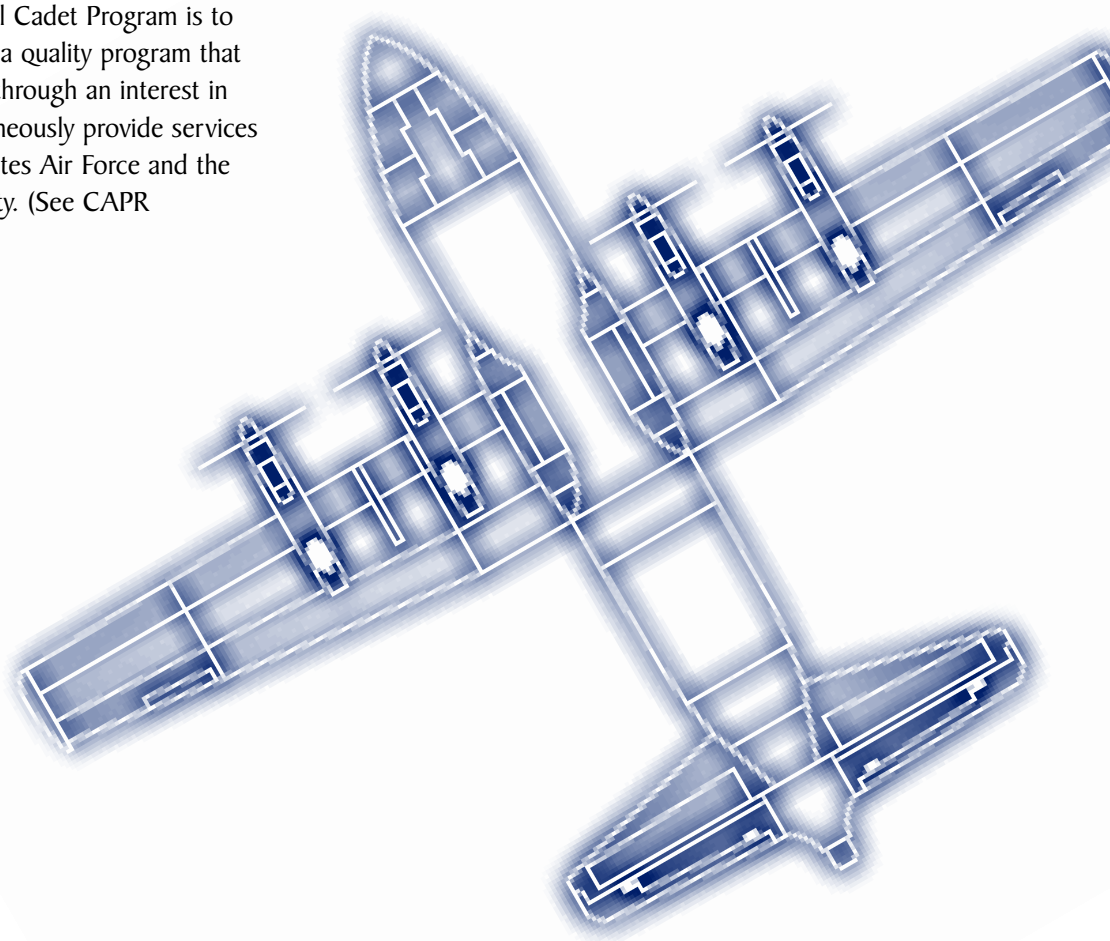
CAP defines aerospace education (AE) as "that branch of general education concerned with communicating knowledge, skills, and attitudes about aerospace activities and the total impact of air and space vehicles upon society." The aerospace education programs are designed to promote an understanding and appreciation for the importance of aviation and space exploration to our society and national security. (See CAPR 280-2)

About Professional Development

To accomplish the CAP mission, the CAP Senior Member Professional Development Program prepares members to serve their units, their communities, and their nation. (See CAPR 50-17)

About Cadet Programs

The mission of the Civil Air Patrol Cadet Program is to provide the youth of our nation a quality program that enhances their leadership skills through an interest in aviation, and simultaneously provide services to the United States Air Force and the local community. (See CAPR 52-16)



NEIL ALDEN ARMSTRONG

August 5, 1930 –

Armstrong was born in Wapakoneta, Ohio, on August 5, 1930. He received a Bachelor of Science degree in Aeronautical Engineering from Purdue University in 1955.

After serving as a naval aviator from 1949 to 1952 and completing his studies at Purdue, Armstrong joined the National Advisory Committee for Aeronautics (NACA) in 1955. His first assignment was with the NACA Lewis Research Center in Cleveland, Ohio. For the next 17 years, he was an engineer, test pilot, astronaut and administrator for NACA and its successor agency, the National Aeronautics and Space Administration (NASA).

"One small step for a man, one giant leap for mankind."

As a research pilot at NASA's Flight Research Center, Edwards, Calif., he was a project pilot on many pioneering high speed aircraft, including the well known, 4000-mph X-15. He has flown over 200 different models of aircraft, including jets, rockets, helicopters and gliders.

Armstrong was selected as an astronaut in 1962. As command pilot for the Gemini 8 mission, launched on March 16, 1966, Armstrong performed the first successful docking of two vehicles in space.

As spacecraft commander for Apollo 11, the first manned lunar landing mission, Armstrong gained the distinction of being the first man to land a craft on the moon and first to step on its surface.

Armstrong subsequently held the position of Deputy Associate Administrator for Aeronautics at NASA Headquarters in Washington, D.C. In this position, he was responsible for the coordination and management of overall NASA research and technology work related to aeronautics.

He was Professor of Aerospace Engineering at the University of Cincinnati from 1971-1979. During the years 1982-1992, Armstrong was chairman of Computing Technologies for Aviation, Inc., Charlottesville, Va.

He received a Bachelor of Science Degree in Aeronautical Engineering from Purdue University and a Master of Science in Aerospace Engineering from the University of Southern California. He holds honorary doctorates from a number of universities.

Armstrong is a Fellow of the Society of Experimental Test Pilots and the Royal Aeronautical Society; Honorary Fellow of the American Institute of Aeronautics and Astronautics, and the International Astronautics Federation.

He is a member of the National Academy of Engineering and the Academy of the Kingdom of Morocco. He served as a member of the National Commission on Space (1985-1986), as Vice-Chairman of the Presidential Commission on the Space Shuttle Challenger Accident (1986), and as Chairman of the Presidential Advisory Committee for the Peace Corps (1971-1973).

Armstrong has been decorated by 17 countries. He is the recipient of many special honors, including the Presidential Medal of Freedom; the Congressional Space Medal of Honor; the Explorers Club Medal; the Robert H. Goddard Memorial Trophy; the NASA Distinguished Service Medal; the Harmon International Aviation Trophy; the Royal Geographic Society's Gold Medal; the Federation Aeronautique Internationale's Gold Space Medal; the American Astronautical Society Flight Achievement Award; the Robert J. Collier Trophy; the AIAA Astronautics Award; the Octave Chanute Award; and the John J. Montgomery Award.

GEMINI-5, GEMINI-8, GEMINI-11, APOLLO-8, APOLLO-11 LUNAR LANDING

As a CAP Achievement: Neil Armstrong Ribbon

This is Achievement 8 in Phase II, The Leadership Phase, of the Cadet Program. This Achievement involves the topic of Space Exploration. Upon completion of Phase II, the cadet is eligible for the General Billy Mitchell Award. (See CAPR 52-16)

Heraldic Description:

(Provided by Col. Leonard Blascovich, CAP)

On the Dexter and Sinister ends of the ribbon is a rectangle of blue which represents the earth and the atmosphere, bordered to the center are equal strips of white, red and white. The red white and blue represents the traditional colors of the United States. The final white strip indicates the final barrier to the center of the ribbon which is a large black rectangle, representing the darkness and void of space. In final review, it depicts from left to right, an American leaving earth's boundary, traveling through space and returning to Earth.

HENRY HARLEY "HAP" ARNOLD

June 25, 1886 – January 15, 1950

"Hap" Arnold was born on June 25, 1886 in Gladwyne, Pennsylvania. He graduated from high school, not sure whether he should enter a seminary to become a Baptist minister or study medicine and eventually take over his father's practice. When an older brother decided not to follow through on an appointment to the U.S. Military Academy, Arnold took the examinations, was accepted, and entered West Point in 1903. After graduation from the U.S. Military Academy in 1907, he learned to fly at the Wright Brothers' school in 1911. For his pioneering flights, he received the first military aviator badge, the Aero Club of America's Aviator certificate no. 29 and expert aviator certificate no. 4. He was also awarded the first MacKay Trophy in 1912 for successfully reconnoitering a triangular course from College Park to Washington Barracks, DC, then to Fort Meyer, Virginia and return to College Park. After experimenting with directing artillery fire from the air by radio, he became supply officer at the aviation school at San Diego and then organized the 7th Aero Squadron at the Panama Canal. During World War I, "Hap" Arnold was Chief of the Information Service and served as Assistant Director of Military Aeronautics. After the war, he promoted such innovations as the aerial forest patrol and in-flight refueling. Graduated by the Army Industrial College in 1925, he became Chief of the Information Division and also completed the command and general staff school.

first (and only) five-star General of both US Army and US Air Force

In 1934, he led a flight of ten B-10 bombers on a historic flight from Washington DC to Alaska, where he won a second MacKay Trophy. After becoming a commanding general in the General Headquarters Air Force in 1935, he served as assistant chief, then as Chief of the Army Air Corps in 1938. With the organization of the War Department General Staff in March 1942, he became the Commanding General of the Army Air Forces. Under his leadership, the air arm grew from 22,000 officers and men with 3,900 planes to nearly 2,500,000 men and 75,000 aircraft. As commanding general, he led his worldwide Army Air Forces to final victory during World War II through the total utilization of strategic air power. Arnold was especially interested in the development of sophisticated aerospace technology to give the United States an edge in achieving air superiority. He fostered the development of jet aircraft, rockets, rocket assisted takeoff and supersonic flight. In 1945, he suffered a heart attack due to overwork. After retiring in 1946, he was honored by being appointed the first (and only) five-star General of both the United States Army and the United States Air Force.

During his career he received three Distinguished Service Medals, the Distinguished Flying Cross, Air Medal and decorations from Morocco, Brazil, Yugoslavia, Peru, France, Mexico and Great Britain. He wrote a number of books for boys aimed at creating an interest in flying and after WWII he wrote his autobiography, "Global Mission." On Jan, 15, 1950, he died at "Valley of the Moon", his ranch near Sonoma, California.

As a CAP Achievement: General "Hap" Arnold Achievement Ribbon

This is Achievement 2 in Phase I, the "Learning Phase," of the Cadet Program. This Achievement involves the topic of US Airpower Development. Upon completion of Phase I, the cadet is eligible for the Wright Brothers Award. (See CAPR 52-16)

FRANK GROVER BREWER

November 4, 1892 – May 10, 1957

A native of Shelby County, Alabama, he was born near the present town of Alabaster on November 4, 1892 as a son of Washington and Mary Jane (Coates) Brewer. He received his education in the public schools and Howard College of Birmingham.

In 1928, be became co-owner of Alabama Highway Express, Inc., a firm that grew from two trucks to 200 operating in twelve states, employing 400 people and serving every major city east of the Mississippi River. Mr. Brewer sold his interest in this firm in 1950, but he continued his active role in community life.

founder of the Brewer Trophy

During his long career, he served as President of the Alabama Trucking Association and the Birmingham Motor Truck Club. He was also a member of Civitan International, Birmingham Aero Club and the National Aeronautic Association. He was a director of the Spastic Aid Society of Alabama, of Goodwill Industries and of the Birmingham Sunday School Council. He was a member of East Lake Methodist Church where he was a steward and a member of the Liles Brotherhood Class.

Mr. Brewer will be remembered as a civic worker, a church worker and an all-around good citizen. Most of all, he will be remembered as the founder of the Brewer Trophy "in honor of his two sons and the million and a half American youth put into the air in World War II." National Aeronautics Association awards a replicate of the trophy annually. The original trophy is on permanent display at the National Air and Space Museum in Washington, D.C. He envisioned the importance of aerospace education and contributed to its advancement during his lifetime.

Brewer Trophy

CAP received the National Aeronautic Association's Frank G. Brewer Aerospace Education Trophy in 2002.

FRANK GROVER BREWER, JR

October 4, 1917 –

Like his father, Frank G. Brewer, Jr. has not only been a successful businessman but also a church and civic leader and an enthusiastic supporter of youth in aerospace education.

Mr. Brewer was born in 1917, raised and educated in Birmingham, Alabama, which he still calls home. Following his graduation from Alabama Polytechnic Institute (Auburn University) in 1940 with a degree in Electrical Engineering, Mr. Brewer was drafted March 10, 1942 and entered the U.S. Army Air Corps at Fort McPherson, Georgia. From 1943 to 1945 he served with the Eighth and Ninth Air Forces in Europe as a lead radio operator on Martin B26 Marauder bombers from England and France. During his 69 combat missions, he was awarded two Distinguished Flying Crosses and eleven Air Medals.

Civil Air Patrol Distinguished Service Medal

Following World War II, he returned to Birmingham and became Vice President and part owner of Alabama Highway Express, Inc. He also served as President of Brewer Enterprises, Inc., before becoming Vice President and General Manager of Dixie Electrical Manufacturing Company in 1961. In 1964, Mr. Brewer became President of this firm, and subsequently, President and Chairman of the Board. Semi-retired in 1984, Mr. Brewer is a financial consultant and investment counselor and actively directs personal investments.

Mr. Brewer was a co-founder of the B26 Marauder Historical Society and its second president. He was one of the founders of the Alabama Chapter of the Eighth Air Force Historical Society and has been a continuous participant in its affairs.

On March 27, 1958 Mr. Brewer joined Civil Air Patrol as a 2d Lieutenant. Since that time he has served the Alabama Wing of CAP as Deputy for Cadets, Inspector, Deputy Commander, Interim Commander, and is currently assigned to Alabama Wing Headquarters. He was promoted to Colonel and awarded the Civil Air Patrol Distinguished Service Medal on November 15, 2003.

History and Purpose of Awards

There is often confusion between the Frank G. Brewer – Civil Air Patrol Memorial Aerospace Awards and the Brewer Trophy Awards. Both awards bear the name of Frank G. Brewer, but one (the trophy) was originated and endowed by Mr. Brewer, Sr. and the other was originated by his family as a memorial to his lifelong dedication to youth and aviation.

The Brewer Trophies

In 1943, the National Aeronautics Association established the Office of Air Youth, and proposed to establish an annual trophy to be awarded in recognition of unselfish service for the advancement of air youth. Mr. Frank G. Brewer, Sr. accepted sponsorship service and endowment of this trophy to honor his sons who were serving in World War II, Frank Jr. and Robert. Robert was a paratrooper, who jumped on D-Day, was captured and later died in a German prisoner of war camp. In addition, he established two other trophies to recognize these same contributions in the State of Alabama and in his home city of Birmingham.

The first trophies were awarded in December 1943 to commemorate the 40th Anniversary of the Wright Brothers' first flight at Kitty Hawk. The National Trophy was presented to the Civil Aeronautics Administration, the State Trophy went to the Birmingham Exchange Club and the City Trophy was awarded to Mr. Brown G. Hill.

The three Brewer Trophies were awarded each year through 1956. Upon Mr. Brewer's death in 1957, Mr. Brewer, Jr. requested that the State and City trophies be retired. The National Aeronautics Association continues to present the

National Trophy annually. Mr. Brewer, Jr., established a trust fund with the National Aeronautic Association to provide in perpetuity the annual awarding of the Brewer Trophy. This trophy is acclaimed to be the most prestigious award in aerospace education. The original Alabama State and Birmingham City trophies are on permanent display at the Southern Museum of Flight in Birmingham.

About NAA

The National Aeronautics Association (NAA) is a unique and special organization. It is non-parochial, charitable, and broad-based in its membership. Its members comprise individuals and organizations representing all segments of American aviation. NAA has a diverse membership and we encompass all areas of flight – from skydiving and models to commercial airlines and military fighters.

The association traces its roots back to 1905 when the Aero Club of America was founded. The NAA was incorporated in 1922 and was the first to issue pilot licenses. Our original members include Wilbur and Orville Wright, Charles Lindbergh, Jimmy Doolittle, and many others.

Mission Statement: The primary mission of NAA is the advancement of the art, sport, and science of aviation and space flight by fostering opportunities to participate fully in aviation activities and by promoting public understanding of the importance of aviation and space flight to the United States.

The Frank G. Brewer – Civil Air Patrol Memorial Aerospace Awards were established on December 31, 1959, to memorialize the devotion to youth and aerospace education of Mr. Frank G. Brewer, Sr.

Following Mr. Brewer, Sr.'s death in 1957, his oldest son, then Captain Frank G. Brewer, Jr., CAP, approached Civil Air Patrol to establish an aerospace award in his father's memory. With the advice and encouragement of the Civil Air Patrol National Commander – Brigadier General Stephen D. McElroy, USAF – a new CAP regulation to establish the award was drafted and finalized in November 1959.

From 1960 through 1977, three awards were presented each year; one to a CAP cadet, one to a CAP senior member and one to an individual or organization outside of Civil Air Patrol. Beginning in 1978, the number of awards was expanded to four with separate awards being given to an individual and to an organization outside CAP.

The Brewer Family and Aerospace Education

The Brewer Family sponsors two different awards in the area of aerospace education:

1. The Frank G. Brewer Trophy

Awarded annually (since 1943) to an individual, a group of individuals, or an organization for significant contributions of enduring value to aerospace education in the United States. This award is administered by the National Aeronautics Association.

The Brewer Trophy is on permanent display at the Smithsonian National Air and Space Museum in Washington, DC.

In recent years, the Brewer Trophy has been presented at the National Conference on Aviation and Space Education (NCASE). NCASE is the premier aerospace education conference of its kind in the nation. It is also one of Civil Air Patrol's major contributions to America's aerospace education classrooms. Since 1968, NCASE has brought together educators from around the nation to learn from a variety of gifted speakers and motivational teachers. NCASE is being revamped in 2005 and will resume every two years beginning in 2006.

2. The Frank G. Brewer – Civil Air Patrol Memorial Aerospace Award

This award is presented annually in four categories at both the regional and national level. Established 31 Dec 1959, the award serves as a memorial to Mr. Frank G. Brewer, Sr. It recognizes individuals and organizations that have made outstanding contributions to the advancement of youth in aerospace activities.

The four categories for this award are:
Category I – Civil Air Patrol Cadet Member
Category II – Civil Air Patrol Senior Member
Category III – Individual or Organization outside of Civil Air Patrol
Category IV – Lifetime Achievement

This award is typically presented at the CAP National Board Meeting held in August.

For more information and applications for these awards, see CAPP 15 or visit the AE website at www.cap.gov/ae.

Note: This document was edited by Frank G. Brewer, Jr. and Rob Brewer, May 9, 2005.

ALBERT SCOTT CROSSFIELD

October 21, 1921 –

Scott Crossfield was born October 2, 1921, in Berkeley, Calif. He took his first flight at age six in an oil company airplane, a flight that hooked him on aviation for life. He began flying lessons at the age of twelve, in return for delivering newspapers at the Wilmington Airport. By the time he graduated from high school, he had resolved to emulate such famous test pilots as Boeing's Eddie Allen and the Army's Jimmy Doolittle. He received both his Bachelor of Science and Master of Science degrees in aeronautical engineering from the University of Washington.

first to fly twice the speed of sound, 1953

During World War II he was a fighter pilot and fighter gunnery instructor in the U.S. Navy. In 1950, he joined NASA's predecessor, the National Advisory Committee for Aeronautics (NACA), and was a research pilot for the next five years at the High Speed Flight Research Station at Edwards, Calif. There he was the test pilot for numerous research aircraft, including the X-1, X-4, X-5, XF-92, the D-558-I, D-558-II, and on November 20, 1953 he became the first pilot to fly faster than Mach 2. He was also the first pilot to fly the X-15 and in 1960 became the first man to fly that aircraft (unofficially) at Mach 3.

While at Edwards, Crossfield helped design the first full-pressure flight suit, which evolved into the pressure suits used by military pilots and NASA astronauts. In 1955 Crossfield joined North American Aviation as a pilot and design consultant on the X-15. He also was the first pilot to fly the T-39, the military version of the Sabreliner jet. He left North American in 1967, moving first to Eastern Airlines, then to Hawker-Siddley Aviation, and then served as a technical consultant to the U.S. House of Representatives Committee on Science and Technology.

Scott retired in 1993, but still flies his 1961 Cessna 210A to EAA Airventure at Oshkosh, Sun 'n' Fun, and other aviation celebrations around the country to give speeches that concentrate more on the future than on the past. He presents the A. Scott Crossfield Aerospace Teacher of the Year Award at the National Conference on Aviation and Space Education. His biography, "Always Another Dawn," was published in 1960. Among his awards are the Collier Trophy (presented by President Kennedy) from the National Aeronautics Association, The Harmon Trophy (also presented by President Kennedy) and the NASA Distinguished Public Service Medal. In 1963, Crossfield was one of the charter inductees to the Aerospace Hall of Fame. In 1983, he was inducted into the National Aviation Hall of Fame, and was presented with the Smithsonian National Air and Space Museum Trophy for Lifetime Achievement in November 2000.

The A. Scott Crossfield Aerospace Education Award: A. Scott Crossfield Ribbon

This recognition program is for CAP senior members who have earned the Master Rating in the Aerospace Education Officer Specialty Track. For more information, refer to CAPR 280-2.

The A. Scott Crossfield Aerospace Education Teacher of the Year Award

This is an award to recognize aerospace education teachers for outstanding accomplishments in aerospace education and for possessing those honorable attributes expected of American educators. This award is open to classroom teachers of kindergarten through twelfth grade at public, private or parochial schools. It honors teachers who

1) use aerospace education to teach traditional subjects or,
2) teach aerospace education as a separate subject or,
3) uses aerospace education to enrich the teaching of traditional subjects.

The A. Scott Crossfield award consists of:

1) A $1,000 cash stipend,
2) Membership in the National Conference Crown Circle for Aerospace Education Leadership,
3) Free room and registration at all future National Conferences on Aviation and Space Education.

Anyone may submit a nomination. For more information, including deadline for application submission, see CAPP 15.

JOHN FRANCIS CURRY

April 22, 1886 – March 3, 1973

John F. Curry was born on April 22, 1886, in New York City, New York. He was graduated from the United States Military Academy, West Point, New York and was commissioned a second lieutenant of Infantry on February 14, 1908.

During World War I, John Curry participated in the occupation of the Second Army Defensive Sector. He returned to the United States in August 1919, and was on duty in the Office, Division of Air Service, Washington, DC, to January 1920, when he was ordered to Hawaii. He came to McCook Field, Ohio, and in June 1924, graduated from the Air Service Engineer School there. He later went to Wright Field, Ohio, before being ordered to Langley Field, Virginia, where he graduated from the Tactical School in 1928. He graduated from the Command and General Staff School, Fort Leavenworth, Kansas, in June 1930 and returned to Langley Field for duty as Assistant Commandant of the Air Corps Tactical School.

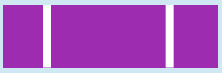
first national commander of CAP

In August 1931, he was transferred to Maxwell Field, Alabama, where he served as Commandant, Air Corps Tactical School, and Commanding Officer of the Post until August 1935. He was graduated from the Army War College, Washington, DC, in June 1936, and assigned to duty in the Office of the Chief of Staff, War Department, Washington, DC, until March 1938. He held various other base commands until July 1943, when he went overseas and was assigned to Headquarters Mediterranean Allied Air Forces. He returned to the United States in March, 1945, and was assigned to Headquarters Army Air Forces, Washington, DC.

In 1941, Maj. Gen. John Francis Curry was selected as the first National Commander of the newly formed Civil Air Patrol. Part of the reason for the founding of CAP was to keep aviation from being put aside entirely during the war. As Gen. Curry stated, "Without such a plan [as CAP], there might be no private aviation for the duration of the war; with such a plan, there is a chance that private flying might continue and develop." Under Curry's guidance, wings were formed in every state. He helped mobilize 100,000 private pilots for noncombatant service; thus freeing military pilots for wartime duty. Although he only served a few months as National Commander, Maj. Gen. Curry's organizational skills were influential in determining the future growth of this new resource. Thanks to the vision of John F. Curry and others like him, CAP remained throughout the war as an effective demonstration of volunteer spirit.

After World War II, Maj. Gen. John Curry headed the Colorado Wing of Civil Air Patrol and was also Colorado State Director of Aeronautics where he conducted light plane surveys through the rugged Colorado Rockies. As a result of Curry's direction, maps of safe-flying routes were developed by Colorado CAP personnel.

General J. F. Curry Achievement: General Curry Ribbon



This is a cadet's first award. It is given when the Cadet is promoted to Cadet Airman (C/Amn). This Achievement is named after Civil Air Patrol's first National Commander.

JAMES HAROLD DOOLITTLE

December 14, 1896 – September 27, 1993

Born in Alameda, California on December 14, 1896, Doolittle was a junior at the University of California when the United States entered World War I. He enlisted as a flying cadet in the Army Signal Corps, which gave him a commission. He spent the war as a flying instructor in the United States.

Remaining in the Army after the war, he earned a B.A. degree in 1922 and then studied aeronautical engineering at the Massachusetts Institute of Technology, from which he received both a Masters and Doctors of Science degree in Aeronautics.

first to make an all-blind instrument flight from take off to landing, 1929

On September 24, 1929, flying in the hooded cockpit of a Consolidated NY-2 biplane, Lieutenant Doolittle was able to take off in a dense fog, fly a specific course, and land without reference to the earth. He took a leave of absence from the Army in the period before World War II, but returned to active duty when the war began.

General Doolittle is probably most remembered for his Tokyo raid during World War II. He lead the first carrier-based bomber attack on mainland Japan in 1942 and after successfully completing his mission, he was promoted to Brigadier General in addition to receiving the Medal of Honor. For his wartime service, Doolittle also received two Distinguished Service Medals, the Silver Star, three Distinguished Flying Crosses, Bronze Star, four Air Medals, and decorations from Great Britain, France, Belgium, Poland, China and Ecuador.

In 1946 he reverted to inactive reserve status and returned to Shell Oil as a vice president and later a director. He also was the first President of the Air Force Association, in 1947, assisting its organization. In March 1951 he was appointed a special assistant to the Air Force Chief of Staff, serving as a civilian in scientific matters, which led to Air Force ballistic missile and space programs.

He retired from Air Force duty February 1959, but continued to serve his country as Chairman of the Board of Space Technology Laboratories. In recognition of his lifetime service to military and civilian aviation, Congress advanced him to full General on the retired list in 1985.

General Doolittle died in California on September 27, 1993 and was buried in Section 7-A of Arlington National Cemetery, with his high school sweetheart and wife, Josephine Daniels Doolittle (May 24, 1895 – December 24, 1988).

General Jimmy Doolittle Achievement: General Doolittle Ribbon

This Achievement is 6 in Phase II, the "Leadership Phase". This Achievement involves the topic of Instrument flight and airpower leadership. The cadet who reaches the grade of Cadet Senior Master Sergeant is entitled to wear the Doolittle Ribbon on his/her uniform.

IRA CLARENCE EAKER

April 13, 1896 – August 6, 1987

Ira Clarence Eaker was born on April 13, 1896 in Field Creek, Texas, the first of five sons born to Yancy and Dona Lee Eaker. In 1906, when Ira was nine, the Eakers moved to Eden, Concho County, in a covered wagon. It took five days to travel the distance of about 100 miles. Three years later, when drought conditions parched Texas farms, the Eaker family moved to southeastern Oklahoma.

Ira graduated from Southeastern Oklahoma State University at Durant, and enlisted as an army private when the United States entered World War I. Transferred to the Signal Corps' aviation section, he trained as a pilot at Kelly Field in San Antonio. The war ended before he faced combat, but as a commissioned officer his career in military aviation was under way.

made headlines with two innovative flights

During the 1920s, Eaker made headlines with two innovative flights, one demonstrating a pilot's reliance on aircraft instruments over a long distance and the other demonstrating in-air refueling.

After competing in the 1926 National Air Races, Eaker took part in the Pan American Goodwill Flight in 1926-27, and then served as executive assistant to the Assistant Secretary of War. In 1929, he was chief pilot of the "Question Mark", which set an in-flight refueling endurance record of 150 hours. After competing in the 1931 National Air Races, he commanded two pursuit squadrons and operated Air Mail Route 4 in 1934. He took part in the Pacific Naval maneuvers in 1935 and made the first blind transcontinental flight in 1936. Completing the tactical school and the command and general staff school, he served as the Air Corps' Assistant Chief of Information. In 1940, he led the 20th Pursuit Group. During World War II, he organized the VIII Bomber Command and led the first heavy bomber raids over Europe. He commanded the 8th Air Force, then all U.S. Army Air Forces in the United Kingdom. He led the Mediterranean Allied Air Forces during the invasion of Italy and southern France, and then became deputy commander of the Army Air Forces and Chief of the Air Staff.

When General Eaker retired from active duty after World War II, he remained in the aviation industry with senior executive posts at Hughes Aircraft and Douglas Aircraft. From 1964 to 1982, he wrote a weekly column for the San Angelo Standard-Times that was syndicated to seven hundred newspapers throughout the nation. In 1972, he was the founding president of the United States Strategic Institute. An act of Congress promoted him to four-star rank in 1985.

General Eaker died at Andrews Air Force Base in 1987 and was buried at Arlington Cemetery with full military honors.

General Ira C. Eaker Award: General Eaker Ribbon

This award marks completion of Phase IV of the Cadet Program, "The Executive Phase." This phase involves five achievements: leadership officer, aerospace education officer, operations officer, logistics officer, and cadet commander.

The **General Ira C. Eaker Award** denotes successful completion of all sixteen achievements and four phases of the Civil Air Patrol Cadet Program. While this award recognizes cadet completion of the academic, leadership, moral leadership and physical fitness curriculum in existence since 1964, this award was established by the National Board in 1995.

This award honors the late Air Force General Ira C. Eaker, aviation pioneer, career military officer and one of the chief architects and visionaries of the US Air Force.

AMELIA EARHART

July 24, 1897 – July 18, 1937

After graduating from Hyde Park High School in 1915, Amelia Earhart worked as a nurse's aid in a military hospital in Canada during World War I, attended college, and later became a social worker. Earhart took her first flying lesson on January 3, 1921, and in six months managed to save enough money to buy her first plane. The second-hand Kinner Airster was a two-seater biplane painted bright yellow. Earhart named the plane "Canary," and used it to set her first women's record by rising to an altitude of 14,000 feet.

first woman to fly solo across the Atlantic Ocean, 1932

Amelia Earhart became an international heroine overnight as the first woman to fly across the Atlantic Ocean. On June 17, 1928, the rangy Kansan traveled from Newfoundland to Wales as a passenger in a Fokker C-2 piloted by Wilmer Stultz and Louis Gordon. She refused to attach any great significance since her role was only as a passenger on that flight, not as pilot.

Three years later Earhart established the record in her own right. On May 20-21, 1932 she flew a Lockhead Vega from Newfoundland to Londonderry, Ireland becoming the first woman to fly solo across the Atlantic. For this achievement the United States Congress awarded Earhart the Distinguished Flying Cross.

As one of the nation's premier female aviation pioneers, she spent most of her lifetime establishing the permanent role of women in aviation. In 1935, she became the first person to fly solo from Hawaii to California (2,408 miles/18 hours, 16 minutes); and also the first from Mexico City to New Jersey.

Aspiring to fly around the world, Earhart set out in 1937 with navigator Fred Noonan in a twin engine Lockhead Electra. The craft left New Guinea July 3, and was never seen again. Earhart's disappearance is still a mystery, but her enduring legacy remains.

Amelia Earhart Award: Amelia Earhart Ribbon

This award is achieved after successfully completing the specific requirements in Phase III of the Cadet Program, the "Command Phase." This phase consists of three achievements: flight commander, administrative officer and public affairs officer.

The Amelia Earhart Award has existed since 1964. This award honors the late Amelia Earhart, aviatrix, advocate, and pioneer, who set many records for women aviators in aviation's infancy, and who was lost while attempting to be the first woman to circumnavigate the globe.

This structured program is divided into 16 segments called achievements, involving study and performance in the five program areas. Upon completion of each achievement, the cadet earns increased responsibility, decorations, awards, eligibility for national and international special activities, and opportunities for both flight and academic scholarships.

The third milestone of the program is the **Amelia Earhart Award** which is earned after completing the first eleven achievements of the cadet program and receipt of the General Billy Mitchell Award. In addition, the cadet must pass an arduous 100 question examination testing aerospace topics, leadership theory and staff topics. Since its inception over 40 years ago, nearly 10,000 cadets have earned this prestigious award.

In accordance with its importance within the cadet program, the Earhart Award is normally presented by a CAP Wing Commander or higher, or a state or federal government official. Once the cadets earn the Earhart Award, they are promoted to the grade of Cadet Captain. These cadets who later enter CAP's Senior Member program are eligible for immediate promotion to CAP 1st Lt at age 21.

Those cadets who receive the Earhart Award also enjoy all the benefits of the Mitchell Award and also are eligible to apply to the International Air Cadet Exchange. IACE is an organization dedicated to fostering international understanding, goodwill, and fellowship among youth of the world, using the common bond of aviation. Over 100 cadets per year are asked to participate in this extraordinary exchange program.

MARY STAN FEIK

March 9, 1924 –

Mary Feik became interested in aviation at the age of 7 when a barnstormer came through her hometown in a Curtiss JN-4 Biplane. She rode in the airplane and was enthralled.

After overhauling her first automobile engine when she was 13, Mary turned to aircraft engines and military aircraft at the age of 18 and taught aircraft maintenance to crew chiefs and mechanics for the U.S. Army Air Forces in 1942. During World War II, Feik became an expert on many military aircraft and is credited with becoming the first woman engineer in research and development in the Air Technical Service Command's Engineering Division at Wright Field in Dayton, Ohio. She flew more than 5,000 hours as a B-29 flight engineer, engineering observer and pilot in fighter, attack, bomber, cargo and training aircraft. She designed high-performance and jet fighter pilot transition trainers as well as aircraft maintenance trainers. She has authored pilot training and operational manuals for many of the military aircraft and reports in engineering and the physical sciences for distribution throughout the nation.

mechanic, engineer and flight trainer

Mary Feik has received many honors and is a member of many aviation-related organizations. She is a frequent speaker for aviation, civic, educational, professional and historical groups on the subject of aviation history, women in aviation and aircraft restoration. She is regarded as an "Eagle" aviation pioneer at the National Conference on Aviation and Space Education and has been inducted into the Women in Aviation Pioneer Hall of Fame (1994).

Mary Feik flies and maintains her own Piper Pacer aircraft. She has been a long-time supporter of Civil Air Patrol and an advocate for educating young people about aviation. She is a dedicated member of Civil Air Patrol and says, "Working with young people is my pay. CAP is the only organization that deals with young people, teaching them leadership and love of aviation."

Today, Mary Feik specializes in the restoration of antique airplanes. She has restored hundreds of World War I and World War II aircraft. Her resume includes service as a civilian in the U.S. Army Air Forces, research and development at Wright Field, and restoration work at the Smithsonian's National Air and Space Museum.

Mary Feik Achievement: Mary Feik Ribbon

This is Achievement 3 in Phase I of the Cadet Program. This award is given when the cadet attains the grade of Cadet Senior Airman (C/SrA). The ribbon's border bands of orange and blue represent the colors of the United States Army Air Corps, where Mary Feik pioneered aircraft mechanics, engineering, and flight training. The center red band recalls the epaulets worn by Civil Air Patrol members during World War II, and Mary Feik's lifelong volunteer service as a member of the United States Air Force Auxiliary. No colors intervene between the orange, blue, and red as aviation itself is unbounded. In final review, the Mary Feik Achievement Ribbon commemorates the leadership and pioneering contributions Mary Feik has made to the world of aviation.

PAUL E. GARBER

August 31, 1899 –
September 23, 1992

Paul E. Garber grew up in Washington, DC. As a 10-year-old, he took a streetcar across the Potomac to watch Orville Wright fly the world's first military airplane at Fort Myer, Virginia. Alexander Graham Bell, a Smithsonian regent, taught young Paul how to bridle his kite. At the age of 15, Garber built a full-scale biplane glider based on a model he had seen at the Smithsonian. His mother helped him cover the wings with red chintz, after which a group of friends towed him into the air with a clothesline.

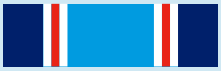
dedicated to the preservation of the nation's aeronautical heritage

Garber joined the Army in 1918, and was about to begin flight training at College Park, Maryland, when the war ended. He took a job as a ground crewman and messenger with the Postal Air Mail Service. But Garber, a talented craftsman and model maker who frequented Smithsonian museums, decided that he could best contribute to the future of aviation by preserving its past.

In 1920, he began working at the Institution, building models and preparing exhibitions. For the next 72 years he dedicated himself to the preservation of the nation's aeronautical heritage and to sharing his boundless enthusiasm for flight with Smithsonian visitors. He played a key role in the creation of the National Air Museum in 1946, and was indispensable in the effort to construct the present National Air and Space Museum building, which opened in 1976. Most important, Garber, as first curator and devotee, helped to assemble the most impressive collection of historic aircraft in the world for the Institution.

The storage of that collection was not much of a problem until the Korean War, when the US Air Force needed the storage facility that housed the collection and Paul Garber had to relocate the aircraft treasures to the Washington area. His search revealed 21 acres of woodland in Suitland. The facility was opened to the public in 1977. The Paul E. Garber Preservation, Restoration, and Storage Facility is named is his honor.

Paul E. Garber Award: Paul Garber Ribbon



This award is a Senior Member Award received after successful completion of Level IV training requirements. A bronze star is added when the Senior Member completes Squadron Officer School.

ROBERT HUTCHINGS GODDARD

October 5, 1882 –
August 10, 1945

Robert Goddard's lifelong interest in rocketry began on October 19, 1899, when as a 17-year-old boy he placed a ladder against a cherry tree in the family orchard and climbed into its foliage to contemplate. He had already read and re-read H. G. Wells' "War of the Worlds." Now he "imagined how wonderful it would be to make some device, which had even the possibility of ascending to Mars, from the meadow at my feet."

Goddard earned his bachelor's degree from Worchester Polytech and his Ph.D. from Clark University, where he would later become head of the physics department. He was not only a theoretician and experimenter of high order, but also a practical inventor. In 1914 he was granted the first of his many rocket patents. By 1916 he had reached the point where he needed financial help. He sent a paper which summarized his works, entitled "A Method of Reaching Extreme Altitudes," to the Smithsonian Institution and soon received a grant of $5,000. Now he concluded his work on solid fuels and began the development of liquid propellants. During World War I he developed the basic concept of the "Bazooka" rocket launcher.

father of modern rocketry

In 1919 the Smithsonian published his classical paper and the press seized upon a few paragraphs in which he discussed the idea of exploding a charge of flash powder on the moon which could be observed from the Earth. Overnight he became the "Moon Rocket Man." Even dignified newspapers chided him for imitating Jules Verne in writing such fantastic gibberish. A sensitive, dedicated person, he learned a painful lesson and from then on continued his work in reticent silence.

In June of 1924 he married Esther Kisk, who was to also later become his secretary, photographer, lab assistant and confidante, a bulwark of strength in the days ahead. By 1925 he had successfully test fired a rocket motor, which lifted itself in its test frame. It was time to take his rocket out into the open. On March 16, 1926, he fired his liquid fuel rocket into the air. Supported by a portable framework, which served as a launching pad, the small rocket lifted itself 41 feet into the air and in 2½ seconds traveled a distance of 184 feet. It reached a velocity of 60 miles an hour, before smashing into the ground. Marked now by a monument erected by the American Rocket Society, this site in Auburn, Massachusetts, is the "Kitty Hawk" of rocketry.

Goddard received financial support from the Guggenheim family and moved to Roswell, New Mexico. For twelve years, "the desert years," he labored devotedly, patiently and successfully to breathe life into the dream that drove him. At Roswell he constructed and flight-tested rocket after rocket, learning from each.

When World War II came, he closed his laboratory at Roswell and moved to Annapolis to design a rocket unit to assist the take-off of heavily loaded airplanes, a critical problem at the moment. Here he developed the first liquid-fueled rocket-assisted take-off, demonstrated successfully in September of 1942 by a Navy patrol plane. Also, the "Bazooka" he had developed during World War I was perfected and became a vital new anti-tank weapon.

As the war drew to a close, his health began to fail and on August 14, 1945, he was laid to rest. Before he passed away, he said, "I feel we are going to enter a new era, it is just a matter of imagination how far we can go with rockets. I think it is fair to say you haven't seen anything yet."

Robert H. Goddard Achievement: Dr. Robert H. Goddard Ribbon

The Goddard Ribbon is awarded to the cadets who reach the grade of Cadet Chief Master Sergeant (C/CMSgt) and are referred to as "Chief." Cadets successfully complete the specific requirements in Phase II listed for this achievement in order to receive the ribbon. NOTE: A silver star may be attached to the Goddard Ribbon by those cadets who have earned their Mitchell Award and have satisfactorily completed the requirements for the Model Rocketry Badge (see CAPM 50-20, CAP Model Rocketry Program).

CHARLES AUGUSTUS LINDBERGH

February 4, 1902 – August 26, 1974

Charles Lindbergh was an American aviator, engineer, and Pulitzer Prize winner, who was the first person to make a nonstop solo flight across the Atlantic.

first non-stop flight from New York to Paris, 1927

Lindbergh was born February 4, 1902, in Detroit. He attended the University of Wisconsin for two years but withdrew to attend a flying school in Lincoln, Nebraska. He began flying in 1922, and four years later he piloted a mail plane between St. Louis, Missouri, and Chicago. He decided to compete for a prize of $25,000 offered in 1919 by the Franco-American philanthropist Raymond B. Orteig of New York City for the first nonstop transatlantic solo flight between New York City and Paris. In his single-engine monoplane, "Spirit of St. Louis," Lindbergh left Roosevelt Field at 7:52 AM on May 20, 1927. After a flight of 33 hours 32 minutes, he landed at Le Bourget Airport near Paris. His achievement won the enthusiasm and acclaim of the world, and he was greeted as a hero in Europe and the U.S.

He was later commissioned a colonel in the U.S. Air Service Reserve and was a technical adviser to commercial airlines. He made "goodwill tours" of Mexico, Central America, and the West Indies. Lindbergh flew over Yucatán and Mexico in 1929 and over the Far East in 1931, and in 1933 he made a survey of more than 48,000 km (about 30,000 mi) for transatlantic air routes and landing fields.

In 1932 the kidnapping and murder of Lindbergh's first child, 19-month-old Charles A. Lindbergh, Jr., attracted nationwide attention. A German-born carpenter, Bruno Hauptmann, was later found guilty of the crime and executed. To avoid further publicity, the Lindberghs moved to Europe in 1935.

During World War II, however, Lindbergh was a civilian consultant to aircraft manufacturers and was sent on missions to the Pacific area and to Europe for the U.S. Army Air Forces.

Lindbergh's writings include the story of his historic flight, "We" (1927); his autobiography, "The Spirit of St. Louis" (1953; Pulitzer Prize, 1954); and "The Wartime Journals of Charles A. Lindbergh" (1970).

Charles A. Lindbergh Achievement: Charles Lindbergh Ribbon

The Lindbergh Ribbon is awarded to the cadets who reach the grade of Cadet Master Sergeant (C/MSgt). Cadets must successfully complete the specific requirements in Phase II listed for this achievement (see CAPR 52-16). This achievement brings attention to instrument flight and airpower leadership.

GROVER CLEVELAND LOENING

September 12, 1888 –
February 29, 1976

Pioneer, engineer, public servant and author, Grover Loening was born September 12, 1888, in Bremen, Germany, where his father was United States Consul-General. He received his B.S. from Columbia College in 1908, and a M.A. in Aeronautics from Columbia University in 1910, the first such degree awarded in America. He received the Civil Engineering degree from Columbia in 1911.

After graduation, Loening joined a small aeroplane company in New York, building Bleriots for exhibition pilots. In 1912, he built his pioneer Aeroboat. In 1913 Orville Wright employed him as assistant and as manager of the Dayton factory. In 1914 he was appointed Chief Aeronautical Engineer of the U. S. Army's Aviation Section in San Diego.

first civilian aeronautical engineer in the United States Army

In 1917 he formed the Loening Aeronautical Engineering Corporation to work on a Navy contract for a small plane to be launched from destroyers. He also had an Army contract for the M-8, two-seat Pursuit monoplane that embodied the pioneer use of rigid strut bracing, patented by Loening, and thirty years later still widely used. After the war, Loening produced the Flying Yacht, a five-seat monoplane boat, with Liberty engine, which established world records and opened up the first significant market for private aircraft. For this he received the Collier Trophy for 1921. His next success was to pioneer Loening Amphibian, with the first practical retractable undercarriage, used by the U.S. Army, Navy, Marines, and Coast Guard, and by airlines and private owners all over the world.

The Loening Aeronautical Engineering Corporation, his original company, merged with the Curtiss-Wright Corporation in 1928, and Loening subsequently formed the Grover Loening Aircraft Company, building several research aircraft and establishing his first consulting engineering practice, for the Chase Bank, Fairchild Aircraft, Grumman Aircraft, Curtiss-Wright and many others. During this period he was pioneer director of Pan American Airways.

When the National Air Museum was founded in 1948, President Truman appointed him as the first of two civilian members of its Advisory Board (an appointment renewed three times by Presidents Eisenhower, Kennedy, and Johnson). He was awarded the Medal for Merit in 1946, the Eggleston Medal of Columbia University in 1949, the Wright Memorial Trophy in 1950, the Air Force Medal in 1955, and the Guggenheim Medal in 1960 for "a lifetime devoted to the development of aeronautics in America." In 1966 he was awarded the Silver Wings plaque by an organization of aviators. As Director and Consulting Engineer of New York Airways, he researched the successful design of the Pam Am rooftop heliport in the heart of New York City. The author of countless articles and lectures on aviation the past half century, Loening was also engaged in writing books about early aviation days. His book, "Takeoff Into Greatness," was the story of how American aviation grew so big, so fast. He made his home in Florida until his death on February 29, 1976.

Grover Cleveland Loening Aerospace Award: Grover Loening Ribbon

The Grover Loening Award is given to Civil Air Patrol (CAP) members who complete Level III of the Senior Member Professional Development Program. It recognizes those members who have dedicated themselves to leadership and personal development in the CAP. This award was first given in 1964 and honors the late Grover Loening. A noted aviation pioneer, he was the first civilian member of the National Air and Space Museum's Advisory Board.

WILLIAM E. MITCHELL

December 29, 1879 – February 19, 1936

Billy Mitchell is the most famous and controversial figure in American airpower history. The son of a wealthy Wisconsin senator, he enlisted as a private during the Spanish American War. Quickly gaining a commission due to the intervention of his father, he joined the Signal Corps. He was an outstanding junior officer, displaying a rare degree of initiative, courage, and leadership. After challenging tours in the Philippines and Alaska, Mitchell was assigned to the General Staff, at the time its youngest member. He slowly became excited about aviation, which was then assigned to the Signal Corps, and its possibilities, and in 1916 at age 38, he took private flying lessons.

first to successfully demonstrate the capabilities of aerial bombardment, 1921

Arriving in France in April 1917, only a few days after the United States had entered the war, Lieutenant Colonel Mitchell met extensively with British and French air leaders and studied their operations. He quickly took charge and began preparations for the American air units that were to follow. The story of American aviation mobilization in World War I was not a glorious one. It took months before pilots arrived in France and even longer for any aircraft. Nonetheless, Mitchell rapidly earned a reputation as a daring, flamboyant, and tireless leader. He eventually was elevated to the rank of Brigadier General and commanded all American combat units in France. In September 1918 he planned and led nearly 1,500 allied aircraft in the air phase of the Saint Mihiel offensive. Recognized as the top American combat airman of the war (he was awarded the Distinguished Service Cross, the Distinguished Service Medal, and several foreign decorations), Mitchell, nevertheless, managed to alienate most of his superiors, both flying and non-flying, during his 18 months in France.

Returning to the US in early 1919, Mitchell was appointed the deputy chief of the Air Service, retaining his one-star rank. His relations with superiors continued to sour as he began to attack both the War and Navy Departments for being insufficiently farsighted regarding airpower.

Mitchell remained a vocal critic and in 1925 issued a statement that would eventually lead to his being court-martialed, found guilty of insubordination, and suspended from active duty for five years without pay. Mitchell elected to resign instead as of 1 February 1926 and spent the next decade continuing to write and preach the gospel of airpower to all who would listen. His arguments rang true on December 7, 1941 when the Japanese, using air power alone, made a shambles of the United States forces at Pearl Harbor and became the dominant force in the Pacific.

Mitchell died of a variety of ailments including a bad heart and influenza in 1936. Ten years after his death on August 8, 1946, Congress posthumously awarded Brigadier-General Mitchell a gold Medal of Honor.

General Billy Mitchell Award: General Billy Mitchell Ribbon

The **General Billy Mitchell Award** has existed since 1964. This award honors the late Brigadier General Billy Mitchell, aviation pioneer, advocate, and staunch supporter of an independent Air Force for America. Cadets receive this award after successfully completing the specific requirements in Phase I and II of the CAP cadet program. This award is certified and awarded only by National Headquarters. NOTE: A silver star worn on the ribbon denotes successful completion of Cadet Officer School. Senior members who remove the Mitchell ribbon earned may move the silver star denoting Cadet Officer School from the Mitchell ribbon to the highest cadet program ribbon earned. (See CAPR 52-16)

EDWARD VERNON RICKENBACKER

October 8, 1899 – July 23, 1973

From 1895 to 1922, Columbus, Ohio, was home of famed World War I aviator Edward "Eddie" Vernon Rickenbacker. Eddie, a leading race car driver prior to World War I, joined the American Expeditionary Force as a sergeant and staff driver in 1917. He sailed to France the next month with John J. Pershing and his staff. Although over-age and not a high school graduate, Rickenbacker, with the assistance of William "Billy" Mitchell, received an assignment to flight school.

leading American ace of World War I, 1918

After 17 days at the French aviation school at Tours, Eddie received his wings and a commission as first lieutenant; however, he was assigned to the Advanced Flight School at Issoudun as an engineering officer, not a pilot. Eventually he was transferred to the 94th Aero Pursuit Squadron, where on April 14, 1918; he took part in the "first combat mission ever ordered by an American commander of an American squadron of American pilots." Rickenbacker became commander of the squadron on September 24. The next day he single-handedly took on seven German planes over the German lines and shot down two of them—an act for which he was belatedly awarded the Congressional Medal of Honor in 1930. In six months he shot down 26 German aircraft (22 airplanes and four balloons).

Eddie Rickenbacker returned home after the end of the war as the idol of the American public, the "American Ace of Aces." He refused offers to make movies or endorse products, but he did publish his war memoir entitled "Fighting the Flying Circus." He married Adelaide F. Durrant in 1922 and founded the Rickenbacker Motor Company, which went bankrupt in 1927.

Eddie then joined General Motors where he worked in both their automobile and aircraft divisions. In 1938 he purchased Eastern Airlines from General Motors, making it the "first airline to operate without a subsidy from the Federal government." During World War II Rickenbacker toured American bases at home and abroad as a special civilian consultant for Secretary of War Henry Stimson.

On one of these tours to the South Pacific, Eddie's airplane became lost, ran out of fuel and had to land in the ocean. His book, "Seven Came Through," describes the 24 days he and the crew spent adrift on life rafts before being found. After the war, Rickenbacker returned to Eastern Airlines as Chairman of the Board, a position he held until his retirement in 1963 at age 73.

In October 1972 Eddie Rickenbacker suffered a stroke, and he died in Zurich on July 24, 1973.

Captain Edward V. Rickenbacker Achievement: Edward Rickenbacker Ribbon

The Rickenbacker Achievement is received at the completion of Achievement 3 that is named to bring attention to flying skills and combat aviation leadership. Cadets must successfully complete the specific requirements in Phase II listed for this achievement. (See CAPR 52-16)

CARL ANDREW SPAATZ

June 28, 1891–July 14, 1974

Born June 28, 1891 in Boyertown, Pennsylvania, Carl Andrew Spaatz (originally Spatz — he added an "a" in 1937) graduated from the U.S. Military Academy at West Point, New York in 1914 and was commissioned in the infantry. After a year at Schofield barracks, Hawaii, he entered aviation training in San Diego, California, became one of the army's first pilots in 1916 and won promotion to first lieutenant in June. He advanced to captain in May 1917 and was ordered to France in command of the 31st Aero Squadron. He organized and directed the aviation training school at Issoudon and by the end of the war had managed to get just three weeks' combat duty, during which he shot down three German aircraft. In June 1918 he was promoted to temporary major.

first U.S. Air Force chief of staff, 1947

After serving as commander of airfields in California, Texas and Michigan (along with various other duties), Spaatz graduated from Command and General Staff School, Fort Leavenworth, Kansas, in 1936. After a tour of observation in England in 1940 he was promoted to temporary brigadier general and named to head the material division of the Air Corps, and in July 1941 he became chief of the air staff under General Henry H. "Hap" Arnold, chief of the (renamed) Army Air Forces.

In January 1941 he was appointed chief of the Air Force Combat Command. Later in that year he returned to England to begin planning the American air effort in Europe. In May 1942 he became commander of the Eighth Air Force. In November 1942 he went to North Africa to reorganize the Allied air forces there for General Dwight D. Eisenhower, becoming commander of the Northwest African Air Forces (NWAAF) in February 1943. In March he was promoted to temporary lieutenant general. From March to December 1943 he was also commander of the Twelfth Air Force, a unit of the NWAAF, which took part in both the North Africa and Sicily campaigns. In January 1944 Spaatz was named commander of the U.S. Strategic Air Forces in Europe; his command included the Eighth Air Force under General James H. "Jimmy"Doolittle, based in England, and the Fifteenth Air Force under General Nathan F. Twining, based in Italy, and had responsibility for all deep bombing missions against the German homeland. In March 1945 he was promoted to temporary general, and with the war in Europe ended, he took command of Strategic Air Force in the Pacific. The atomic bombing of Hiroshima and Nagasaki took place under his command.

In March 1946 he succeeded General Arnold as commander in chief of the Army Air Forces, and he became the first chief of staff of the independent air force in September 1947. He held that post until retiring in July 1948 in the rank of general (he had been permanent major general since June 1946). He served subsequently as chairman of the Civil Air Patrol and for a time contributed a column to Newsweek magazine. Spaatz died in Washington, D.C., on July 14, 1974 and was interred on the grounds of the U.S. Air Force Academy. He was inducted into the International Aerospace Hall of Fame in 1977.

Carl A. Spaatz Award: General Carl Spaatz Ribbon

The **Carl A. Spaatz Award** is the highest Cadet Award and denotes exceptional performance in the Cadet career. This award has existed since 1964. The award honors the late General Carl A. Spaatz, who became the first U.S. Air Force Chief of Staff on September 26, 1947. General Spaatz (pronounced "spots") was also CAP's first National Board Chairman, a position he held from May 26, 1948, to April 27, 1959. The Cadet must successfully complete all phases of the CAP Cadet Program and the General Carl A. Spaatz Award examination. This award is certified and awarded only by National Headquarters. (See CAPR 52-16)

GILL ROBB WILSON

1893 – September 8, 1966

As the Civil Air Patrol Chaplain Service celebrates its 50th anniversary this year, it is interesting to note that one of CAP's founders — Gill Robb Wilson — was a Presbyterian clergyman who became the primary motivator for encouraging the Air Force to organize a chaplain program for CAP.

Air Force Maj. Gen. Lucas V. Beau, the CAP National Commander and CAP-U.S. Air Force Commander from October 1947 to December 1955, and Brig. General D. Harold Byrd, Chairman of the CAP Board from April 1959 to April 1960, joined the CAP founder in 1949 when he visited with the Air Force Chief of Chaplains, Maj. Gen. Charles Carpenter, asking for help in organizing a chaplain program.

CAP's founder and first chaplain

A few months later, in January 1950, Chaplain (Lt. Col.) Robert Preston Taylor was appointed as the first National Chaplain to CAP National Headquarters with a mandate to develop a professional model for ministry that resembled the Air Force's.

Wilson was raised by his parents to be concerned about a person's spiritual growth. His father and mother, Dr. Gill I. Wilson and Rev. Amanda Robb Wilson, were both ministers.

In 1916, Wilson dropped out of a seminary in Pittsburgh to join the French air service. He later was commissioned in the American Army Air Service.

After suffering injuries when his plane crashed during the war, Mr. Wilson returned to seminary in 1919 and became his father's assistant in Parkersburg, W.V.

He moved to Trenton, N.J., in 1921 where be became pastor of the Fourth Presbyterian Church. In 1928, Mr. Wilson became the first person, who was not a former army chaplain, to become the National Chaplain of the American Legion.

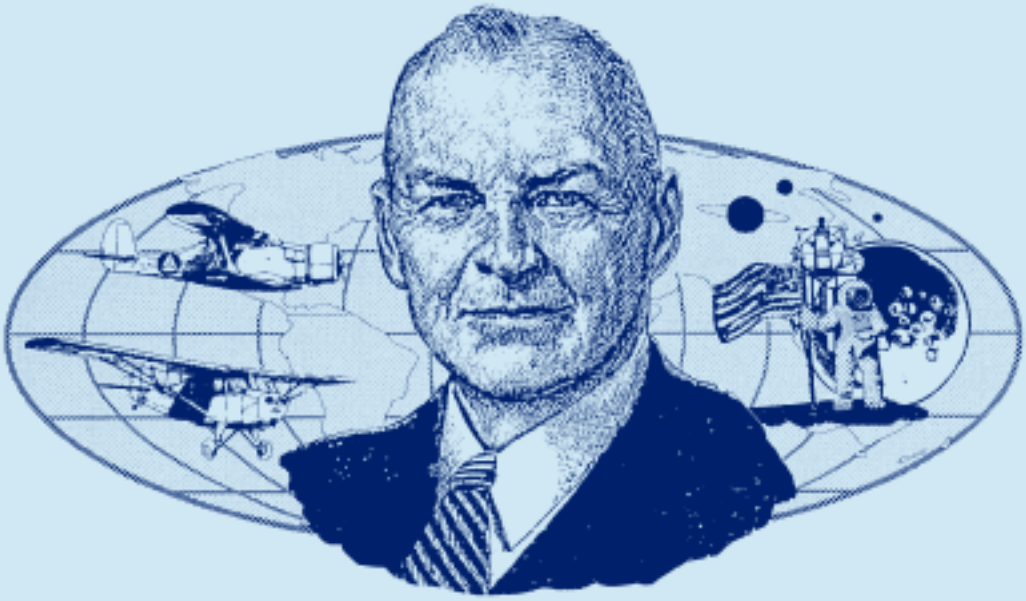
Mr. Wilson always had a love of aviation, and from 1930 to 1945 he was New Jersey's director of aviation. Later he served as a correspondent for the New York Herald Tribune during World War II.

Mr. Wilson was a close friend of Gen. Billy Mitchell and helped develop a civilian pilot training program in World War II.

As both a minister and founder of CAP, no one can dispute that Gill Robb Wilson was CAP's first "chaplain." Today, there is no doubt that Mr. Wilson would be proud to see how his concern for a CAP chaplain program has developed into a chaplain service consisting of 660 chaplains and 125 moral leadership officers.

Gill Robb Wilson Award: Gill Robb Wilson Ribbon

The **Gill Robb Wilson Award** is Civil Air Patrol's (CAP) highest award for senior member professional development. It recognizes senior members who have dedicated themselves to leadership and personal development in the CAP. This award was first given in 1964 and honors the late Gill Robb Wilson. He is regarded as the founder of Civil Air Patrol, and served as CAP's first executive officer. [See CAPR 39-3 (E)]



WILBUR WRIGHT

April 16, 1867 -
May 30, 1912

ORVILLE WRIGHT

August 19, 1871 -
March 30, 1948

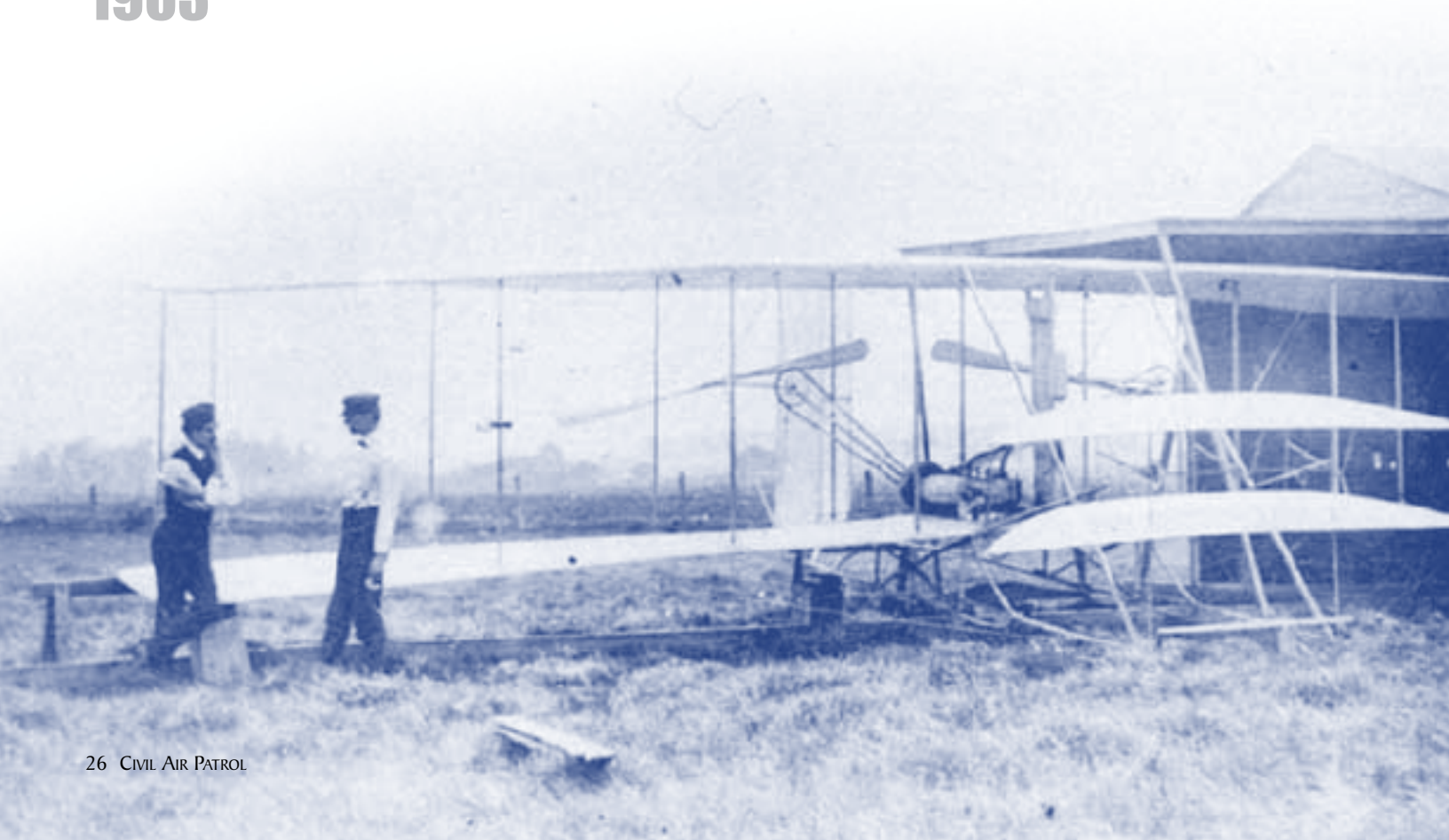
The Wright brothers made the first four successful airplane flights on the cold, windswept sands of North Carolina's Outer Banks. Their "Flyer" lifted from level ground to the north of Big Kill Devil Hill, at 10:35 a.m., on December 17, 1903. Orville piloted the six hundred and five pound machine during the first flight, traveling one hundred twenty feet in twelve seconds.

first men to fly a power-driven, heavier-than-air machine, 1903

Although Wilbur achieved the best results of the day on the fourth and final flight, eight hundred fifty-two feet in fifty-nine seconds, it is Orville's earlier flight that is best remembered. As Orville later described:

"This flight lasted only twelve seconds, but it was nevertheless the first in the history of the world in which a machine carrying a man had raised itself by its own power into the air in full flight, had sailed forward without a reduction in speed, and had finally landed at a point as high as that from which it began."

With these four successful flights Wilbur and Orville launched the world into the age of aviation.



The Wright Brothers Award: The Wright Brothers Ribbon

The Wright Brothers Award in the CAP Cadet Program took effect on 1 April 2003, in the centennial of Orville and Wilbur Wright's historic first flight.

This award is earned after completing Phase I, "The Learning Phase," consisting of the first three achievements of the cadet program. In addition, the cadet must pass a challenging examination testing leadership knowledge and proficiency in drill and ceremonies.

Once a cadet earns the Wright Brothers Award, they are promoted to the grade of cadet staff sergeant, begin service as cadet non-commissioned officers, and continue to participate and advance as cadets in the U.S. Air Force Auxiliary Civil Air Patrol.

CHARLES E. "CHUCK" YEAGER

February 13, 1923 –

General Yeager was born Feb. 13, 1923, in Myra, W.V. He attended the Citizens Military Training Camp at Fort Benjamin Harrison, Ind., in 1939 and 1940, and on Sept. 12, 1941, enlisted as a private in the Army Air Corps. He was later accepted for pilot training under the flying sergeant program in July 1942, and received his pilot wings and appointment as a flight officer in March 1943 at Luke Field, Arizona.

first person to pilot an aircraft supersonically, 1947

On Oct. 14, 1947, he flew the XS-1 past the sound barrier, becoming the world's first supersonic pilot. During the next two years, he flew the X-1 more than 40 times, exceeding 1,000 mph and 70,000 feet. He was the first American to make a ground takeoff in a rocket-powered aircraft. In December 1953 he flew the Bell X-1A 1,650 mph, becoming the first man to fly two and one-half times the speed of sound.

In 1952 General Yeager attended the Air Command and Staff College at Maxwell Air Force Base, Ala., and two years later returned to Europe to serve as commander, 417th Fighter Squadron, Hahn Air Base, West Germany, and at Toul-Rosieres Air Base, France. During his tour in Europe, he took first-place honors in the 1956 Weapons Gunnery Meet.

General Yeager graduated from the Air War College, Maxwell Air Force Base, Ala., in June 1961, and, in 1962, became commandant of the Aerospace Research Pilot School (now the USAF Test Pilot School), where all military astronauts were trained.

He retired from active duty in the U.S. Air Force on March 1, 1975.

General Yeager remains an active aviation enthusiast, acting as advisor for various films, programs and documentaries on aviation. He currently serves on the Boards of Directors of Louisiana Pacific Corp., the National Fish and Wildlife Foundation. He was appointed by President Ronald Reagan to serve on the National Commission on Space and the commission to investigate the Space Shuttle Challenger accident in 1986. He is a consultant test pilot for the Air Force Flight Test Center at Edwards Air Force Base.

He has published two books entitled, "Yeager" and "Press On: Further Adventures in the Good Life."

General Charles E. Yeager Award: General Charles Yeager Ribbon

Seniors may participate in the Aerospace Education Program for Senior Members (AEPSM) and earn the **Charles E. "Chuck" Yeager Aerospace Education Achievement Award** (see CAPR 280-2).