

Chapter 08 - AIR FORCE SERVICE AND CIVIL AIR PATROL -USAF AUXILIARY



In my early preschool childhood (1935) I listened to “Jack Armstrong The all-American boy” on radio. There was something that they were giving away, a Taylor Craft Air Plane. I think that it was sponsored by “Wheaties”. We didn’t have store bought foods, but some way I sent something in for the drawing and was disappointed that I didn’t win the Airplane.



My Mother took me out to the Idaho Falls Airport to see the Ford Tri-motor Airplane to make me feel better. “It was so large; you could drive a car under the wing.”

Living in St. George I had been in the boy scouts and worked up to be a “First Class” Scout. Then I had changed to the LDS Air Scouts due to my interest in Air Planes. The Air Scouts program started in 1941 and I joined in 1942.

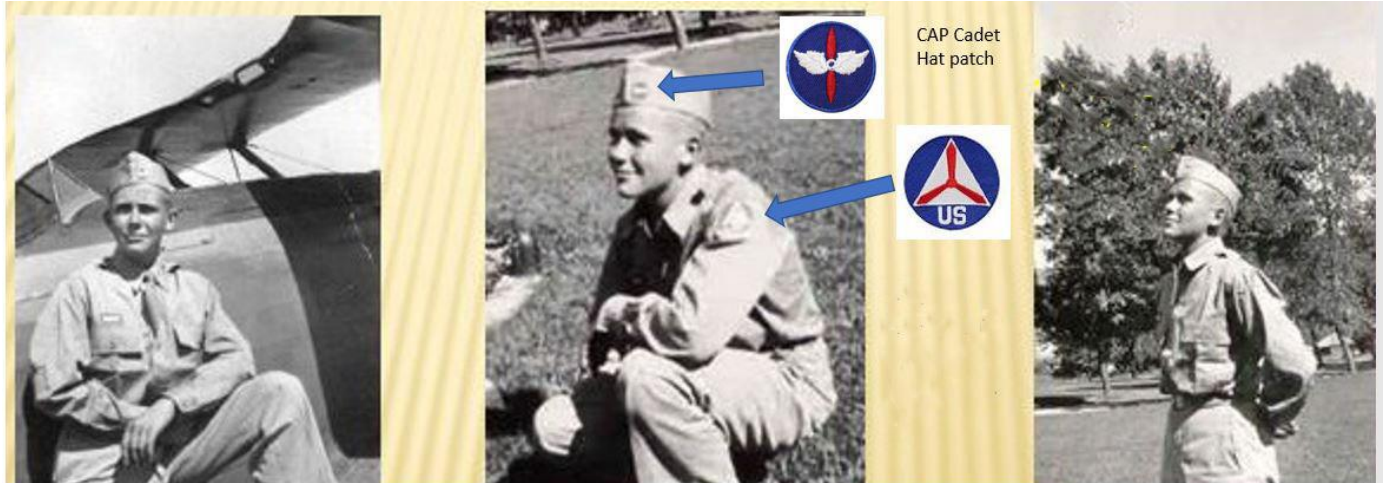


Air Scouts (1941-1949)



CIVIL AIR PATROL USAF Auxiliary
Cadet Programs





Civil Air Patrol Cadet Russell R. Bateman Cedar City Squadron, Cedar City Utah

My father was transferred to Cedar City and I looked for another Air Scout Group. I was referred to one of the instructors at the BAC College. The new Squadron Commander let me join. I was still only 12 and the CAP regulations at time required to be 15 to join the Civil Air Patrol. I don't remember many other CAP Cadets, but there was several of the instructors that were members. They got uniforms for the Cadets, but I don't remember that the seniors had uniforms. I remember that it was like a flying club for the School Instructors. I vaguely remember in getting a ride in a Biplane open cot pit. That was a real exciting moment for me. I have been in love with flying since then. We had an Army Air Corps Aircraft gunner training device at the Cedar City Airport, and I enjoyed operating. I don't know where it came from and don't think that it had anything to do with the school. but may have been due to the Army the formation of the Cedar City Civil Air Patrol Squadron was tied in some way with the instructors at the U S Army Air Cadets Basic Training program at the BAC ("Branch Agriculture College "now SUU) College. I can't document the dates that I was a CAP cadet. I understand that the CAP Cadets were to be ages 15 to 17 at that time. I remember the Biplane and attending CAP meeting at the Cedar City AirPort. It had to be prior to the Fall of 1943 when I was enlisted in the Utah State Guard. That date is also in question as my official date of enlistment was 25 April 1945, however I attended the only Utah State Guard Summer Camp training was held in the summer of 1944.

I enlisted in the Utah State Guard (see the Balloon War chapter) and I felt that was a more important calling, as we were in the World War. (See chapter 6)

We were living in the Salt Lake area in 1962, when my boys were at the age of the boy long hair area. I needed something to get them into a worthwhile activity and took them to a local CAP cadet meeting.



After the first meeting, they said that they wanted nothing to do with the cadet program as the cadets made negative comments about their hair, even though it was not that long. But the next week they were back, and it wasn't too many years that they were in leadership positions to correct the appearance of new cadets coming into the program.

They went on to be very active over the next two years, with my oldest son being the 183-cadet qualifying for the national Spaatz' award. Now there are thousands who have received that award that was named for General Carl A. Spaatz. The elements of this award included Leadership, Aerospace, Fitness and activities.

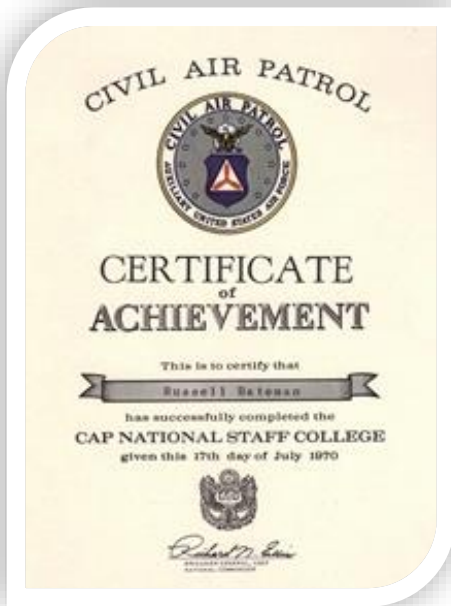
To support our boys, my wife, Gaye and I also got active in the Civil Air Patrol program. We first spent our time in the local Bountiful CAP Squadron, but I was shortly asked to move up to the Utah State CAP Wing Headquarters activity.

I was promoted to the Civil Air Patrol position of Major and made Wing director of Communications due to having an Amateur Radio Class A licence and more important, I held current FCC radio Telephone and Radio Telegraph Licenses. At that time the FCC required radios to have annual frequencies check on radio equipment. At that time, I don't know if other members had the FCC certification.

Another reason that they wanted me on Wing Level as I had experience with the Navy TBK Transmitters that the Utah Wing had obtain and the plan was to develop a CAP HF radio net in the State of Utah.

June of 1970,

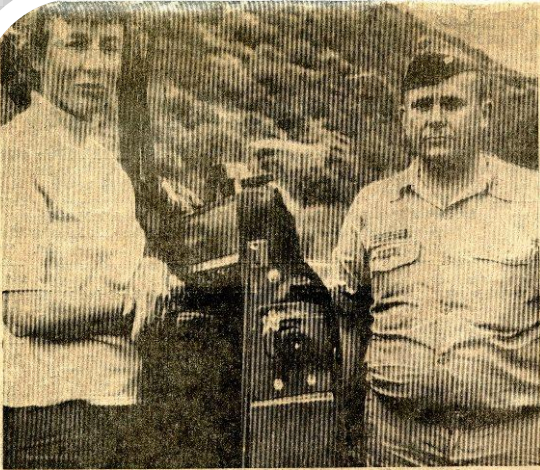
I had the opportunity of attending the two-week Civil Air Patrol Staff College at Maxwell Air force base in Alabama. They flew us out in an Air Force Convair T-29 that had been assigned to the Civil Air Patrol and piloted by reserve Air Force Officers.



I was able to get a lot of flight time as an Observer in Air Searches, looking for downed air crafts.

This Newspaper article tells the 11 June 1970 Story.

Searchers say pilot must have been killed instantly



SPOTTED CRASHED PLANE . . . Major Louise Morrison and Major Russ Bateman, Utah Civil Air Patrol, who spotted crashed mail plane Saturday during search sortie. Mrs. Morrison was piloting her own plane and Major Bateman was her observer. This is the second plane crash discovered by Mrs. Morrison, who is one of four women in the state licensed as flight instructors.

The search for a missing mail plane which was conducted strenuously for two weeks following its disappearance the morning of March 2, and which has been conducted intermittently since that time, was ended Saturday when wreckage of the plane was sighted at the 9600-foot level of the Patmos Peak east of Columbia.

The wreckage was sighted at 10:40 by Mrs. Bert (Louise) Morrison, Standardization officer and Russ Bateman, Wing director of communications, Utah Civil Air Patrol. Mrs. Morrison was piloting the search plane with Mr. Bateman as observer.

This was Mrs. Morrison's second sortie of the day; she first was involved in the flight Saturday morning from Salt Lake City to the Carbon County Airport along the air mail route. Both Mrs. Morrison and Mr. Bateman hold the rank of major in the CAP.

The mail plane which made runs twice daily between Salt Lake City and Moab was piloted by Michael Ray (Mike) Smith, 22, of Dallas, Texas. It was carrying 26 pounds of first class and a smaller amount of third class mail.

Shortly after the wreckage was sighted from the air, ground searchers left Price by four-wheel drive vehicles to the crash area along the winding road to Bruin Point east of Sunnyside then south along the jagged mountain top 12 miles to the south where the road ends. From there the searchers hiked to the crash site which was about a mile further to the south and some 400 feet below the crest of the mountain.

The search for a missing mail plane which was conducted strenuously for two weeks following its disappearance the morning of March 2, and which has been conducted intermittently since that time, was ended Saturday when wreckage of the plane was sighted at the 9600-foot level of the 10,000-foot Patmos Peak east of Columbia.

The wreckage was sighted at 10:40 a.m. by Mrs. Bert (Louise) Morrison, standardization officer, and Russ Bateman, deputy commander, Utah Civil Air Patrol. Mrs. Morrison was piloting the search plane with Mr. Bateman as observer.

This was Mrs. Morrison's second sortie of the day, her first was involved in the flight Saturday morning from Salt Lake City to the Carbon County Airport along the air mail route. Both Mrs. Morrison and Mr. Bateman hold the rank of major in the CAP.

The mail plane, which made runs twice daily between Salt Lake City and Moab, was piloted by Michael Ray (Mike) Smith, 22, of Dallas, Texas. It was carrying 26 pounds of first class and a smaller amount of third class mail.

Shortly after the wreckage was sighted from the air, ground searchers left Price by four-wheel drive vehicles to the crash area along the winding road to Bruin Point east of Sunnyside then south along the jagged mountain top 12 miles to the south where the road ends. From there the searchers hiked to the crash site which was about a mile further to the south and some 400 feet below the crest of the mountain.

The body of the pilot, in a decomposed state, was found still strapped to the seat. The plane had disintegrated upon impact.



SEARCH WRECKAGE . . . Mack Budge, member of the Carbon County Jeep Posse and Carbon County Civil Defense director, scans section of wreckage in which mail pouches were found. The mail sacks were intact and the contents in good condition. After being checked by postal authorities, the mail was dispatched to the addressees with a stamped notation on each piece "Delayed in handling in the postal service." S-A Photo

The body of the pilot was in a decomposed state but found still strapped to the seat. The plane had decomposed upon impact into the mountainside and the apparent injuries to the pilot led searchers to believe that he had been killed instantly. Some fire damage was noted on the left motor section of the twin-engine white and maroon Piper Aztec. The pilot's body and the seat to which it was attached were found in the immediate vicinity of the right engine section. The searchers arrived at the crash site at about 4:40 and their inspection indicated the plane had crashed straight into the

mountain. This also indicated that the pilot, during the snow storm that was prevalent the morning of the crash, was not aware that his elevation was not enough to clear the peak.

In the ground search team were Deputy Sheriff Ned McCourt, Mrs. Morrison and her husband, who is area director for the CAP; Mr. Bateman: members of the Carbon County Sheriff's Jeep Patrol, Price Postmaster Pete Bruno and representatives of the Sun-Advocate.

The three mail bags carried by the plane were found intact and by Monday morning the mail contained therein was dispatched to its destinations with the notation Stamped on each piece "Delayed in handling in the postal service." Monday Sheriff Albert Passic accompanied by representatives of the Federal aeronautics Administration from Denver and Salt Lake City went to the crash site. They reported that the plane instruments scattered up the mountainside for some 50 feet indicated the plane's altimeter reading was 9600 feet, the time showing on the plane's clock was 3:45 a.m. and air speed at the time of the crash was 160 miles per hour.



The plane had been due to arrive at the Carbon County airport at 3:45 a.m. March 2. It was last heard from at 3:39 a.m. when pilot radioed Salt Lake City for an Altimeter reading, it was snowing that morning in this area.

Searches by jeep patrolmen were instituted and as weather permitted some 15 CAP planes and private craft scanned the area to no avail. At that time the air searches were concentrated in the East Carbon area because reports from workmen at Sunnyside were to the effect that they had heard a plane through the heavy overcast at about the time it was due. Subsequent discovery of the crashed

plane and the time of the crash as indicated on the plane's clock bear out the fact that these men did hear the plane possibly a minute or two before it went down. Discovery at that time was made more difficult by the snow cover, new snows falling through the original search period and the white color of the plane.

The plane was found in a forest of aspen and it is surmised that had the plane not been found at this time the difficulties of searching would have been compounded by the trees as the spring and summer leaves became more abundant. Saturday's search effort was resumed by the CAP with seven planes which flew 15 sorties up to the time of the discovery. Major Donald E. Shockey and Colonel Ott Webb, Utah CAP, Salt Lake City, had returned to the Carbon County airport and were again directing search activities as they had immediately after the plane was reported missing.

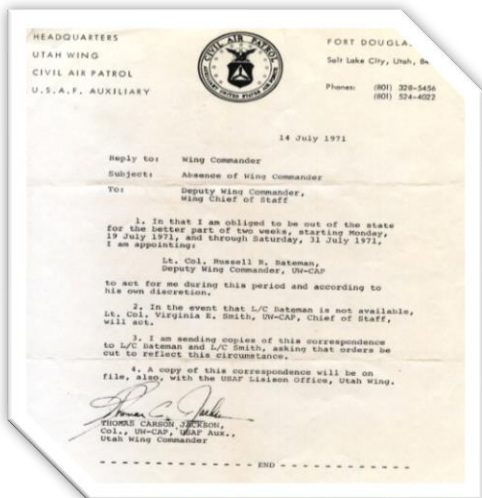
Major Morrison added another star to her find ribbon and I receive my first find Ribbon Find Ribbon.

I was able to get many hours in the air on searches and other activities. I wished that I could say that I was the pilot during these flights, but I was only working on my license taking lessons in a Cessna 150 with Louise Morrison as my instructor. I did get time at the controls,



however.

To my surprise and I am sure to some resentment, I, a non-pilot, was promoted to deputy Wing Commander with the authority to launch search operations. I never felt any resentment due to this assignment as I was a rated pilot.



14 July 1971

Subject: Absence of Wing Commander

To: Deputy Wing Commander
Wing Chief of Staff

In that I am obliged to be out of the state for the better of two weeks, Starting Monday 19 July 1971, and through Saturday, 31 July 1971, I am appointing:

Lt. Col. Russell R. Bateman, Deputy Wing Commander, UW-CAP

to act for me during this period and according to his own discretion.

*In the event that **Lt. Col. Bateman** is not available, Lt. Col Virginia E. Smith, UW-CAP Chief of Staff, will act.*

3. I am sending copies of this correspondence to L/C Bateman and L/C Smith, asking that the orders be cut to reflect this circumstance.

4. A copy of this correspondence will be on file, also, with the USAF Liaison Office, Utah Wing.

Thomas Carson Jackson, Col., UW, USDAF Aux., Utah Wing Commander

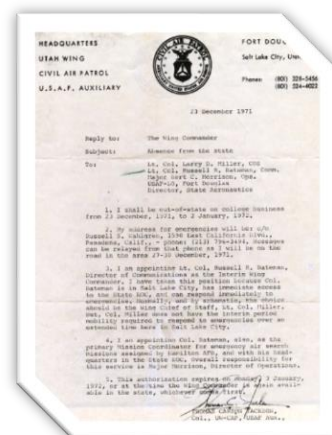
23 December 1971

Reply to: The wing commander
Subject: Absence from the state.

To: Lt. Col. Larry D. Miller, COS
Lt. Col. Russell R, Bateman Comm.
Major Bert Morrison, Ops.
USAF-LO Fort Douglas
Director, State Aeronautics

1. I shall be out of state on college business from 23 December, 1971, two to January 1972.

2. My address for emergencies will be; C/O Russell S Walgreen.....



3. I am appointing Lieut. Col. Russell R Bateman, director of communications as the interim Wing Commander. I have taken this petition because Col. Bateman is in the Salt Lake City area and has the immediate access to the state EOC and can respond immediately to emergency. Normally, and by schematic, the chapters should be the winning team of staff, Lieut. Col. Miller but, Col. Miller does not have the interim. Most of the required respond to emergencies over an extended time in Salt Lake City.

4. I am appointing L/C Bateman, also, as the primary mission coordinator for emergency air search missions assigned by Hamilton Air Force Base, in which his headquarters in the State EOC. Overall responsibility for service is Major Morrison, Director of Operations.

5. This authorization expires on Monday, 3 January 1972 or at the time the Wing Commander is again available in the state, whichever comes first.

Thomas Carson Jackson, Col., UW-CAP, Utah wing commander

I was also active in other areas of Civil Air Patrol. The international exchange program exchanged cadets between countries. I took my turn hosting foreign cadets as in the case of the Dutch visitors. It was my assignment to arrange tours, meals and all activities during the fourteen days that they were in Utah.

5 August 1971

Lt. Col. Russell R. Bateman, Deputy Wing Commander,

3222 S - 525 W

Bountiful, Utah, 84010

Re: 1971 IACE Visitors to Utah

Dear Russ:

Words are poor vehicles to convey all the depth of thought and feeling which expresses appreciation and gratitude.

However, these words do come in thankful acknowledgement of your time, energy, and dedication to the details of the recent International Air Cadet Exchange which saw ten Dutch visitors come to Utah for fourteen days and nights.

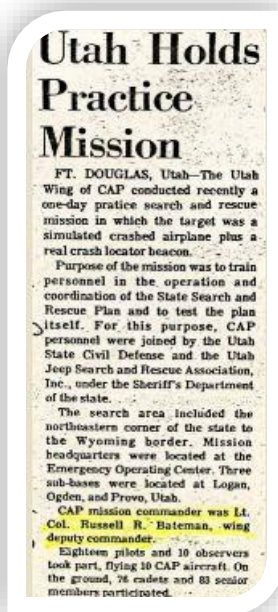
Your performance of duty leaves nothing to be desired, and all of us in the Utah Wing are thoroughly pleased to "have you aboard." You are a credit to Utah, to Civil Defense, to the Wing, and to your friends.

Cordially and Fraternally,

Thomas Carson Jackson,



I was given the responsibility to write a few exercises, coordinate them to the wing stall and submit them to the Air Force liaisons Officer for approval. Once approved, the Wing Staff would organize the exercise and set the date.



Newspaper: Utah Holds Practice Mission

FT. DOUGLAS, Utah—The Utah Wing of CAP conducted recently a one-day practice search and rescue mission in which the target was a simulated crashed airplane plus a real crash locator beacon.

Purpose of the mission was to train personnel in the operation and coordination of the State Search and Rescue Plan and to test the plan itself. For this purpose, CAP personnel were joined by the Utah State Civil Defense and the Utah Jeep Search and Rescue Association, Inc., under the Sheriff's Department of the State.

The search area included the northeastern corner of the state to the Wyoming border. Mission headquarters were located at the Emergency Operating Center. Three sub-bases were located at Logan, Ogden, and Provo, Utah.

*CAP mission commander was **Lt. Col. Russell R. Bateman**, wing deputy commander.*

Eighteen pilots and 10 observers -took part, flying 10 CAP aircraft. On the ground, 76 cadets and 83 senior members participated.

The Civil Air Patrol is organized under the U. S. Air force and allotted several frequencies for use by the CAP in their Search assignments.

At that time, the Heathkit “Twoer” was popular. This was an Amateur Radio low powered lunch box type radio. These low-cost kits from Heathkit were put together CAP members and Amateur radio friends.





The Gonset Communicator was about the only commercially built unit available to purchase. These units were also used by Civil Air Patrol, but not seen very often due to the price.

The Gonset Communicator was available in 2 and 6 meters.

The HW-18-1 was made for CAP operation and covered 4450 kHz to 4650 kHz. They were a High Frequency Single-Side band transceiver. These units were only available in kit form. Most all CAP radios were personally owned. In Utah, a major project was organized for the building HW-18 transceivers. Technical capabilities of CAP members built the units were limited. Several Amateur Radio Club were asked for help. Utah CAP members purchased the Kits and Amateur Radio licensee would build them at no cost to the member. In a short time, we had an excellent HF net around the state.



Our Wing Commander was always looking for special Activities for the cadets. My Office was located in the basement of the Utah National Guard Headquarters. I was chatting with the planner for an upcoming National Guard Exercise. I ask him about letting the CAP Cadets participate with the exercise. Utah CAP Cadets, with an HW-18/antennas were flown/driven out to the UNG Armories around the state by CAP Seniors. With the help of CAP seniors, the radios were installed and operated by the cadets. The National Guard had very positive comments about the success of the exercise due to the participation of the CAP.

Their communications failed, and the cadets gave great support. Our CAP Cadet son was at the Kanab Armory and our other son was at headquarters.

As the State of Utah Communication Officer, had been active in Repeaters for the State of Utah, and Utah Amateur Radio Operators, so I was wondering about Utah Civil Air Patrol repeaters. In asking questions, I heard that the Colorado Wing had been doing some experimenting with CAP FM repeaters, but was unable to get authorization. The Air Force Liaison Officer was able to get me a flight to Washington D. C. where they were holding a CAP National Communications Committee board (NCC Board) meeting in Washington D.

C. The board had ruled that they didn't need repeaters in the Civil Air Patrol program. I argued that the mountain terrain limited our range and some way was able to get the authorization for the first Civil Air Patrol Repeater in the United States. I referred to the 1970 Utah Telecommunications plan that included the use of VHF FM repeaters, that was approved by FEMA. This sounded like a simple procedure, but it took weeks and months to accomplish this agreement and there was a lot of opposition. One NCC board member wanted to stay with AM as it worked well with Aviation.

Once the CAP Repeater program was authorized, Utah was the first State in the Nation to have an official CAP Radio Repeater.

I appreciated getting national recognition for this project as this award was issued through the Air Force General at Maxwell Air Force Base, Alabama and was signed by an Air Force Commanding General. A month later I was surprised to receive another award for my efforts in developing the National Civil Air Patrol-USAF repeater program that came through the Regional Commander. These awards include a ribbon to be worn on a uniform.

These two awards are the second and third highest National USAF-aux awards issued.

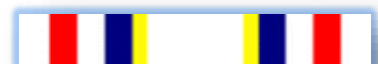
Exceptional Service Award



The *Exceptional Service Award* is presented to Civil Air Patrol members who provide "exceptionally outstanding service to CAP, while serving in any capacity with CAP." The



award regulations

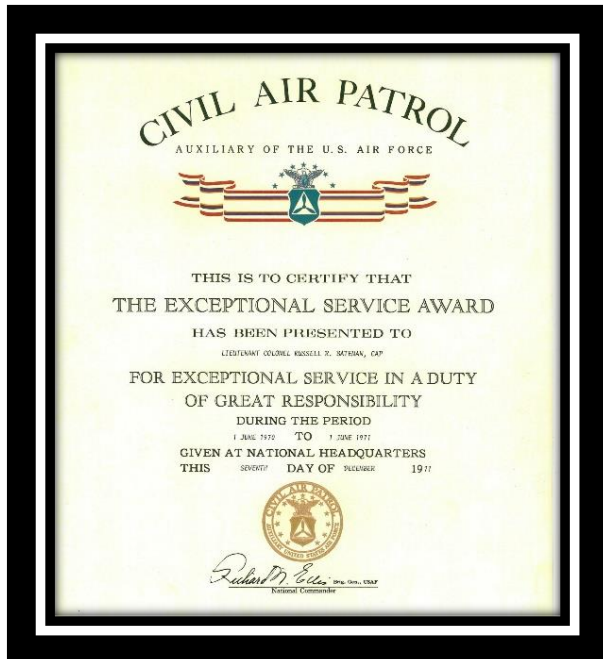


do make clear

that the duty should carry the responsibility for completion of a major project at the region level or wing level. Any CAP member may nominate another cadet or officer for the

exceptional service award, but the duty must involve the fulfillment of a duty that greatly benefits the region or wing. All nominations must be approved by the region

commander^[3] This award does not come with a full-sized medal. It consists of a ribbon and a certificate that accompanies the decoration.^[4] A miniature medal is available for senior members to wear on their mess dress uniforms.



Meritorious Service Award Ribbon

The *Meritorious Service Award* is awarded for "outstanding achievement or meritorious service rendered specifically on behalf of

CAP. The regulations are quite clear that the simply performing one's normal duties very well will not automatically qualify a

member for this award. Instead, the award is meant for "achievements and services which are clearly outstanding and

unmistakably



exceptional, though not worthy of the Distinguished Service Medal or the Exceptional Service Award. When the award is made to individuals who are part of an exceptionally successful group of CAP members, the regulation states that the Meritorious Service Award should be presented only to those members whose efforts were clearly integral to the success of the program. All nominations for this award must be approved by the region commander. Active in the Civil Air Patrol and a Staff member of the Utah State Emergency services helped with many combined activities. These Newspaper releases tells a story:

The main base at the state EOC will be headed by Lt. Col. Russell R. Bateman, deputy wing commander, as S & R mission coordinator for the simulated search and rescue, and he and his staff will receive the most

emphasis from the evaluation team. However, every base will be tied into the exercise and operated as a self-sufficient search base, coordinated with the main base.

after said.
The main base at the state EOC will be headed by Lt. Col. Russell R. Bateman, deputy wing commander, as SARCAP mission coordinator for the simulated search and rescue, and he and his staff will receive the most emphasis from the evaluation team.
However, every base will be tied into the exercise and operated as a self-sufficient search base, coordinated with the main base.
Sub-base area mission coordinators are Lt. Col. Jack Madsen at Provo, Capt. Davis H. Barrett at Ogden, and 1st Lt. Dennis M. Kimber at Logan. Ken Blackner, Cedar City, state commander of the Utah Jeep Search and Rescue Assn., will coordinate the activities of the jeep patrols in the training exercise. Price has been set up on a standby basis with an on-scene coordinator, Dean Holdaway, at the Carbon County EOC just in case the search shifts to that area.
200 MEMBERS
More than 200 senior and cadet members of CAP will take part in the one-day exercise, designed to train and evaluate emergency services personnel within the Utah Wing. A communications network of upward to 13 radio stations will participate.
Aircraft with mission pilots and observers will be operating out of airports at Provo, Ogden, and Logan. Added to the training for the first time this year will be finding downed aircraft by means of an elec

Sub-base area mission coordinators are Lt. Col. Jack Madsen at Provo, Capt. Davis H. Barrett at Ogden, and 1st Lt. Dennis M. Kimber at Logan. Ken Blackner, Cedar City, state commander of the Utah Jeep Search and Rescue Assn., will coordinate the activities of the jeep patrols in the training exercise. Price has been set up on a standby base with an on-scene coordinator, Dean Holdaway, at the Carbon County EOC just in case the search shifts to that area.

200 MEMBERS

More than 200 senior and cadet members of CAP will take part in the one-day exercise, designed to train and evaluate emergency service personnel within the Utah Wing. A communications network of upward to 13 radio stations will participate.

Aircraft with mission pilots and observers will be operating out of airports at Provo, Ogden, and Logan. Added to the training for the first time this year will be finding downed aircraft by means of an Emergency Locator Transmitter.

Utah Holds Practice Mission

FT. DOUGLAS, Utah—The Utah Wing of CAP conducted recently a one-day practice search and rescue mission in which the target was a simulated crashed airplane plus a real crash locator beacon.

Purpose of the mission was to train personnel in the operation and coordination of the State Search and Rescue Plan and to test the plan itself. For this purpose, CAP personnel were joined by the Utah State Civil Defense and the Utah Jeep Search and Rescue Association, Inc., under the Sheriff's Department of the state.

The search area included the northeastern corner of the state to the Wyoming border. Mission headquarters were located at the Emergency Operating Center. Three sub-bases were located at Logan, Ogden, and Provo, Utah.

CAP mission commander was Lt. Col. Russell R. Bateman, wing deputy commander.

Eighteen pilots and 10 observers took part, flying 10 CAP aircraft. On the ground, 76 cadets and 83 senior

Utah Holds Practice Mission

FT. DOUGLAS, Utah—The Utah Wing of CAP conducted recently a one-day practice search and rescue mission in which the target was a simulated crashed airplane plus a real crash locator beacon.

Purpose of the mission was to train personnel in the operation and coordination of the State Search and Rescue Plan and to test the plan itself. For this purpose, CAP personnel were joined by the Utah State Civil Defense and the Utah Jeep Search and Rescue Association, Inc., under the Sheriff's Department of the state.

The search area included the northeastern corner of the state to the Wyoming border. Mission headquarters were located at the Emergency Operating Center. Three sub-bases were located at Logan, Ogden, and Provo, Utah.

CAP mission commander was Lt. Col. Russell R. Bateman, Utah Wing Deputy Commander.

Ogden standard Examiner, Friday, June 25, 1971

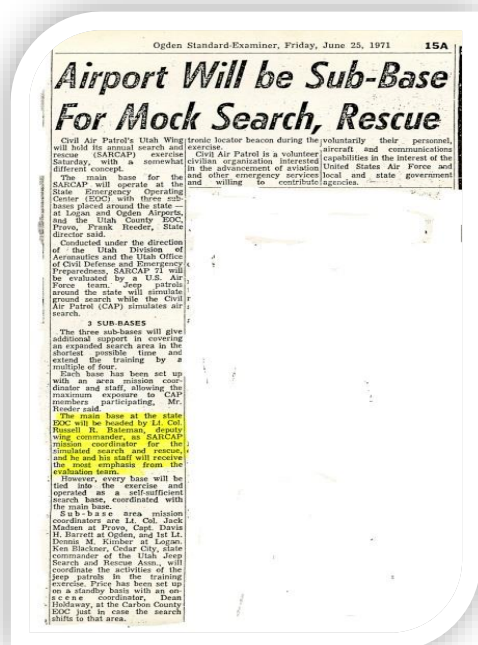
Airport will be Sub-Base for Mock Search, Rescue

Civil Air Patrol's Utah Wing (SARCAP) exercise Saturday with somewhat different concept.

The main base for the SARCAP will operate at the State Emergency Operating Center (EOC) with three sub bases placed around the state - at Logan and Ogden airports, and the Utah County OC, Provo, Frank reader, state director said.

Conducting under the direction of the Utah division of Aeronautics and the Utah office of Civil Defense and Emergency Preparedness SARCAP 71 will be evaluated by a U.S. Air Force team. She patrolled around the state to assimilate and ground searches while the similar patrol (CAP) simulates air search.

3 SUB-BASES



The three sub bases will give additional support in covering an expanded search area in the shortest possible time and extended training by a multiple of four.

Each base has been set up with an area mission coordinator and staffing, allowing the maximum exposure to the CAP members participating, Mr. Reeder said.

The main base at the state emergency operating Center will be headed by Lt. Col. Russell R. Bateman deputy wing commander, as char Mission coordinator for the simulated search and rescue and he and his staff will receive most emphasis from the evaluation team.

However, every base will be tied into the exercise and operated as a self-sufficient search base, coordinated with the main base.

Sub-base area mission coordinators are Lieut. Col. Jack Madsen at Provo, Capt. Davis H. Barrett at Ogden, and first Lieut. Dennis M. Kimber at Logan.

Ken Blackner, Cedar city, State Commander of the Utah Jeep Search and Rescue Assn., will coordinate the activities of the jeep patrols in the training exercise. Price has been set up on a standby basis with an on-scene commander, Dean Holdaway at the carbon County emergency operating Center just in case the search shifts to that area.

Civil Air Patrol, Radio Station Join in Mock N-Attack Exercise

Utah's Civil Air Patrol Wing and 32 radio stations joined Saturday in simulated rescue operations after Friday's five-state nuclear attack exercise.

Over 120 persons worked Saturday in simulating the monitoring of fallout and making damage assessments, said Russ Bateman, staff member of the Utah Council of Defense.

A team of Air Force officers from Denver evaluated Utah's performance in the week-long exercise.

Mr. Bateman said the CAP put 14 aircraft into the air, flying missions throughout the state. The 32 radio stations were formed into four networks from CAP, Civil Defense and amateur stations.

Also included in Saturday's exercises was assistance to local governments as the fallout level subsided, Mr. Bateman said.

The exercise assumed the nation was under nuclear attack.

The scenario called for a five-megaton air burst over Salt Lake City (which did

little damage), a five-megaton ground burst at Wendover and a one-megaton ground burst, each at Farmington and Orem.

Nerve center for the exercise was the State Emergency Operations Center at 1543 Sunnyside Ave. (840 South).

The operations were routine to permit all levels of government to examine and test emergency plans and operations, Mr. Bateman said.



SEARCH AND

RESCUE NATIONAL SEARCH AND RESCUE SCHOOL - GOVERNORS ISLAND, N. Y

In July of 1970, I had the opportunity of attending the National Search and



Rescue school at the United States Coast Guard Base at Governors Island, New York



which is in the bay not far from the Statue of Liberty and Manhattan. This school was sponsored by the Coast Guard and the U. S. Air Force and I was attending as a Search Coordinator for the State of Utah and the Utah Wing of the Civil Air



Patrol. However, the state wouldn't fund the activity and I had to go by CAP transpiration and take vacation to attend.

During the first few days of the school, I became acquainted with Blair Nilsson, from the Department of Emergency Services in Colorado. We struck up a close friendship which developed during the two-week school. He and I held titles as State Search and Rescue Coordinators.



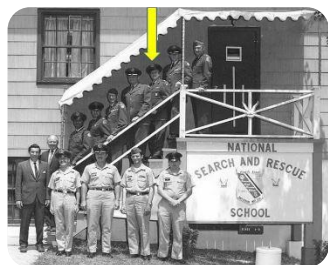
Two Mormon boys initiated a National SAR Coordination organization



One time I noticed that Blair Nelsson, my counterpart from Colorado State Emergency Services, was LDS.



During the duration of the school, we talked of religion and other things that we had in common. The main topic was the need for coordination between all agencies



in the National Search and Rescue effort. We both are serving on the State level dealing with search and rescue relating to many agencies. We formulated the idea of a National Search and Rescue organization which would provide that coordination requirement.

Maj. Ned L. Cagle, Air Force staff member at the school asked our class for comments on attempting to standardize Search and Rescue suggestions, they felt that there should be some standardization with the Civil Air Patrol. This discussion was very successful and was a newspaper article written:

GOVERNORS ISLAND, N.Y. Sept 1970 (CAP publication)

Twelve' Civil Air Patrol senior members, working with an Air Force adviser and a retired Air Force officer, have developed an outline for a proposed Standardized Search and Rescue Education for CAP members which would be presented at regional levels.

The proposed course would be based upon that presented by the Coast Guard here and would enable greater numbers of CAP personnel to learn SAR techniques which the Coast Guard has developed.

CAP region and wing officials and officials at National Headquarters have long recognized the need for such a course. The National Search and Rescue School here has room for only a few CAP members.

The group developed the proposal at a seminar in conjunction with their attendance at the National SAR school this past summer.

Benefits of the proposed course would include the use of standardized SAR techniques throughout the entire CAP organization; a more professional and efficient use of resources on hand; and better relations with other organizations involved in search and rescue efforts.



The proposed course would be presented annually preferably at Air Force -facilities the instructors would be National SAR School personnel, Air Force personnel, and CAP members who had attended the National SAR School. The course would last for six days.

Prerequisites for attending the course would be completion of a correspondence course on search and rescue to ensure that all candidates possessed the same basic knowledge of SAR procedures and nomenclature. Those attending would also have to be selected by their wing, hold a current CAP Form 101 (Emergency Services Card) endorsed with appropriate qualifications.

Among subjects the course would cover are SAR facilities, planning, and coordination; scanning; parachute drift; pararescue; electronic searching. FAA facilities; search safety; search patterns; survivor stress and environment; area coverage; and communications.

Those responsible for developing the proposed course include: Lieutenant Colonel (CAP) Roy E. Stuhr (Nebraska), Chester Gray (Michigan), John C. McDonald (Florida), and Louis ft Powell (California)

*Majors (CAP) Joel E. Sussman (New York), George T. Durkin (New York), and **Russell R. Bateman** (Utah)*

Captains (CAP) Richard V. McDougall (Colorado), and Ben C. Harris (Georgia).

Also, First Lieutenants (CAP) Edward S. Munney (National Capital) and Melanlo O. Ortiz (Massachusetts); and CWO (CAP) Eugene Augustin (Alaska).

Also, on the committee were Maj. Ned L. Cagle, Air Force staff member at the school who served as adviser, and Maj. Blair E. Nilsson (USAF, Ret.) of Colorado State EMS.

Maj. Cagle took a summary of comments of the CAP committee and forward the information to Civil Air Patrol National headquarters. I haven't heard any comment on this program.

At the end of the course, Blair Nilsson and I laid the groundwork, object and constitution plan for organizing of the National Association of Search and Rescue coordinators. We were the only two "State Search and Rescue employees" at the SAR School. Hall Foss, Search and Rescue Coordinator from the State of Washington, was not present at the SAR School, but was ask him to be the President of the organization in honor of his dedication, personal effort and work in Search and Rescue. Blair Nilsson was to be the Vice President and I would be the first Secretary and chairman of the first National Search and Rescue Seminar to be held in Salt Lake City.

In that I was the Utah State Search and Rescue Coordinator (in addition to my other hats) so that the conformance had the backing of the State of Utah. Our Utah State Emergency Service secretary did the mailing and correspondence and helped me have things organized



Being the conference chairman of such a large undertaking was a challenge. I was able to get Utah Governor Rampton to give the initial address. President Hal Foss arranged for the speakers and I took care of the Housing, Food and other requirements required for the conference. Those attending included representatives from the Air Force, Coastguard, Navy, BLM Forest Service, CAP, and Search and Rescue coordinator from several states. There was about two hundred fifty that attended, and I was excited about the success.

The cost for membership was \$1.00 for membership and \$3.50 for the Seminar.

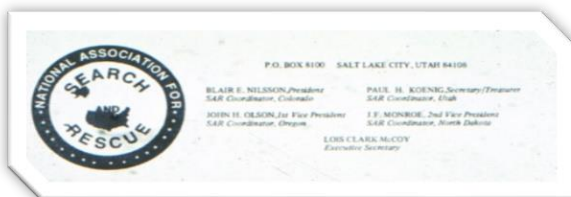
My excitement didn't last long. Paul Koenig was a new member of our staff in the Utah State Office of Emergency Services. He was looking for something of interest and took a liking to the Search and Rescue program requesting that he be assigned to be the new State SAR Coordinator replacing me. I thought that it was about the Politics, but I had more to do than I could handle anyway. He probably did a better job as he put his full time in to it including a lot of traveling. I guess what bothered me, he didn't have to take time off and his expenses were paid by the State.

Hal Foss resigned shortly thereafter, and Blair Nelsson stepped up and was certainly a good replacement.

The organization grew with full time personnel and an executive Director Lois Clark McCoy with the organization moving to La Jolla, California in 1980 NASAR was to go International

with the name to be NASAR

INTERNATIONAL ASSOCIATION FOR
SEARCH AND RESCUE. Search and
Rescue meeting now to be held in major
countries around the world.



I found the following on the internet:



"History of the National Association of Search and Rescue Coordinators (NASARC)

By Cole Brown, Maryland May 2010

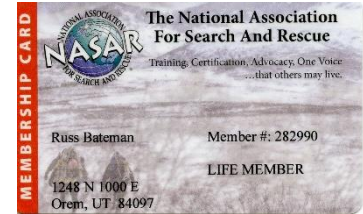
"The first meeting of the National Search and Rescue Council, an outgrowth from the National Association of Search and Rescue Coordinators (NASARC) took place in Boise, Idaho on April 19 and 20, 1974. The National Association of Search and Rescue Coordinators (NASARC) were formed in 1970 at a meeting in Salt Lake, Utah and Hal Foss was the first President.

I dedicate the History Section of the Website for the State Search and Rescue Coordinators Council to Hal Foss. Hal's wisdom and insight has led us to where we are today. I would also like to dedicate the History Section to Dennis Kelley for his dedication to the documentation of these events as they happened in Search and Rescue Magazines".

Why was the meeting held in Salt Lake City? Because, I was the Secretary of NASARC and the Salt Lake Conference Chairman in 1970. At that time, the official for NASR address was P. O. Box 8100, Salt Lake City, Utah, the official address for the Utah Office of Emergency Service.

I lost track of the NASAR with the development of the program. Their main office bounced around the country and now is located at Centerville, Main. The name has changed from National Association of Search and Rescue Coordinators to National Association **for** Search and Rescue. I don't see anything about "international" on their internet. The new name change was good.

I had an interview with one of their officials (Ellen Wingerd-I think) on the telephone, wanting me to do an article or interview. I didn't feel that I could do either as travel was required. I did receive a Life Membership in the mail in recognition of my early involvement in NASAR.



This taken from their new WEB.

The National Association For Search And Rescue (NASAR) has been in existence since 1972. Originally started to represent the State Search and Rescue Coordinators, NASAR grew to represent all SAR volunteers and continues to support the State Search and Rescue Coordinators Committee (SSARCC). NASAR uses standards developed by ASTM, NFPA, DHS, FEMA, and other respected bodies to build education courseware, publications, and certifications. Government agencies and non-profit Search And Rescue Teams use NASAR's material and certifications to build credentialing programs for their organizations and produce highly skilled searchers that work within their communities and are available for mutual aid regionally and nationally



NASAR is for Search and Rescue as NRA is for gun owners or ARRL is for Amateur Radio

I understand that NASAR membership is close to 300,000. They have an academy and a number of certifications.

Back to the Civil Air Patrol, Gaye and I were asked to be senior escort on two major Cadet Treks. Our youngest son also qualified



for the trek. The Air Force provided the transportation in the region Air Force T-29. Our first trek was to the Johnson Space Center in Houston, Texas. I can't find my documentation on the Texas, but I remember that the Air Force aircraft had problems and we had to land at some AFB for repairs and was about a three-hour delay in our schedule.

I don't remember the dates, but the trek to the Kennedy Space Center in Florida was very special for us. Our younger son Cadet Randy and his



Mother CAP Captain Myrna Gaye Bateman qualified to go to this Trek. I had worked for Convair Astronautics and had the configuration

responsibility on two Telemetry checkout test equipment trailers but was never able to make the trip to the site. (See my Convair 09 chapter)



Lt Col Russ Bateman



The US Air Force assigned a Convair T-29 to our region with Air Force Reserve Pilots. I spent many hours flying in this aircraft flying to Washington D C, Kennedy Space Center in Florida, NASA in Texas. Quarterly the Air Force T-29 would pick up the



Wing Commander and Staff in the region and fly them to Buckley AFB in Colorado for staff meetings.

Hill Field Air Force Base Annual CAP Cadet Encampment

My Wife, Gaye qualified for the CAP-USAF Captain commission due her holding two degrees from Weber State College. This made it possible for us to attend activities and several Treks together.

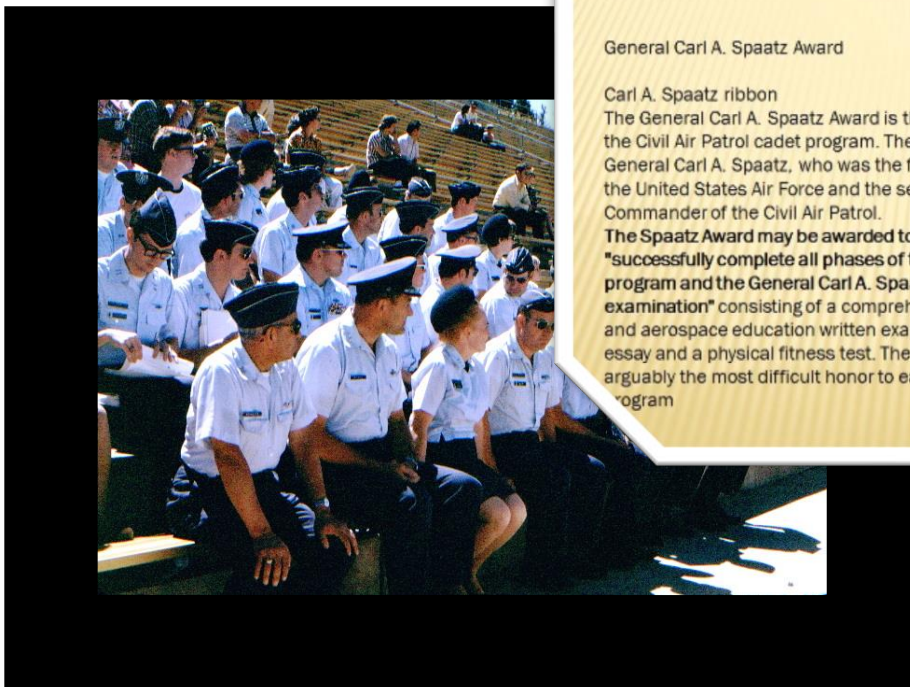


CAP Capt. Gaye Bateman was asked to be the 1974 Annual Civil Air Patrol Cadet Encampment Commander at Hill Field Air Force Base. There was around a hundred and fifty attendees, both male and female, from Utah, Colorado, Wyoming and Montana Wings.



Our youngest Son, Cadet Randall Bateman was one of the Cadets.

CAPT-USAF Captain Myrna Gaye
Bateman is shown in the picture





Utah Wing, Civil Patrol Cadet Commander
Cadet Colonel Russell R. Bateman Jr.
183rd National General Carl A. Spaatz Award

General Carl A. Spaatz Award

Carl A. Spaatz ribbon

The General Carl A. Spaatz Award is the highest award in the Civil Air Patrol cadet program. The award honors General Carl A. Spaatz, who was the first Chief of Staff of the United States Air Force and the second National Commander of the Civil Air Patrol.

The Spaatz Award may be awarded to cadets who "successfully complete all phases of the CAP cadet program and the General Carl A. Spaatz Award examination" consisting of a comprehensive leadership and aerospace education written examination, a graded essay and a physical fitness test. The Spaatz Award is arguably the most difficult honor to earn in the CAP cadet program

below on the
parade reviewing
stand with a dozen
(or so) Reserve Air
Force Officers

assigned to help her with the Annual Hill AFB Cadet encampment. There was a lot of training at this encampment with cadets from all over the region. It is a great opportunity for the youth of our country and gain excellent Training.



Our oldest son (Russ Jr.) was the Wing Cadet Commander. He was the 183rd in the Nation to pass the General Carl Spaatz Award.

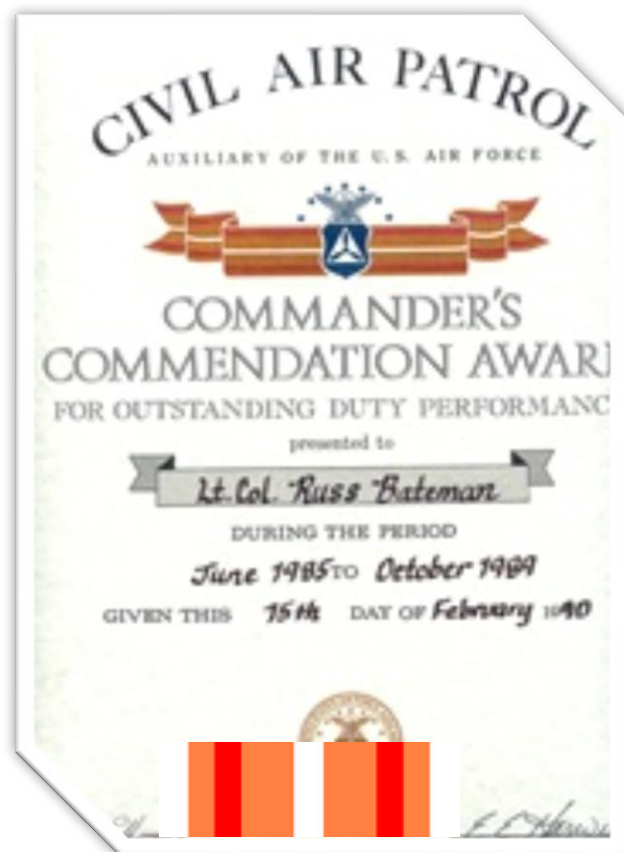
Our youngest son went from a Cadet to retiring from the Air Force.



Commander's Commendation Award

Commander's Commendation Award ribbon

The Commander's Commendation Award is presented to Civil Air Patrol members for "outstanding duty performance where achievements and services are clearly and unmistakably exceptional when compared to similar achievements and service of members of like rank and responsibility."^[3] As in the case of the Meritorious Service Award, when an award is made to individuals who are part of an exceptionally



successful group of CAP members, the regulation states that the Commander's Commendation Award should be presented only to those members whose efforts were clearly integral to the success of the program. The Commander's Commendation Award differs from the Exceptional Service Award and the Meritorious Service Award in that the former does not require the performance "achievements and services significantly above and beyond normal duty performance."^[3] Nominations for this award may be approved by and the award may be presented by either a wing, region, or national commander. In each case, the award is slightly different depending on the authority by whom it is approved:



Utah Air National Guard





The National Guard Beau terminated the “Armory and maintenance pilot program” (?), They was unable to Federalize my commission and canceled the program, which was only being done in two states.

One of my Friends was a Commissioned Office in the Utah Air

Guard. He suggested that I join the

Air Guard maintain my service to

qualify me for military retirement

and get a Federal Commission. The

130th Electronica Squadron was a fun assignment.

I was assigned to engineer and certified as an

installation Team leader. We had a few young

return missionaries alone with other young

members just entering the military service. It was

like working with and similar experiences as

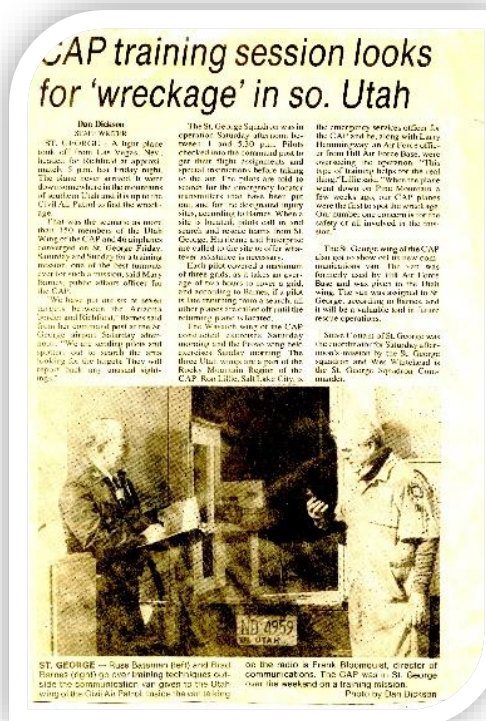
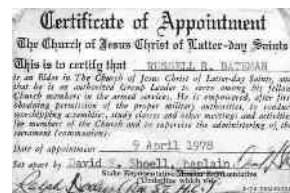
working with the cadets.

I was also restored as an LDS Military Group

Leader by the local Stake Leaders and Base

Chaplin. I conducted an LDS one hour meeting

each Sunday of the weekend drills.



It was my goal to write fun schemes on projects that would be rewarding to the team members.

The installation of the radio's ion 41 hospitals and 50

Ambulances was major project. (see

chapter 11) And built in a lot of

confidence in the Squadron members.

The teams provided a lot of support on

AF MARS, Jeep Posse, and many local



Government projects. They also assisted on several early CAP Repeater installations. Living in St. George,

United States Air Force *I was offered an opportunity to transfer to the Air Force Reserve, Civil Air Patrol Reserve Assistance Program (CAP-RAP). The Utah Air Force liaison office felt that I would be an asset to the program due to my experience in Air Craft and Missile design at the San Diego Convair plant and my leadership position in the Civil Air Patrol. My Air Force position for five years was Air Force liaison USAF-CAP RMLR, Lowry AFB, Colorado. My Air Force Assignment was liaison, to the St. George Civil Air Patrol Squadron and Southern Utah.. In this assignment, I was an Air Force Evaluator, taught area-space classes and gave advice and help in support of the St. George Squadron. I was also called to conduct classes and evaluations in other areas of Utah. This assignment was a non-paid position but earned Air Force retirement points service as a U. S. Air Force Master Sergeant (E7). I never was able to receive Federal Recognition of a commission but was recommended for promotion. My retirement date came just before I was to be promoted. There were some comments that it would be a commission, but never came. I had fun.*

ST. GEORGE - A light plane took off from Las Vegas, Nev., headed for Richfield at approximately 5 p.m. last Friday night. The plane never arrived. It went down somewhere in the mountains of southern Utah and it is up to the Civil Air Patrol to find the wreckage.

That was the scenario as more than 150 members of the Utah Wing of the CAP and 46 airplanes converged on St. George Friday, Saturday and Sunday for a training mission, one of the best turnouts ever for such a mission, said Mary Barnes, public affairs officer for the CAP. We have put out six or seven targets between the Arizona border and Richfield," Barnes said from her command post at the St. George airport Saturday afternoon. "We are sending pilots and spotters out to search the area looking for the targets. They will report back any unusual sightings.

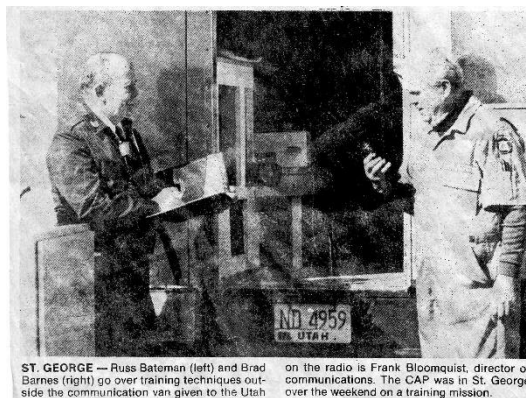
"The St. George Squadron was in operation Saturday afternoon between 1 and 5:30 p.m. Pilots checked into the command post to get their flight assignments and special instructions before taking to the air. The pilots are told to search for the emergency locator transmitters that have been put out, and for the designated injury sites, according to Barnes. When a site is located, pilots call in and search and rescue teams from St. George, Hurricane and Enterprise are called to the site to offer whatever assistance is necessary.

Each pilot covered a maximum of three grids, as it takes an average of two hours to cover a grid, and according to Barnes, if a pilot is late returning from a search, all other planes are called off until the returning plane is located.

The Wasatch wing of the CAP conducted exercises Saturday morning and the Provo wing held exercises Sunday morning. The three Utah wings are a part of the Rocky Mountain Region of the CAP. Ron Lillie, Salt Lake City, is the emergency services officer for the CAP and he, along with Larry Hemmingway, an Air Force officer from Hill Air Force Base, were overseeing the operation. "This type of training helps for the real thing," Lillie said. "When the plane went down on Pine Mountain a few weeks ago, our CAP planes were the first to spot the wreckage. Our number one concern is for the safety of all involved in the mission."

The St. George wing of the CAP also got to show off its new communications van. The van was formerly used by Hill Air Force Base and was given to the Utah wing. The van was assigned to St. George, according to Barnes, and it will be a valuable tool in future rescue operations.

Steve Cottam of St. George was the coordinator for Saturday afternoon's mission by the St. George squadron and Wes Whitehead is the St. George Squadron Commander



ST. GEORGE — Russ Bateman (left) and Brad Barnes (right) go over training techniques outside the communication van given to the Utah wing of the CAP. On the radio is Frank Bloomquist, director of communications. The CAP was in St. George over the weekend on a training mission.

I am shown in the picture above in my Air Force uniform. I was the U S Air Force CAPRAP evaluator for the Southern Utah area of the Civil Air Patrol exercise.

USAF ROCKY MOUNTAIN REGION CAP-RAP EVALUATION

MSgt Bateman's performance continues to be exceptional in his role as a Civil Air Patrol (CAP) reserve Assistance Non-Commissioned Officer. His tremendous storehouse of expertise and experience in search and rescue, disaster assistance, and communications have enriched the St George Composite Squadron as well as the Utah Wing of Civil Air Patrol. The creation of a cadet Squadron was largely brought about MSgt Bateman's desire and dedication to the goals of the program. His extensive knowledge of search and rescue was utilized this year in the evaluation of an Air Force funded training exercise. Because of his in-depth background and sharp insight, his comments during the critique of this event helped improve the Wing's performance which was rated as "outstanding" in the annual USAF evaluation. His work within the squadron is invaluable through the training sessions he supervised with the senior members as well as the cadets. MSgt Bateman continues to instill enthusiasm and dedication into the St. George, Utah Composite Squadron of the CAP.

1st INDORSER'S COMMENTS		2nd INDORSER'S COMMENTS	
<p>MSgt Bateman's performance continues to be exceptional in his role as a Civil Air Patrol (CAP) reserve Assistance Non-Commissioned Officer. His tremendous storehouse of expertise and experience in search and rescue, disaster assistance, and communications have enriched the St. George Composite Squadron as well as the Utah Wing of Civil Air Patrol. The creation of a cadet Squadron was largely brought about MSgt Bateman's desire and dedication to the goals of the program. His extensive knowledge of search and rescue was utilized this year in the evaluation of an Air Force funded training exercise. Because of his in-depth background and sharp insight, his comments during the critique of this event helped improve the Wing's performance which was rated as "outstanding" in the annual USAF evaluation. His work within the squadron is invaluable through the training sessions he supervised with the senior members as well as the cadets. MSgt Bateman continues to instill enthusiasm and dedication into the St. George, Utah Composite Squadron of the CAP.</p>		<p>MSgt Bateman's performance continues to be exceptional in his role as a Civil Air Patrol (CAP) reserve Assistance Non-Commissioned Officer. His tremendous storehouse of expertise and experience in search and rescue, disaster assistance, and communications have enriched the St. George Composite Squadron as well as the Utah Wing of Civil Air Patrol. The creation of a cadet Squadron was largely brought about MSgt Bateman's desire and dedication to the goals of the program. His extensive knowledge of search and rescue was utilized this year in the evaluation of an Air Force funded training exercise. Because of his in-depth background and sharp insight, his comments during the critique of this event helped improve the Wing's performance which was rated as "outstanding" in the annual USAF evaluation. His work within the squadron is invaluable through the training sessions he supervised with the senior members as well as the cadets. MSgt Bateman continues to instill enthusiasm and dedication into the St. George, Utah Composite Squadron of the CAP.</p>	
<p>NAME: OTT H. DAMERON, MAJOR, USAFR-9004TH RANK: MAJOR UNIT: Air Reserve Sq (ARPC) Lowry AFB, Colorado</p>		<p>NAME: [Signature] RANK: [Signature] UNIT: [Signature]</p>	
<p>DATE: 23 Dec 87 TIME: 12:00-12:00 PM LOCATION: [Signature]</p>		<p>DATE: 23 Dec 87 TIME: 12:00-12:00 PM LOCATION: [Signature]</p>	
<p>COMMENTS: [Signature]</p>		<p>COMMENTS: [Signature]</p>	
<p>NAME: [Signature] RANK: [Signature] UNIT: [Signature]</p>		<p>NAME: [Signature] RANK: [Signature] UNIT: [Signature]</p>	
<p>DATE: 23 Dec 87 TIME: 12:00-12:00 PM LOCATION: [Signature]</p>		<p>DATE: 23 Dec 87 TIME: 12:00-12:00 PM LOCATION: [Signature]</p>	
<p>COMMENTS: [Signature]</p>		<p>COMMENTS: [Signature]</p>	
<p>NAME: [Signature] RANK: [Signature] UNIT: [Signature]</p>		<p>NAME: [Signature] RANK: [Signature] UNIT: [Signature]</p>	
<p>DATE: 23 Dec 87 TIME: 12:00-12:00 PM LOCATION: [Signature]</p>		<p>DATE: 23 Dec 87 TIME: 12:00-12:00 PM LOCATION: [Signature]</p>	
<p>COMMENTS: [Signature]</p>		<p>COMMENTS: [Signature]</p>	

OTHER COMMENTS: He is active in civic and religious affairs within his community. He is a valuable resource for the USAF. Promote when eligible. community. He is a valuable resource for the USAF. Promote when eligible

OTT H. DAMERON, MAJOR USAFR-9004TH
Assistance Officer

Air Reserve Sq (ARPC) Lowry AFB, Colorado. Reserve

1st INDORSER'S COMMENTS

MSgt Bateman's depth of knowledge and technical expertise are valuable assets to the Civil Air Patrol and the USAFR. His assistance to the Saint George Composite Squadron is binding force for the accomplishments of that unit.

*RICHARD H. WATKINS, Lt Col, USAFR 9004th Air Reserve Sq (ARPC) Lowry AFB. Colorado
Region Reserve Commander*

2nd INDORSER'S COMMENTS

MSgt Bateman is an asset to the Utah Wing Civil Air Patrol. His outstanding performance has aided greatly in the achievements of the Wing's goals and in the accomplishment of the goals of the Civil Air Patrol. Promote when eligible.

HOWARD J. RICE, Colonel, USAF Dept 7, USAF-CAP RMLR Lowry AFB Co

I had never seen this documentation until I received Military file after I requested it 1980. I reached the age and was discharged from the U S Air Force.

My research – WWII Civil Air Patrol Cadet program.

Air Scouts were established in 1941 as an Army Air Corps inspired program, much in the same way that Sea Scouts is a Naval inspired program. As it was established during the war years when aviation was truly coming into its own, it was very successful.

In 1942, I join a BSA Boy Scouts group in my ward. Shortly after I join the Boy Scouts, an Air Scout (BSA) group started by a pilot who was offering a trek to Hill Field in the late summer of 1942. I and a dozen others joined the new group and enjoyed the experience of crawling through the tunnel of a B17 and touring Hill Field.

Early in 1943, my father was transferred to Cedar City. I started to search for another Air Scout group in Cedar City and found there was no Air Scout unit in Cedar City.

I was referred to a professor at the Branch Agriculture College (BAC – now SUU). Phase II of the Army Air Corps pilot training was in Travis Air Force Base. The expedited required for pilots needed for facilities for this phase for the training schedule. The Professor/instructor was possible the director for the five to six hundred Army Air Corps Cadets reassigned from Travis AFB. They marched passed my home on their way between the Escalante Hotel facility and the College daily.

Many of the Civilian Army Air Corp contracted instructors were Pilots and part of forming the Civil Air Patrol Unit at the Cedar City Airport. I don't remember seeing them in uniforms, but they obtained uniforms for the eight or nine cadets. At the age of 13, I was accepted as a CAP cadet. This was about the time that the CAP was transferred from the Civil Defense to the Army Air Corps. I have read that the age requirement as 18 years of age and another place stated that a Cadet was to be at least 15. I was 13 years of age.

I feel that these instructors were in, "the in group" and wanted fuel for their aircraft. Cadets may have been a requirement at that time.



In the early spring of 1943, I was a member of the Civil Air Patrol Unit in Cedar City. I don't know the name of the unit or if it was called a squadron. I don't have any record of having a CAP ID card. During the Summer of 1943, we had a lot of CAP meetings and activity at the Cedar City Airport. In the fall, the weather turned cold and there was no place to meet, and the meetings became fewer. Then into 1944, no meetings, no calls and no contacts. I don't know what happened to the programs and could not contact the leadership. I think maybe the instructor heading up the Civil Air Patrol unit was transferred.

In the late fall of 1943, I was recruited into the Utah State Guard and became one of the 600 members that took over the Utah National Guard Armories. I was assigned to Company "F", 2d Battalion and met weekly in the Cedar City National Guard and remain an active member until the was inactivated on 1 April 1946. Official National Guard records state that I enlisted 1 April 1945, but then I did attend the only summer training encampment in the summer of 1944. The Utah State Guard was an "Armed Unit of the United States Government.

In January 1942, German submarines began attacking merchant vessels along the East Coast. With the military unable to respond in force, CAP established coastal patrol flights to deter, report and prevent enemy operations

From March 1942 through August 1943, armed CAP aircraft at 21 coastal patrol bases extending from Maine to the Mexican border patrolled the waters off the Atlantic and Gulf coasts. Their success in thwarting submarine attacks and safeguarding shipping lanes led President Franklin D. Roosevelt to issue Executive Order 9339 on April 29, 1943, transferring CAP from the Office of Civilian Defense to the Department of War.

The U S Air force was Organized September 1947. In 1949, the Air Force dropped their support for the "BSA" Air Scout program due to problems of trying to work through the Boy Scouts of America and increased their support for the Civil Air Patrol. Losing the support of the Air Force, the BSA terminated the Air Scout program.

In my research, I can find no other Utah Civil Air Patrol activity during WWII and unable to find the starting date of the Utah Wing. The records show that there was about 30 States that had an organized Civil Air Patrol, mostly coastal states. Civil Air Patrol WWII activity was mostly East and West Coast States. I did find that Nevada CAP support the West Coast activity. Colorado is listed to have had WWII CAP activity.

I don't know if my cadet membership or short time I served did much to help the World WAR II effort or justified any awards.

Russ



Update on Civil Air Patrol---

Civil Air Patrol Congressional Gold Medal

Having been released from my LDS fourteen-year service mission and member of the Sons of Utah Pioneers, Cotton Mission Cotton Directors, due to the move to Orem Utah, I felt a void that I need to do something. I researched going back in Air Force Military Auxiliary Radio Service. I also looked in going back in the Civil Air Patrol.

When I looked at the Provo Phantom Squadron, I was impressed and wondered if they would take in an old cougar. They did, but old me I must pass all the entry course to become a Senior member.

In filling my paperwork, I noted that I had been a CAP Cadet back in 1943 and had pictures of me as a cadet. After being a member for over two years, someone picked up that I had been a Cadet during WWII. Bill S-309 May 30, 2014- Public Law 113-108. 113th Congress. An Act. To award a Congressional Gold Medal to the World War II members of the Civil. Air Patrol. I did not put in the submission and was very surprised when I was notified of the Award



EVENTS

Opening Ceremonies

- Color Guard - Advance & Post Colors
- Honor Guard - Missing Man Table

Welcome -

Guest Speakers & Presentations -

- Lieutenant Colonel Jim Stewart
- Colonel Jonathan Niedfeldt, Rocky Mountain Region Vice Commander
- Congressman John Curtis,
U.S. Representative for the
Utah 3rd Congressional District
- Presentation of Congressional Gold Medal
to Russell Bateman
- Captain Bruce Connelly presents
Flowers for Gaye Bateman
- Colonel Fernandez special presentation

Civil Air Patrol Banquet

honoring

Russell Bateman

recipient of the

Congressional Gold Medal

in accordance with Public Law 113-108

hosted by

Phantom Composite Squadron UT-083





Plaque made by Cheyenne Connolly



Civil Air Patrol Congressional Gold Medal Medals

Issued in 2014

Coin Description

Reverse

Features a partial laurel wreath, representing honor and service, surrounding Civil Air Patrol insignias.

Obverse

Features two Civil Air Patrol (CAP) volunteers — one male and one female — watching the skies. In the background, a tanker is escorted by CAP planes overhead.

The Story

The Civil Air Patrol (CAP) are unpaid volunteers who support military operations. They were created one week before the United States entered World War II (Dec. 1, 1941). The CAP used their own planes to keep watch over our borders, deliver mail and to look for submarines during war. They were early supporters of women flying airplanes in a time where women weren't known to take on jobs considered only for men. Today, CAP is a part of the U.S. Air Force, and their job is to provide emergency and public services to communities, states, the federal government and the military.

Congress voted to pass a bill to award the Congressional Gold Medal "in recognition of World War II members of the Civil Air Patrol military service and exemplary record during World War II."



CIVIL AIR PATROL LtCol Russell R. Bateman



WORLD WAR II MEMBERS OF THE CIVIL AIR PATROL

Congressional Gold Medal

Certificate of Award
Presented To:

Lt Col Russell R. Bateman

PHANTOM CADET SQUADRON, UTAH WING, 2019
CEDAR SQUADRON, UTAH WING, 1942

In recognition of the military service and exemplary record of the Civil Air Patrol during World War II, by an Act of Congress, the World War II Members of the Civil Air Patrol collectively were awarded the Congressional Gold Medal, December 10, 2014. The members of the Civil Air Patrol during World War II provided extraordinary humanitarian, combat, and national services during a critical time of need for the Nation.

Congressional Gold Medal Presentation Script



MC Good evening, Tonight, we get the privilege honoring one of our own with a very special recognition.

For nearly 75 years, Volunteers of the Civil Air Patrol have learned of our World War II heritage. As Cadets and Seniors, we strive to instill in ourselves and others the values this Greatest Generation gave to us. These values include sacrifice, heroism, and passion to serve our fellow Americans and our Country.

In 2014, the United States Congress enacted Public Law 113-108, awarding a Congressional Gold Medal to all World War II members of the Civil Air Patrol. The Congressional Gold Medal is awarded to persons "who have performed an achievement that has an impact on American History and culture that is likely to be recognized as a major achievement in the recipient's field long after the achievement." It is considered to be one of the

highest civilian awards in the United States.

Civil Air Patrol's WWII achievements included Coastal Patrols that accounted for 86,685 missions totaling 244,600 flight hours and more than 24 million miles. CAP escorted more than 5,600 convoys and reported 173 U-boats attacking 57. The courier service they provided for three major Army Air Forces commands flew more than 20,000 miles daily and carried over 3.5 million pounds of cargo. Our WWII veterans also carried out search and rescue missions, in the air and on the ground. The list of missions provided by our WWII Volunteers goes on and the missions continued well past the end of the War.

Tonight, we have the privilege of having one of these WWII Volunteers amongst us.

At a very young age, Mr. Russel R. Bateman had an interest in aviation. This interest led him to the LDS Air Scouts, a division of the Boy Scouts of America, and ultimately, the Civil Air Patrol. As a Cadet, Mr. Bateman was given an Orientation ride and he was hooked. As the United States entered WWII, Mr.

Bateman enlisted in the Utah State Guard. Ultimately, Mr. Bateman was a member of the Utah Air National Guard.

Post War, Mr. Bateman again rejoined Civil Air Patrol with his wife Gaye in order to support their young sons in the cadet program. One of those sons worked his way to earning the Carl A. Spaatz Award, #183. Through the years of service, Mr. Bateman served as Wing Director of Communications and Wing Vice Commander. Mr. Bateman has also participated in Civil Air Patrols National Staff College, National Search and Rescue School, the International Air Cadet Exchange, and many other Utah and National Civil Air Patrol activities. Mr. Bateman has received the Exceptional and Meritorious Service Awards as well as the Commanders Commendation Award. During this period, Mr. Bateman earned the grade of Lieutenant Colonel.

Will you please join me in welcoming Mr. Russell R. Bateman, WWII Utah Wing Civil Air Patrol Volunteer?

[Congressman Chris Steward remarks and presentation of replica Congressional Gold Medal] [Remarks by RMR/CC and/or UTWG/CC]

MC — Thank you Lieutenant Colonel Bateman for your service and many warm congratulations to you. We would also like to thank and recognize all of those family and friends who came to celebrate with us in recognizing Lieutenant Colonel Bateman's great contribution