

# **CIVIL AIR PATROL**

**Auxiliary of the U. S Air Force**

**REPORT TO CONGRESS**

**for**

**1951**



**WASHINGTON, D. C.**

**MAY 1952**



TELEPHONE  
JOHNSON 2-9000 EXT. 4195

NATIONAL EXECUTIVE BOARD  
**CIVIL AIR PATROL**  
OFFICIAL AUXILIARY OF THE UNITED STATES AIR FORCE

BOLLING AIR FORCE BASE, WASHINGTON 25, D. C.

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14 May 1952

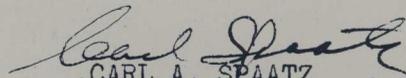
To the President of the Senate and  
the Speaker of the House of Representatives

Sirs:

In accordance with the Act of July 1, 1946,  
entitled "An Act to Incorporate the Civil Air Patrol",  
I have the honor to present herewith a copy of the  
Sixth Annual Report of the Civil Air Patrol for the  
year 1951.

This report includes the proceedings and  
activities of the Civil Air Patrol in its official  
capacity as the civilian auxiliary of the United  
States Air Force, with special emphasis on its ser-  
vice to the American public and its commemoration of  
a decade of volunteer service.

Sincerely,

  
CARL A. SPAATZ  
General, USAF (Ret)  
Chairman, National  
Executive Board



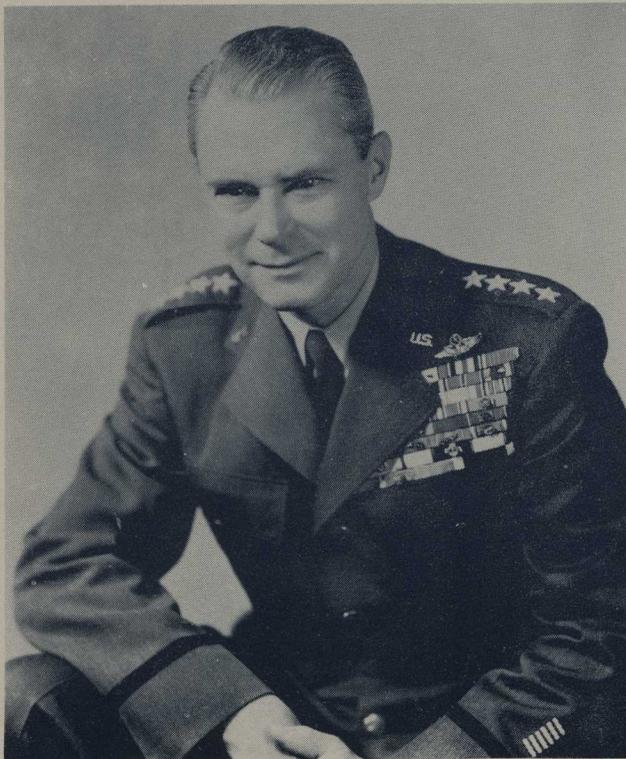
HARRY S. TRUMAN  
The President of the United States



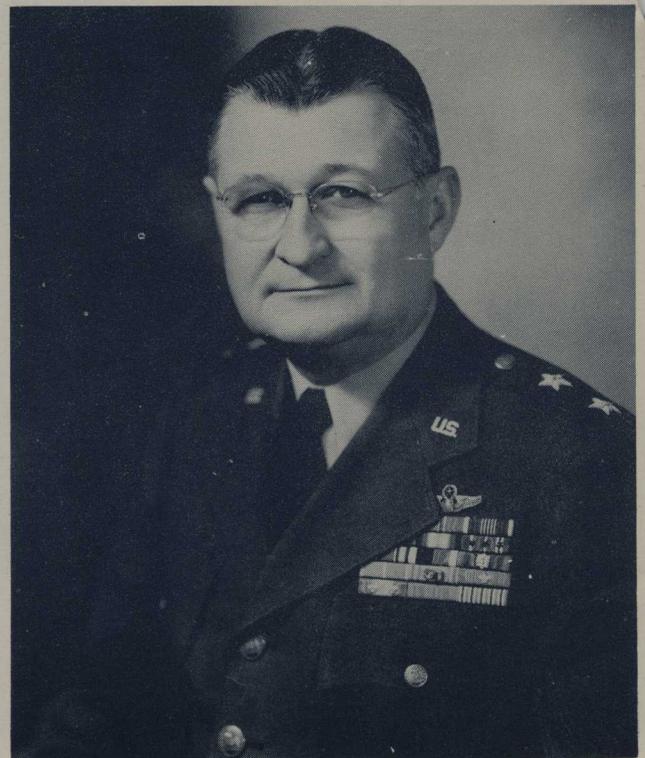
ROBERT A. LOVETT  
The Secretary of Defense



**THOMAS K. FINLETTER**  
Secretary of the Air Force



**GENERAL HOYT S. VANDENBERG**  
Chief of Staff—The U.S. Air Force



**MAJ. GEN. LUCAS V. BEAU**  
National Commander—Civil Air Patrol

# The Laws

## PUBLIC LAW 557—80TH CONGRESS Chapter 349—2d Session AN ACT

To establish Civil Air Patrol as a civilian auxiliary of the United States Air Force and to authorize the Secretary of the Air Force to extend aid to Civil Air Patrol in the fulfillment of its objectives, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Civil Air Patrol be established as a volunteer civilian auxiliary of the United Air Force; and that, to assist Civil Air Patrol in the fulfillment of its objectives as set out in section 2 of Act of July 1, 1946 (Public Law 476, Seventy-nine Congress), the Secretary of the Air Force is hereby authorized, to the extent and under such conditions and regulations as he may prescribe—

(a) to make available to Civil Air Patrol by gift or by loan, sale or otherwise, with or without charge therefor, obsolete or surplus aircraft, aircraft parts, materiel, supplies, and equipment of the Air Force Establishment;

(b) to permit utilization of such facilities of the Air Force Establishment as, in the opinion of the Secretary of the Air Force, are required by Civil Air Patrol to carry out its mission;

(c) to furnish to Civil Air Patrol such quantities of gasoline and oil as may be required by it for the purpose of carrying out any specifically assigned mission;

(d) to establish, maintain, supply, and equip liaison offices of the United States Air Force at the National and State headquarters of Civil Air Patrol, and to detail and assign military and civilian personnel of the Air Force Establishment to such liaison offices;

(e) to detail military and civilian personnel of the Air Force Establishment to units and installations of Civil Air Patrol to assist in the training program of Civil Air Patrol.

SEC. 2. The Secretary of the Air Force is authorized in the fulfillment of the noncombatant mission of the Air Force Establishment to accept and utilize the services of Civil Air Patrol.

Approved May 26, 1948.

## PUBLIC LAW 476—79TH CONGRESS Chapter 527—2d Session AN ACT

### To incorporate the Civil Air Patrol

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following-named persons, to wit: Harold F. Wood, of Alabama; J. M. Morris, of Arizona; Rex P. Hayes, of Arkansas; Bertrand Rhine, of California; J. A. Smethills, of Colorado; W. T. Gilbert, of Connecticut; William J. Simpson, of Delaware; Zack T. Mosley, of Florida; J. L. Dobbins, of Georgia; Leverett Davis, of Idaho; Gordon A. DaCosta, of Illinois; Walker W. Winslow, of Indiana; Don C. Johnston, of Iowa; J. Howard Wilcox, of Kansas; W. S. Rinehart, of Kentucky; Richard G. Jones, of Louisiana; Guy P. Gannett, of Maine; Edward R. Fenimore, of Maryland; John Shennett, of Massachusetts; Ray R. Baker, of Michigan; Clayton N. Wulff, of Minnesota; J. R. Dowd, of Mississippi; L. W. Greene, of Missouri; Roy W. Milligan, of Montana; Rudy C. Mueller, of Nebraska; Eugene H. Howell, of Nevada; John F. Brown, of New Hampshire; Frank D. Carvin, of New Jersey; Lewis W. Graham, of New Mexico; Stuart C. Welch, of New York; Frank E. Dawson, of North Carolina; Irven A. Myhra, of North Dakota; George A. Stone, of Ohio; W. H. Shockey, of Oklahoma; G. Robert Dodson, of Oregon; Phillip F. Neuweiler, of Pennsylvania; Norris W. Rakestraw, of Rhode Island; Dexter C. Martin, of South Carolina; James R. Barnett, of South Dakota; W. C. Whelen, of Tennessee; D. Harold Byrd, of Texas; Joseph D. Bergin, of Utah; William V. Mason, of Vermont; Allan C. Perkinson, of Virginia; E. R. Schiller, of Washington; Hubert H. Stark, of West Virginia; John F. Stratton, of Wisconsin; and Albert W. Dickinson, Junior, of Wyoming, and their associates and successors, are hereby incorporated and declared to be a body corporate by the name of the Civil Air Patrol (hereinafter referred to as the "corporation").

SEC. 2. The objects and purposes of the corporation shall be—

(a) 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 air supremacy, and to encourage and develop by example the voluntary contribution of private citizens to the public welfare;

(b) To provide aviation education and training especially to its senior and cadet members; to encourage and foster civil aviation in local communities and to provide an organization of private citizens with adequate facilities to assist in meeting local and national emergencies.

SEC. 3. Eligibility for membership in the corporation and the rights and privileges of members shall be determined according to the constitution and bylaws of the corporation: *Provided*, That the original members shall consist of the present Civil Air Patrol membership, numbering more than one hundred thousand senior and cadet members.

SEC. 4. (a) The corporation shall have no power to issue capital stock or engage in business for pecuniary profit or gain, its objects and purposes being solely of a benevolent character and not for the pecuniary profit or gain of its members.

(b) The persons named in section 1, their associates, and successors are hereby authorized to complete the organization of the corporation by the selection of officers, the adoption of a constitution and bylaws, the promulgation of rules or regulations that may be necessary for the accomplishment of the purposes of this corporation and the doing of such other acts as may be necessary for such purposes.

SEC. 5. The corporation shall have perpetual succession and power—

(a) To sue and be sued;

(b) To acquire, hold, mortgage, and dispose of such real and personal property as may be necessary for its corporate purposes;

(c) To accept gifts, legacies, and devises which will further the corporate purposes;

(d) To adopt and alter a corporate seal;

(e) To adopt and alter a constitution, bylaws, rules and regulations, not inconsistent with law;

(f) To establish and maintain offices for the conduct of the affairs of the corporation in the District of Columbia and in the several States and Territories of the United States;

(g) To do any and all acts and things necessary and proper to carry into effect the objects and purposes of the corporation.

SEC. 6. The corporation shall have the sole and exclusive right to the name "Civil Air Patrol" and to have and to use, in carrying out its purposes, all insignia, copyrights, emblems and badges, descriptive or designating marks, and words or phrases now or heretofore used by the Civil Air Patrol in carrying out its program: *Provided, however*, That no powers or privileges herein granted shall interfere or conflict with established or vested rights.

SEC. 7. The corporation shall make and transmit to Congress each year a report of its proceedings and activities for the preceding calendar year.

SEC. 8. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved July 1, 1946.

# THE NATIONAL

CHAIRMAN



GENERAL CARL A. SPAATZ, USAF (Ret.)



COLONEL W. C. WHELEN  
Southeastern Region

VICE CHAIRMAN



COLONEL D. HAROLD BYRD  
Southwestern Region

*Forward* ..



COLONEL CORD MEYER  
Northeastern Region

# EXECUTIVE BOARD



COLONEL IRVEN A. MYHRA  
North Central Region



COLONEL WILLIAM JOY  
Great Lakes Region



COLONEL WALTER B. SMITH  
Financial Officer

*Civil Air Patrol's* tenth anniversary year, 1951, will stand out as a period of renewed vigor, universal expansion and pronounced success in accomplishment of the missions assigned by the Congress and the U.S. Air Force. In doing so, Civil Air Patrol lost none of its volunteer nature, a condition inherent to the organization since its inception in 1941 and one which reflects increasing credit on its adult and youth membership.

While expansion keynoted the year, intense activity characterized all areas of CAP from Air Force interest to the work of the smallest unit in the field. A series of emergencies, dramatically highlighted by winter blizzards and the disastrous floods in the Midwest Basin, kept Civil Air Patrol in a state of readiness or actually operational most of the year. Likewise, outstanding service and public acceptance resulted from the year's emergency calls.

Internationally, Civil Air Patrol also gained in stature among great nations who believe in civil aviation's place in the air world and in the air power format of a nation. The largest, most successful International Cadet Exchange and International Drill Competition to date accomplished this in great measure for Civil Air Patrol. Youth of CAP pointed the way in the international aspect, and did so in the general prospectus of the entire organization during this tenth anniversary year.



COLONEL THOMAS E. KNIGHT  
Rocky Mountain Region



COLONEL HARRY COFFEY  
Western Region



COLONEL GEORGE D. WASHBURN  
Southeastern Region

# ACTIVITIES DURING 1951

## ... Operations

### AIR SEARCH & RESCUE

To describe in part the value of Civil Air Patrol in search and rescue operations, the following quote by Col. Richard T. Kight (USAF), Commanding Officer of the Air Rescue Service (MATS), is presented: "The volunteer personnel of Civil Air Patrol have aided immeasurably in the mission of Air Rescue Service, not only in the Zone of Interior but in the Korean Theater; for it was mainly due to the existence of CAP that ARS was able to concentrate in the Japanese area the numbers of aircraft and personnel



CAP Volunteers Check SARCAP Area with ARS

that it has there. The voluntary participation of CAP personnel in search and rescue missions has been a great factor in enabling ARS to perform its functions at maximum effort with minimum aircraft.

"CAP pilots fly their own aircraft on search missions and by regulation can be reimbursed only for fuel and oil expended. Thus, the public is the gainer through the activities of this courageous and highly civic-minded organization, which is an official auxiliary of the U.S. Air Force."

In 1951, CAP participated in 95 actual search missions at the request of Air Rescue Service. The object of search was located by CAP flyers in 27 instances, flying either in conjunction with ARS or as the sole agent. In these operations CAP flew 4066 sorties for a total of 9108 hours.

In addition, each CAP wing conducted at least one practice search and rescue mission in 1951, monitored and evaluated by Air Rescue Service personnel to determine effectiveness of Civil Air Patrol in its search and rescue techniques. A total of 8938 CAP personnel flew 5994 hours in this activity during the year.

### MISSIONS FOR OTHER AGENCIES

On missions for the American Red Cross and in cooperation with City and State officials, Civil Air Patrol pilots flew 500 hours during 1951. These emergency missions were in addition to the routine flying of scheduled blood deliveries for the ARC. An example of this was the schedule

established in the National Capital wing, in the District of Columbia, which operated regular flights from the blood bank in Washington, D. C., to outlying civilian and military hospitals in Maryland, Virginia and West Virginia.

### CAP IN CIVIL DEFENSE

A joint Federal Civil Defense Administration-CAP policy was formed during the year, which established the plan for operation, utilization and control of CAP Mobile Support Units in conjunction with State Civil Defense Agencies. Accordingly, practice missions in air supply, evacuation and reconnaissance were staged throughout the country in cooperation with Civil Defense authorities.

One of the best simulated disaster missions was put on by the Pennsylvania wing in November at Allentown. The problem was one of evacuation by air from Philadelphia airports to Allentown, where messing and hospital facilities furnished by CAP awaited the evacuees. This mobile hospital is unique in CAP in that it can do any type surgery—in the field and with only CAP volunteers.

In a field related to civil defense, the Air Defense Command (USAF) requested Civil Air Patrol to fly "strike missions," designed to give the Ground Observer Corps training in actual spotting and reporting of aircraft over observer posts. CAP flew scheduled strike missions for the Eastern Air Defense Force, Central Air Defense Force and Western Air Defense Force during 1951. A typical example of these missions was the one conducted in coordination with EADF, with headquarters at Stewart AFB, N. Y. Thirteen CAP wings participated in the weekend exercise, flying approximately 1000 aircraft to saturate airways of the Northeast.

Another instance of this valuable training for the GOC and CAP was the seven-state air raid alert conducted by the CADF. In this operation—which included the Ohio, Indiana, Wisconsin, Illinois, Michigan, Virginia, West Virginia and Kentucky wings—more than 700 aircraft from CAP participated and 25,000 volunteer spotters received training in spotting and reporting this traffic.

Since 95 per cent of the airplanes flown by CAP are light, single-engine types and economical to operate, it is evident that enormous savings resulted from utilization of the CAP fleet instead of the multi-engine USAF aircraft usually operated to accomplish search, rescue and similar missions. Another saving in 1951 came about as a result of the many mercy missions flown at the expense of individual members.

Attesting also to the value of Civil Air Patrol's aviation operations is the fact that searchers for a downed airplane usually search over terrain with which they are familiar as airmen. They know both the vagaries of the terrain and weather in their locales and this results in safe search operations with a high percentage of "finds." As one ARS officer put it: "No one knows Colorado better than a Colorado flyer."

# ... Training

Nearly two million man hours of training were received by the senior and cadet members of Civil Air Patrol in 1951. Of this total 1,421,000 man hours were given in CAP unit class rooms in aviation education, the remainder being field, on-the-job and other types of CAP organized training.

In addition to the foregoing, 886,700 man hours of training were received by 6500 students in 225 schools under the coordinated CAP-high school Aviation Education Program. During the year CAP National Headquarters acquired the

services of a prominent aviation educationist, whose activities were very beneficial to this cooperative CAP-high school program.

The above entailed a systematic method of training added teachers for this aviation education program, and resulted in the prototype, or pilot model, aviation education workshop, which was held in the summer at the University of Puerto Rico. Well attended, it served as a guide to several in planning.

A boost to training in CAP during 1951 was the USAF Extension Course Institute, which became available to CAP seniors in November.



Air to Ground

## FLIGHT FAMILIARIZATION

Of a joint training and operations nature was the flight familiarization conducted in 1951 at an unprecedented rate. More than 28,000 CAP cadets received 47,680 hours of flight orientation during the year. This activity is not competitive with civilian flying training in that Civil Air Patrol offers no flight instruction. Orientation flights are intended to interest cadets in aviation and to familiarize them with the air, after which it is hoped that many will learn to fly under licensed instructors in private enterprise.

Orientation rides are conducted in such a way that cadets may earn their official CAP Observer wings after a specified amount of such experience.

## USAFR PARTICIPATION

Reservist participation in training was greater than ever before. More than 50,000 man hours of instruction were received by CAP members and cadets from 8000 Reservists, for which reserve personnel in turn received credits toward promotion and retirement.

Outstanding in this activity was the California wing, with 800 officers of the reserve participating.

Late in the year a "double purpose" unit began to form in the National Capital wing, in which the benefits of both the AF Reserve and Civil Air Patrol would be teamed. Members at once would be CAP and AFR. At year's end the dual unit was near to activation with obvious attractions for membership.

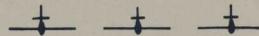
## THE TEXT

Basic to all CAP training is CAP's Aviation Study Manual. Developed in 1949 by a body of prominent aviation educators, the volume has now been distributed to every unit in sizable quantities. For the first time a general aviation education program is presented in one volume—one that presents the social aspects of aviation as well as the basic aeronautical sciences.

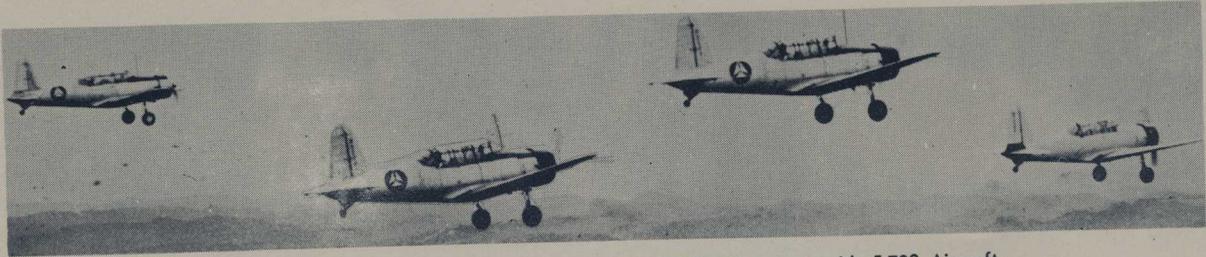
The manual is employed in both the CAP-high school program and in unit training within Civil Air Patrol. A cadet who has completed the volume in conducted study is considered well on the way to earning his Certificate of Proficiency, which is his cadet diploma. The Instructors Manual was developed by the same group of educators, who are the official Educational Advisory Committee of Civil Air Patrol.

## FOR GIRL SCOUTS

Arrangements were completed whereby Girl Scouts of the U.S. could avail themselves of CAP cadet training without actual Civil Air Patrol membership. These girls were seniors in scouting who had evidenced a desire to gain aeronautical knowledge. This arrangement followed a pattern of spreading benefits of CAP into as many areas as possible which is in keeping with the objects and purposes of Civil Air Patrol.



Air-Ground Teams Evacuate Injured



CAP Membership Includes Some 13,500 Pilots, 2,000 Observers, with 5,700 Aircraft

It has been observed that "all is training" in CAP, in some way. From the foregoing it is evident that the organization strived throughout the year to put into being and accomplish its many training missions and programs. However, CAP believed that it had yet to reach the operational effectiveness desired.

An acute shortage of personnel in the National Headquarters precluded the undertaking of some essential training programs in 1951. The situation was explained to USAF and additional personnel have been authorized for assignment at CAP headquarters as a result.



## ... Wing and Unit Visitations

At year's end a program of re-education of wing staff members in directives covering their duties was under way. General supervision of this task fell to the Inspector General, CAP Hq, and his staff, who learned in routine inspections and visits that standard operating procedures had to be more clearly defined for Civil Air Patrol members.

During the year 22 wing headquarters and liaison offices were inspected and 10 special investigations were performed.

Visitations to CAP units and cadet encampments were not confined to the Inspector General staff alone. Wings were visited at least once during the year by either the National Commander, his deputy, the chief of staff or a staff member of the National Headquarters. Other inspections or visits were made during special events or exercises in the field at wing, group or squadron level.

## ... Legal and Legislative

A number of States and the Territories of Hawaii and Alaska viewed the mission of Civil Air Patrol as so essential to the general welfare of the State or Territory that legislative bodies appropriated funds to their respective Civil Air Patrol wings. Amounts ranged from \$600 in Alaska to the annual grant of \$17,500 in Colorado. While most of the laws specify that the appropriation to CAP be directed to furtherance of its civil defense role or in advancement of civil aviation in general, others were outright grants, to be expended in accordance with the judgment of wing commanders and staffs.

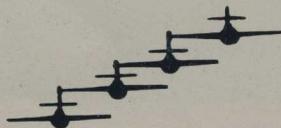
Statewide support to CAP also revealed itself in other ways. In some areas CAP was granted special consideration, such as exemption from payment of motor vehicle registration fees. Some States arranged for cadet encampment sites where Air Force facilities were not available.

### PENDING FEDERAL LEGISLATION

At year's end H.R. 6331 was ready for introduction. The bill aimed at amending Public Law 557, which established CAP as a civilian auxiliary of the U.S. Air Force in 1948 and authorized the Secretary of the Air Force to extend aid to CAP in the fulfillment of its objectives.

The amendment would place members under provisions of the Federal Employees Compensation Act, while participating in ordered missions. It will be recalled that 53 CAP airmen were killed during World War II, mostly in connection with the Coastal Patrol, and another 90-100 were injured during that period in vital Civil Air Patrol support to the war effort. Not only these but other members killed or injured since the end of hostilities would come under these protective provisions, as would deaths or injuries to CAP members in the future.

Such protection was seen as incentive for increased effectiveness of members on hazardous missions. For purposes of computing compensation for persons injured or killed on ordered missions, the bill would fix a monthly wage base of \$300.



## ANNUAL CONFERENCE NATIONAL BOARD

The annual joint meeting of the CAP Wing Commanders who constitute the National Executive Board took place June 7-9 at Colorado Springs, Colo.

Meeting with the Executive Board, Secretary of the Air Force Thomas Finletter emphasized that Air Force was cognizant and highly appreciative of CAP's volunteer contribution as USAF Auxiliary, USAF's support to Civil Air Patrol, and what USAF expected of CAP.

Highlight of the three-day conference, presided over by General Carl A. Spaatz, Chairman of the National Board, was approval of reorganization of CAP structure which was deemed necessary due to great increase in CAP activities in all of its missions.

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## AVIATION EDUCATION PROGRAM

Of greatest significance throughout the year was the emphasis placed on the aviation education program. Concerted efforts were directed towards bringing the impact of the air age on our modern civilization closer to the minds of both cadet and senior members of Civil Air Patrol, and to introduce the Aviation Education Program into more secondary schools throughout the Nation.

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Pilots and Observers being Briefed for Disaster Mission



## . . . Materiel

Due to the effect of Public Law 152 (81st Congress) on P.L. 557 (80th Congress), the Secretary of the Air Force was no longer authorized to donate surplus or obsolete supplies and equipment to CAP prior to screening of this property for utilization by other agencies. Nonetheless, a continuous effort was made to implement the provisions of Public Law 152 to obtain satisfactory technical procedures whereby the Secretary of Defense could donate Federal property to CAP as a service educational activity.

Such donations would be subsequent to determination by the General Services Administration that the property is surplus to Federal needs.

Since only negative results were experienced, a nominal 128 tons of miscellaneous equipment were procured for CAP during the year. For the most part this materiel was secured from salvage yards and after usable items were selected, the residue—comprising approximately 50 per cent—was returned. Consequently, deliveries for each wing averaged only  $1\frac{1}{4}$  tons during the calendar year.

Neither aircraft nor aviation fuels and lubricants were included in the foregoing average tonnage. The USAF continued to furnish gasoline and oil for actual search and search training missions. Also, 38 L-13 aircraft were received in non-flying condition and were put to use in ground training programs for cadets and seniors. This aircraft donation was possible since airplanes are one of the few items on which disposal continues to be at the discretion of the Secretary of the Air Force under provisions of P.L. 152.

# Military Liaison . . .

One of the major recurring difficulties in the field of military liaison between National Headquarters and the fifty-two wings has been the problem of coordinating their activities. This problem was carefully studied and plans were completed for the establishment of eight regional liaison offices as intermediate echelons between National Headquarters and the 52 wing liaison offices. This reorganization, though not put into effect in 1951, would provide decentralization and a military liaison counterpart of the CAP regional director. The nation is divided into eight CAP regional areas, as follows:

**Northeastern Region:** Maine, Massachusetts, New York, New Hampshire, Vermont, Connecticut, Rhode Island, Pennsylvania, New Jersey.

**Middle Eastern Region:** Maryland, Delaware, Virginia, West Virginia, North Carolina, South Carolina, District of Columbia.

**Great Lakes Region:** Michigan, Wisconsin, Illinois, Indiana, Ohio.

**Southeastern Region:** Missouri, Kentucky, Tennessee, Alabama, Georgia, Florida, Puerto Rico.

**North Central Region:** North Dakota, South Dakota, Kansas, Minnesota, Iowa.

**Southwestern Region:** Colorado, Texas, Oklahoma, Arkansas, Mississippi, Louisiana.

**Rocky Mountain Region:** Montana, Wyoming, Utah, Arizona, New Mexico.

**Western Region:** Washington, Oregon, Idaho, Nevada, California, Alaska, Hawaii.



## WING COMMANDERS ROSTER

Colonel John A. Rountree, Jr., CAP  
Alabama Wing, CAP  
P. O. Box 2784  
Birmingham, Alabama

Colonel Dines Nelson, CAP  
Arizona Wing, CAP  
Davis-Monthan AFB  
Tucson, Arizona

Colonel Lomax S. Anderson, CAP  
Arkansas Wing, CAP  
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Little Rock, Arkansas

Colonel Howard B. Freeman, CAP  
California Wing, CAP  
Building 204  
Presidio of San Francisco, Calif.

Colonel Charles Boettcher II, CAP  
Colorado Wing, CAP  
Lowry AFB  
Denver, Colorado

Colonel Charles B. Shutter, CAP  
Connecticut Wing, CAP  
303 Wooster Street  
New Haven, Connecticut

Colonel Frank J. Lynch, CAP  
Delaware Wing, CAP  
Box 206  
Newport, Delaware

Colonel Joseph F. Moody, CAP  
Florida Wing, CAP  
P. O. Box 2767  
Orlando, Florida

Colonel Jesse L. Dobbins, CAP  
Georgia Wing, CAP  
Dobbins AFB  
Marietta, Georgia

Colonel Wilson Kellogg, CAP  
Idaho Wing, CAP  
P. O. Box 4145  
Boise, Idaho

Colonel Henry J. Beutel, CAP  
Illinois Wing, CAP  
Room 377, U. S. Court House  
219 South Clark Street  
Chicago 4, Illinois

Colonel Wayne W. Ricks, CAP  
Indiana Wing, CAP  
777 N. Meridian Street  
Indianapolis 4, Indiana

Colonel Harold E. McKinney, CAP  
Iowa Wing, CAP  
Municipal Airport, P. O. Box 1594  
Des Moines, Iowa

Colonel Theodore A. Chapman, CAP  
Kansas Wing, CAP  
434 W. Maple Street  
Wichita 12, Kansas

Colonel John B. Wathen III, CAP  
Kentucky Wing, CAP  
Bowman Field  
Louisville, Kentucky

Colonel William D. Haas, CAP  
Louisiana Wing, CAP  
1723 Masonic Temple Building  
New Orleans, Louisiana

Colonel Winfield A. Ramsdell, CAP  
Maine Wing, CAP  
Building 1  
Fort Williams, Maine

Colonel Bennett Crain, CAP  
Maryland Wing, CAP  
Pier C, Friendship International  
Airport  
Baltimore, Maryland

Colonel Harry J. Standring, Jr., CAP  
Massachusetts Wing, CAP  
Hansom Field  
Bedford, Massachusetts

Colonel Louis A. Edwards, CAP  
Michigan Wing, CAP  
Box 326, W. Warren & Lonyo Road  
Detroit 32, Michigan

Colonel Vee L. Phillips, CAP  
Minnesota Wing, CAP  
114 U. S. Court House  
Minneapolis 1, Minnesota

Colonel Joe R. Dockery, CAP  
Mississippi Wing, CAP  
Box 6146, Parkway Station  
Jackson 9, Mississippi

Lt. Colonel Victor R. Freer, CAP  
Missouri Wing, CAP  
Box 1085  
Joplin, Missouri

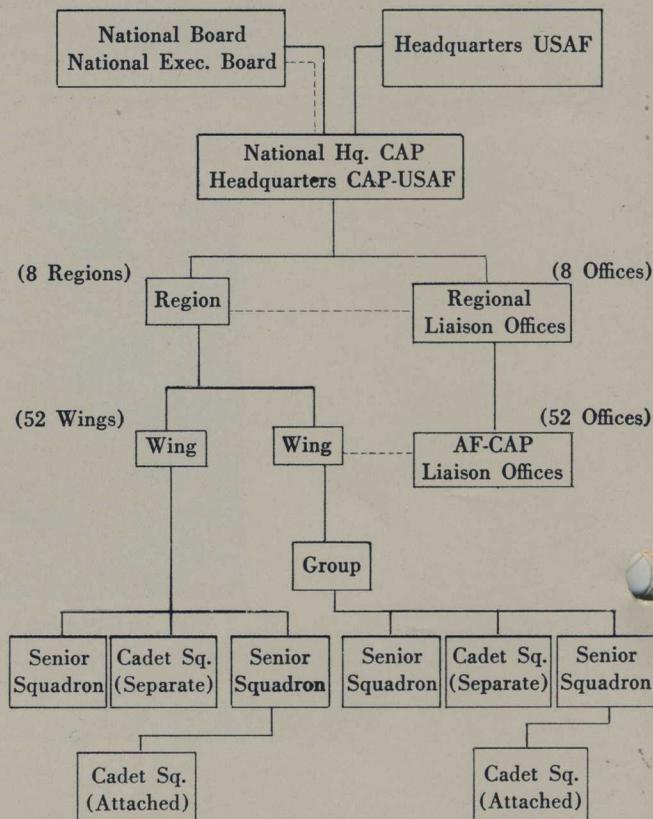
Colonel Wesley H. Barnes, CAP  
Montana Wing, CAP  
Box 1625  
Great Falls, Montana

Colonel Newbern Smith, CAP  
National Capital Wing, CAP  
Rm. 116, U.S. Tariff Commission  
Bldg.  
7th & E Streets, N. W.  
Washington 4, D. C.

Colonel Rudy C. Mueller, CAP  
Nebraska Wing, CAP  
702 Federal Building  
Omaha, Nebraska

Colonel Weld Arnold, CAP  
Nevada Wing, CAP  
45 "B" Street  
Sparks, Nevada

## ORGANIZATION OF THE CIVIL AIR PATROL



NOTE: Wings will activate groups where required

Legend: ———— Command  
----- Advisory

## UNIT AND MEMBERSHIP REPORT

AS OF 1 JANUARY 1951

AS OF 31 DECEMBER 1951

CAP WING	1 JANUARY 1951			31 DECEMBER 1951		
	GP	SQ	FLT	CADETS	SENIOR MEMBERS	TOTAL
Alabama	2	16	0	603	2014	2617
Arizona	1	9	7	326	1673	2000
Arkansas	0	6	3	199	1668	1867
California	11	64	40	1643	14976	16619
Colorado	5	24	4	950	2411	3361
Connecticut	4	12	5	340	2111	2451
Delaware	0	8	0	126	770	896
Florida	5	28	3	997	4315	5312
Georgia	0	8	2	458	2929	3387
Idaho	0	0	15	195	1217	1412
Illinois	6	12	26	421	6466	7087
Indiana	3	25	2	706	5458	6164
Iowa	4	7	5	246	4493	4739
Kansas	4	10	15	549	4355	4904
Kentucky	0	5	2	181	1673	1854
Louisiana	0	7	1	398	2197	2595
Maine	0	7	4	299	1801	2100
Maryland	0	3	2	197	1797	1994
Massachusetts	6	1	42	1875	3211	5086
Michigan	8	31	21	1295	8085	9380
Minnesota	5	21	4	275	3561	3836
Mississippi	0	1	12	89	926	1015
Missouri	2	14	4	320	4610	4930
Montana	1	6	2	169	1298	1467
Natl. Capital	0	8	2	602	737	1339
Nebraska	4	8	17	556	2349	2905
Nevada	1	7	2	112	926	1038
New Hampshire	0	4	9	162	1303	1465
New Jersey	0	14	8	878	3730	4608
New Mexico	0	15	2	298	1520	1818
New York	10	53	16	2407	10287	12694
N. Carolina	0	3	22	435	3470	3905
North Dakota	0	25	2	377	1065	1442
Ohio	5	8	15	654	8134	8788
Okl.	1	14	3	396	3276	3672
Oregon	1	2	16	465	2743	3208
Pennsylvania	10	35	22	1326	7795	9121
Rhode Island	2	13	1	484	914	1398
South Car.	2	1	18	361	1576	1937
South Dakota	2	0	13	178	1000	1178
Tennessee	0	2	18	223	2477	2700
Texas	5	22	9	900	7541	8441
Utah	2	15	10	791	2049	2840
Vermont	0	7	3	309	806	1115
Virginia	0	8	15	611	2167	2778
Washington	2	11	9	289	2678	2967
West Virginia	2	3	14	414	1675	2089
Wisconsin	6	1	24	314	4475	4789
Wyoming	6	3	20	576	1247	1823
Alaska	0	8	3	75	360	435
Hawaii	0	4	14	414	682	1096
Puerto Rico	2	1	5	846	217	1063

### TOTAL OF ALL UNITS

1 JANUARY 1951      31 DECEMBER 1951

Wings	52	52
Groups	130	160
Squadrons	620	660
Flights	533	716
Cadets	28,310	42,945
Senior Members	42,314	34,467
TOTAL MEMBERSHIP	70,624	77,412

Colonel George G. Wilson, CAP  
New Hampshire Wing, CAP  
Dillant Hopkins Airport  
Keene, New Hampshire

Colonel Irving J. Feist, CAP  
New Jersey Wing, CAP  
Tidewater Terminal  
Bldg. 228, Port Street  
Newark 5, New Jersey

Colonel J. Gibbs Spring, CAP  
New Mexico Wing, CAP  
Kirtland AFB  
Albuquerque, New Mexico

Colonel Joseph F. Crowley, CAP  
New York Wing, CAP  
28th Street  
New York, New York

Colonel Herbert H. Baxter, CAP  
North Carolina Wing, CAP  
P. O. Box 266  
Charlotte, North Carolina

Colonel Paul S. Roel, CAP  
North Dakota Wing, CAP  
Hector Field  
Fargo, North Dakota

Colonel Edmund P. Lunken, CAP  
Ohio Wing, CAP  
Room 24, Administration Bldg.  
Lunken Airport  
Cincinnati 26, Ohio

Colonel William H. Shockey, CAP  
Oklahoma Wing, CAP  
Building T-417, Tinker AFB  
Oklahoma City, Oklahoma

Colonel Leslie C. Austin, CAP  
Oregon Wing, CAP  
Building T-322, Portland  
International Airport  
Portland, Oregon

Colonel Phillip F. Neuweiler, CAP  
Pennsylvania Wing, CAP  
744 N. Front Street  
Allentown, Pennsylvania

The Patrol had 52 Wings, 160 Groups, 660 Squadrons, and 716 Flights for a total 1588 units at the end of the year, an increase of 253 units over the number organized as of 31 December 1950. (As '51 drew to a close, a move was under way to eliminate flights.) An alphabetical list of CAP units by States and Territories, together with strength figures, appears on this page.

Total cadet membership represented a net increase of 14,635 boys and girls (approximately 51%) over the previous year (1950). Since about 14,000 cadets were "lost" due to becoming overage in 1951, the year's gross cadet gain neared 29,000. This acceleration in CAP's youth program undoubtedly is the result of the broadened scope of training, education and information programs outlined in this report.

A change in policy concerning Senior membership in CAP was effected by the National Board of Civil Air Patrol, Inc., during its 1951 conference, resulting in more firmly establishing an active senior body and discontinuing the inactive or reserve membership. The sweeping move in effect reflected a statistical loss in active senior membership of 7847 (from 42,312 as of 31 Dec. '50 to 34,467 as of 31 Dec. '51), but the organization gained considerably through the establishment of a firm membership which represents personnel strength in readiness for service to the public and the Air Force.



## WING COMMANDERS ROSTER

Colonel Edward A. Mercier, CAP  
Rhode Island Wing, CAP  
Providence County Court House,  
250 Benefit St.  
Providence 3, Rhode Island

Lt. Colonel David S. Harter, CAP  
South Carolina Wing, CAP  
Box 804  
Rock Hill, South Carolina

Colonel Frank A. Prather, CAP  
South Dakota Wing, CAP  
Room 301, 513 So. Main Ave.  
Sioux Falls, South Dakota

Colonel John Oman III, CAP  
Tennessee Wing, CAP  
Building T-312, Berry Field  
Nashville, Tennessee

Colonel Emmett O. Rushing, CAP  
Texas Wing, CAP  
Building T-54, 8023 Cedar  
Springs Avenue  
Dallas 9, Texas

Colonel Theodore J. Enos, CAP  
Utah Wing, CAP  
Salt Lake Airport No. 1  
Salt Lake City, Utah

Lt. Colonel Allan F. Works, CAP  
Vermont Wing, CAP  
308-A No. Main Street  
Barre, Vermont

Colonel Allan C. Perkinson, CAP  
Virginia Wing, CAP  
Finance Building, State Museum  
Mezz.  
Richmond 19, Virginia

Colonel Waliace M. Hibbard, CAP  
Washington Wing, CAP  
Box No. 50, Boeing Field  
Seattle 8, Washington

Colonel Earle T. Andrews, CAP  
West Virginia Wing, CAP  
Route No. 4, Box 223,  
Martinsburg Municipal Airport  
Martinsburg, West Virginia

Colonel John H. Batten, CAP  
Wisconsin Wing, CAP  
Horlick-Racine Airport  
Racine, Wisconsin

Colonel Edward T. Mileski, CAP  
Wyoming Wing, CAP  
Building No. 363,  
Francis E. Warren AFB  
Cheyenne, Wyoming

Colonel Jesse R. Carr, CAP  
Alaska Wing, CAP  
Anchorage, Alaska

Colonel Benjamin F. Dillingham,  
CAP  
Hawaii Wing, CAP  
1602 Kananui Street  
Honolulu 17, T. H.

Colonel Orlando J. Antonsanti,  
CAP  
Puerto Rico Wing, CAP  
Box 50, Navy Station  
San Juan, Puerto Rico

# ... Communications

The number of Federal Communications Commission-licensed radio stations in Civil Air Patrol increased to 9000 in 1951 compared to 6000 at the end of 1950. The real communications drive, however, was not one for increased numbers, but rather to improve organization and discipline of

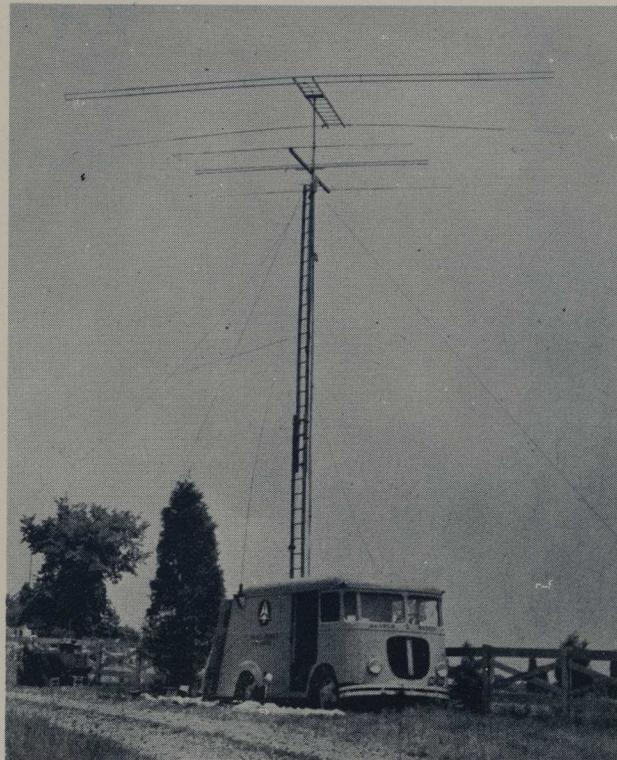


One of CAP's 9,000 Radio Stations

the network, resulting in a much more efficient service to the military and civil agencies.

The missions of CAP called for extreme mobility and flexibility of communications. Prior to 1951, emphasis was placed on building up the total number of stations. Then, realizing the need for an almost completely mobile communications organization, the network was "called down from the attics" and out of cellars to roll on wheels—ready to move on a moment's notice.

Eight  
Out of Ten  
CAP Radio  
Stations  
Are Mobile



## MOBILITY HAS PAID OFF

Mobility of communications in CAP paid dividends in 1951. The outstanding services rendered by the net during the 1951 Midwest floods and the gas main explosion at Brighton, N. Y., are examples of preparedness for future emergencies.

The fact that CAP had a mobile communications system in *being* saved taxpayers of the U.S.A. thousands of dollars. State and local civil defense authorities utilized the CAP net rather than to build a costly duplicate system. While nine States and two Territories appropriated small sums to CAP wings to assist in the civil defense program, the majority of wings performed civil defense functions without Federal or State financial aid.

During 1951 CAP received no armed forces assistance in terms of equipment or maintenance parts for its communications system. The "red tape" involved in processing of surplus and/or obsolete equipment through the GSA denied CAP the use of valuable surplus radio materiel standing idle in warehouses.

The success of the CAP communications program during the year was attributed to the patriotic, selfless attitude of members engaged in the program, who in many cases spent from personal funds for the benefit of the radio net. Other private support came in the form of CAP unit funds.

Throughout the year the CAP radio network came into use for a multitude of purposes other than station to station

communications traffic, as such. Communications became a part of each staff section's planning, from the National Headquarters level down to each unit in the field. During this year, C A P communications served to maintain unity of command and greatly assisted the many emergency and routine missions of this vast organization.



# ... The Chaplain

Progress of the CAP chaplain program was indicated in a gain of 266 chaplains from January 1 when CAP had 84 to December 31 when the roster showed 350 such officers in the many units of this vast organization.

In March, 1951, the first annual Civil Air Patrol Chaplain Conference was held at Bolling AF Base, D.C., with an attendance of 144 chaplains from the field. The three-day conference primarily was a training seminar for the purpose of instructing the chaplains in their various duties while serving in a CAP unit. The chaplains also were oriented in the general format of the organization. Chief of Air Force Chaplains (Maj. Gen.) Charles I. Carpenter was the principal speaker for the event.

During the summer, 27 CAP chaplains participated in cadet encampments, giving spiritual guidance to hundreds of these young people in this type of summer training. Participants in the International Cadet Exchange were accompanied by five chaplains on visits to foreign countries—a further evidence of the broad participation of the chaplains in the overall program.

Chaplain monthly reports received at National Headquarters indicated that many participated in missions and exercises performed during the year, either to take part in the actual operation or to conduct religious services for those personnel who were away from their home churches.



CAP Chaplains of Major Faiths Join Hands

Reports received from various wing commanders throughout the organization indicate a consensus of opinion that the presence of chaplains in CAP contributes greatly to the general program. CAP looks toward a goal of having a chaplain in each unit.



Chaplains Hold Services at Cadet Encampments

## CAP CHAPLAIN CONFERENCE

The first National convention of Civil Air Patrol chaplains was held at Bolling Air Force Base, D. C., March 28 and 29. The conference, under direction of Civil Air Patrol's National Air Chaplain (Lt. Col.) Robert P. Taylor, USAF, was attended by 140 CAP chaplains from the 48 states, Hawaii, Puerto Rico and Alaska.

The Corps of Chaplains was organized in 1950, drawing from the ranks of ministers all over the Nation in the Protestant, Catholic and Jewish faiths. An enrollment of more than 1500 CAP chaplains is expected when quotas are filled.

Speakers at this first meet of the voluntary Chaplains Corps included General Beau, General Carl A. Spaatz (USAF, Ret.), Chairman, National Executive Board, CAP; Chaplain (Maj. Gen.) Charles I. Carpenter, Chief of Air Force Chaplains; Chaplain (Lt. Col.) Rolland D. Snuffer, Denver, Colorado; Chaplain (Lt. Col.) James E. O'Connel, Little Rock, Ark.; Chaplain (Lt. Col.) Charles W. Carnan, New York; Chaplain (Lt. Col.) Harry P. Hilbish, Chicago, Ill.; and a number of distinguished ministers and priests from all sections of the United States.

# ... The CAP Cadet

Just as they do each summer from the last day of school until Labor Day, the CAP cadets dominated the CAP scene in vacation time, 1951. The "big three" programs—the AF base encampments, the two drill competitions and the International Cadet Exchange—provided thrilling programs on a national and international scale for these thousands of action-loving youth.

For the most part, these priority programs of Civil Air Patrol were carried on at the expense of the corporation. Only logistic and transport support was sought or had otherwise.

As indicated in another section of this report, more than 28,000 new cadets came into the program in 1951, thus attesting to the attractions of CAP to the American boy or girl. However successful was the year for recruitment, little actual recruiting for cadets or seniors took place, as such, and those persons taken into the program were done so after careful screening.

CAP ended the year having realized nearly 43 per cent of its cadet goal (42,945), but realized that actual attainment of the 100,000 cadet goal would be no mean accomplishment at any future date; each year the program must lose about one-third of these young people due to age, after which many remain in CAP as senior members or go into the armed forces. Only through the expansion of the base, so to speak, can the goal be reached at all. This is being done on a continuing basis as CAP wings constantly strive to activate new units throughout the Nation.

## THE ENCAMPMENTS

The CAP cadet encampment schedule for 1951 afforded a planned activity for more cadets than any other program. Thirty-three encampments were held from early June through the last week of August at 26 sites. All wings participated in these two-week encampments, but as many sites as there were, great numbers of cadets desiring to attend were not able to do so. Each year an effort is made to provide a larger encampment program, within the limits of the USAF and other agencies to fulfill requirements.

To carry out the schedule, 20 Air Force bases, two National Guard camps, a State Police camp, a State park, a university (Purdue) and a civilian camp (in Alaska) were utilized. Some AF bases scheduled more than one encampment.

More than 3500 boys and 572 girls were enrolled, and 344 men and 76 women in CAP participated as senior supervisors. Seniors served 4100 man-days for an average of 9.9 days' service per supervisor.



Aviation's Future Depends on Youth

The purpose of the summer encampment is twofold: to provide cadets with additional training that cannot be accomplished in the units and to familiarize participants with Air Force life and military aviation. A typical example was the training given at the Robins AF Base (Ga.) encampment. Cadets there received short courses in radio, radar, flight operations, fire fighting, aircraft line maintenance, training of the soldier, physical training and marksmanship.

Many of the cadets who have attended Robins encampments and others in past years are now in the Air Force and, according to the USAF Air Training Command, "... doing much better than the average recruit ..."

## PRECISION DRILL

The annual National Drill Competition and International Drill Competition were held during the summer, following extensive preliminary elimination drill contests in the field. Eight crack wing drill teams came to Washington July 21 for the National Drill Competition at Andrews AF Base. Taking the field to vie for the George Stone Memorial



Trophy were teams of 33 cadets and a drillmaster from New York, Hawaii, Georgia, Puerto Rico, Louisiana, Utah, Michigan and Washington State.

Four high-ranking USAF officers served as impartial judges in the contest won by the New York wing team. The national drill champions remained in Washington several days for expert instruction given by two airmen of the USAF ceremonial squadron in preparation for the International Drill Competition.

Again the championship drill team, skippered by Cadet I. B. Abrams, came to Andrews Field from New York to prepare for the international meet in Toronto, August 28. The International Drill Competition took place before a crowd of more than 25,000 at the annual Canadian National Exhibition with the U.S., as represented by CAP, meeting teams from the Air Cadet League of Canada and the Air Training Corps of Great Britain. The Major General Lucas V. Beau Trophy, donated by CAP's National Commander in 1948, goes to the winner of this match each year. After ten years, the team with the most wins retains the cup.

In a close contest, the kilt-clad team from Scotland won over Canada and the U.S. and took the Beau trophy overseas. This was the first competition drawing a team from other than Canada and the U.S.

## THE EXCHANGE

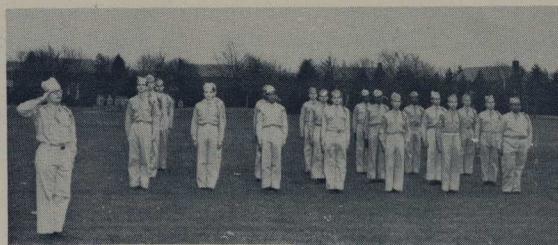
In its fourth year, the 1951 International Cadet Exchange was a bonanza youth program with 15 nations participating, including the U.S.A. as represented by Civil Air Patrol cadets. The annual July-August event brought 110 air youths from Canada, England, Norway, Sweden, Denmark, Switzerland, France, Holland, Luxembourg, Spain, Portugal, Brazil, Italy and Mexico to the United States, and 110 CAP cadets likewise visited these countries.

The international Cadet Exchange began in the minds of General Carl A. Spaatz, chairman of CAP's National Executive Board, and Maj. Gen. Lucas V. Beau, National Commander. The first event was held between CAP and Canada's Air Cadet League in 1948. By 1950 the Exchange had jumped to six participating countries.

The 1951 program attested more than ever to the universal acceptance of the Exchange format: to build an international brotherhood of air-minded youth through the medium of aviation.

"If young men all over the world could only get to know each other as you are doing, there would be no future wars," General Spaatz said as he wished the exchangees godspeed on their visits to the wing hosts.

Likewise the Department of State was an interested participant in the '51 Exchange. Representatives aided in the briefing of CAP cadets in Washington, calling them "true representatives of the United States" in their missions to lands overseas.



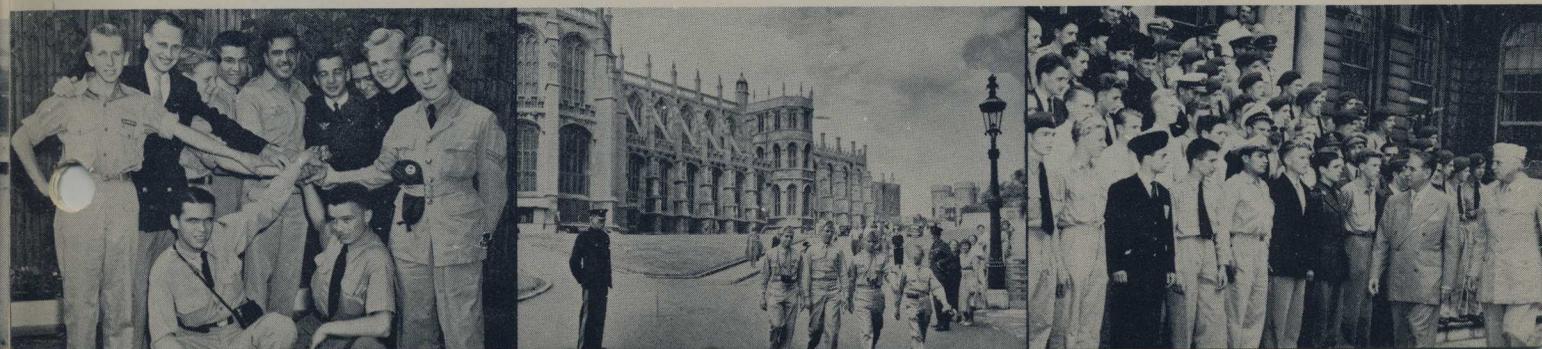
Drill  
Competition  
Teaches Team-  
work—Pride in  
Perfection



The program started in Washington and ended with three great days in New York. Among the hosts there were the United Nations and the Empire State Corporation. In a ceremony at the Hotel Astor, the foreign cadets and one CAP representative named Major Charles E. Yeager, famed USAF rocket and jet pilot, the "International Airman, 1951." Noteworthy was the fact that these young men stressed Major Yeager's contribution to the science of flight, rather than any other factor in making their selection.

Many of the CAP cadet exchanges received glider training on their tours to such host countries as Switzerland and Spain. A national boys' magazine gave the U.S. exchange cadets an opportunity to tell about their experiences in print, through an essay contest held at year's end. Thus the four winners were able to speak of unique experiences to the thousands of readers of *Open Road*.

Of singular significance was the never-ending mail inquiring about Civil Air Patrol. New countries wished to join in the exchange; another Nation wanted to start a movement similar to CAP; a boy 10,000 miles away desired "membership"; and generally CAP and its many friends in the International Cadet Exchange came to realize the success which has come to this youth movement in the brief space of four postwar years.



# . . . Women In CAP

Women have been synonymous with aviation since the earliest days, when Ruth Law, Katherine Stinson, Blanche Scott, and Alys Bryant, among others, helped to pioneer the air in the 1912-1916 era. Up through the Amelia Earhart phase and during the last world war, women in aviation have been a motivating force.

Among today's half-million civil aviators, thousands are women; there are other thousands who carry heavy responsibilities in aeronautical engineering and administrative fields. In Civil Air Patrol, auxiliary of the U. S. Air Force, there are more than 13,000 women and girls among nearly 75,000 members.

Women have just begun to find their niche in military aviation, however. If CAP can be considered a pre-military phase of such a career, there are new thousands of qualified personnel for the alert recruiter to consider.

Whether boy or girl, the "graduate" CAP Cadet is an individual possessing three years of the best type pre-flight training known in aviation. Material covered in the Cadet syllabus has been discussed previously and includes such studies as are normally found in aviation ground school plus a wealth of new approaches to air education in the social and economic fields.

Currently engaged in the CAP Cadet Program are 40,640 air youths—8430 of them are girls. In a recent study of rated pilots in Civil Air Patrol, a sizable number were found among the Cadets. There are numerous instances, also, where a whole family is enrolled in CAP; and mother-daughter teams are quite commonplace.

Among the 34,290 other members of CAP, more than 5000 are women, thus giving the distaff side a "strong minority" of some 13,000 women and girls in the program.

Evidence of strong leadership is to be found all over the country, where women hold important staff positions in wing, group, squadron, and flight levels. Maj. Elizabeth M. Hynd commands Kansas City Squadron, one of the units which performed such a great service in the Kansas-Missouri flood last summer. Men and women members alike know Major Hynd as a strong administrator and when the occasion arises—a good disciplinarian.

Capt. Jean R. Howard, well-known in the "99" and Eastern aviation circles, is assistant public information officer in the National Capital Wing. An accomplished aviation writer and racing pilot, Captain Howard flew in the women's transcontinental derby during the last National Air Races.

Maj. Irene Pritts is the Colorado wing commandant of Cadets; Colorado personnel officer is Maj. Virginia Smith. Adjutant for the New Jersey wing is Lt. Col. Nanette Spears, who also is known as a good pilot.

Col. Nancy H. Tier of Connecticut is a former wing commander in that State and now an advisor to CAP's national commander.

In the energetic Puerto Rico wing, a lady is deputy commander—Lt. Col. Clara E. Livingston.

Another woman prominent in CAP is Lt. Ada Mitchell of Beaumont, Tex., an active "99'er," who piloted her Ercoupe in the 1951 International Air Race for Women.

The list of women in prominent Civil Air Patrol capacities could go on at some length, for the ladies are to be found in nearly all of CAP's 1564 units in the United States, Alaska, Hawaii, and Puerto Rico.

Most prominent among women in Civil Air Patrol today is Col. Frances W. Nolde of Reading, Pa., who heads the women's program. A veteran of nearly 10 years in CAP, Colonel Nolde has a multitude of aeronautical interests in city, State, and national aviation circles. Wherever aviators meet, the junketing flier is likely to meet Colonel Nolde and her crimson Ryan Navion—the lady's sixth airplane in some 4500 hours of flying!

All though the ranks of women in Civil Air Patrol are to be found the girls who may one day skipper the better jobs in American aviation—for, as volunteers in their CAP work, these women have demonstrated their ability to compete in any class.

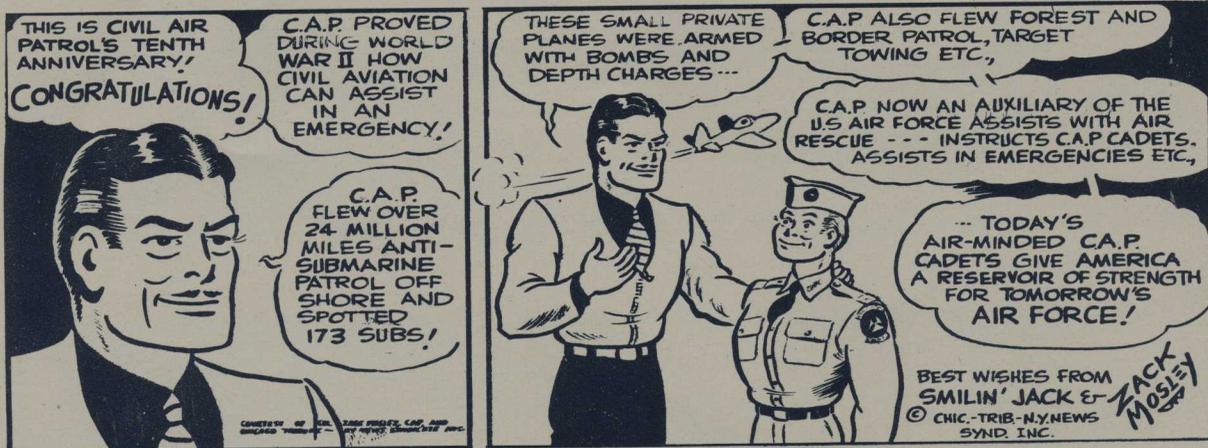
*(From the Recruiting Journal, Jan., 1952)*



Col. Frances W. Nolde, CAP



# ... Tenth Anniversary



Civil Air Patrol paused near the end of a year full of accomplishments to observe its tenth anniversary with "Civil Air Patrol Week"—November 25 to December 1. Held nationally, CAP Week was proclaimed by the National Commander and scores of governors and mayors throughout the country. Practically every unit found cooperation in hundreds of U. S. and Territorial communities for CAP observances.

The national proclamation was keyed on the theme: "Commemorating a decade of volunteer service." Editorials and radio commentators recalled the history of CAP, dating from December 1, 1941, when the late President Roosevelt's executive order brought Civil Air Patrol into being under the Office of Civilian Defense. The late Fiorello H. LaGuardia was director of that agency and as an airman himself, gave strong support to the new program, which had been spark-plugged by Gill Robb Wilson. Maj. Gen. John F. Curry became the first national commander, with offices at DuPont Circle in Washington.

It was recalled by founders and veteran members that the early history of the CAP is best known even today. First major mission was the now-famed Coastal Patrol, which started on orders from the Air Corps only a few days after Pearl Harbor. (CAP itself came into being a week prior to the attack.) The patrol against enemy submarines off the East coast and in the Gulf of Mexico

continued into late 1943 when the Navy was able to take over. Freighter and tanker companies said they were able to continue operations during that time mainly due to the presence of the little CAPatrol planes far at sea, patrolling coastal lanes.

The loss of CAP's popular national commander, Col. Earl S. Johnson, and Chairman (Col.) George Stone in air crashes shortly after the war precipitated a slump in activities from which CAP regained ground only after a considerable period of time. The present national commander and chairman of the Board then came into the program with plans for youth in CAP, a grass roots program which was to bring the Patrol vast expansion and new vigor so well exemplified in the great tenth anniversary year.

General Spaatz has written in the May issue of *Flying*, "The present strength of nearly 45,000 CAP cadets in 1400 operating units attests, I believe, to the soundness of stressing the boy and girl in Civil Air Patrol, if not in *all civil aviation* . . . Civil Air Patrol seeks to give civil aviation its rightful role in the true air power picture of this great Nation, with youth the central figure.

"Our air heritage, enhanced by 48 years of inspired leadership, must be fostered and passed on to new generations."



## FLOOD DUTY

"At the height of last summer's disastrous floods in the Middle West scores of men, women and children crowded onto the Neosho River bridge at Wyandotte, Okla., fascinated by the raging torrents of debris-strewn water. They were unaware that the hammering of flood waters had opened big cracks in the structure's concrete supports. A pilot patrolling the river in a small plane saw the danger and tried to warn them by wagging his wings. When this went unnoticed, he swept low over the bridge, literally driving the indignant crowd to the shores. The last person had barely reached land when the bridge crashed downstream.

"The ingenious pilot was CAP member Alfred Bates, an electrician of Muskogee, Okla. . . ." (By Miriam Lundy, in *Skyways*, May, 1952).

This was a drama from the great floods of July 1951. All through the Midwest Basin, Civil Air Patrol was on duty around the clock, maintaining a strategic reconnaissance of the crests and aiding in evacuation and supply. Areas most severely hit by the flood were Kansas, Missouri, Illinois and the northeast corner of Oklahoma. Adjoining CAP wings aided the units actually engaged in this emergency, particularly where the CAP radio network was concerned.



The Large and the Small in Air Search and Rescue



Briefing Held on Landing Strip



Seniors Look to the Sky and Their Fellow Pilots



CAP Ground Teams Are Mobile—Self-Sufficient



Senior Returns to Base After Search Mission



Emergency Blood Lifts Are Part of CAP Operations

## ... Conclusion

*Characterized by a firm and healthy growth, described by Federal Defense Administrator Millard Caldwell as "the Eyes and Ears of Civil Defense," and engaged more than ever in bringing aviation education to the youth of our Nation—1951 found Civil Air Patrol active in carrying out the spirit and intent of its founders . . . American patriots from all walks of life who believed in air power as the major bulwark of defense and best mean of preserving peace. Civil Air Patrol men and women—boys and girls—all resolved at the closing of the greatest year in CAP history further to set an example of civilian preparedness and enterprise in a public service which could well serve as an example to Americans from border to border and across the waters to the Territories.*



Cadet  
Summer  
Encampments  
Are Realistic —  
Include Every Phase  
of Airman Training. Seniors  
and Base Hosts Guide the Cadets

**CIVIL AIR PATROL  
ANNUAL FINANCIAL STATEMENT**

**As of 31 December 1951**

**RECEIPTS**

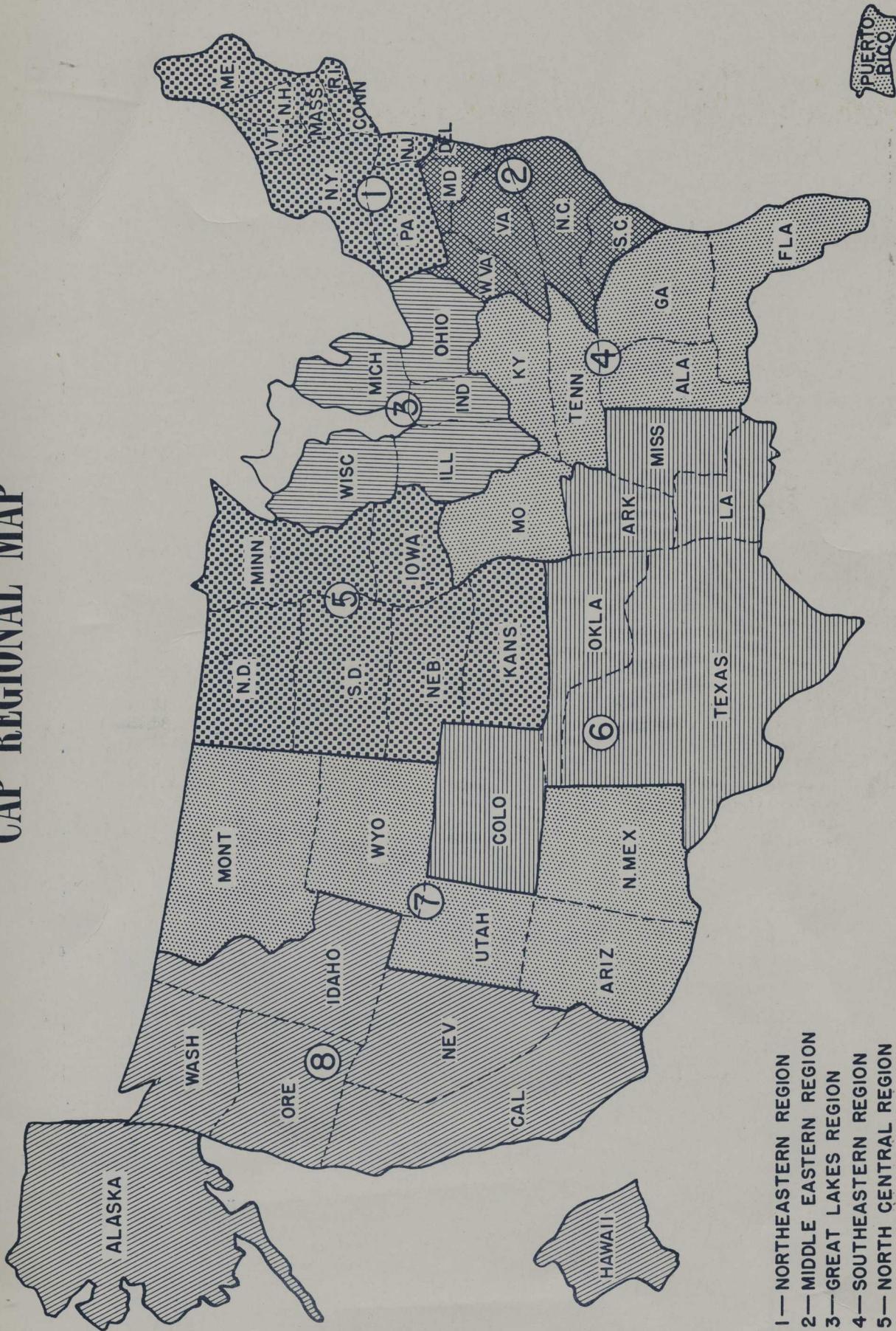
Balance, 31 December 1950.....	\$ 20,785.23
Receipts	
Memberships.....	104,685.00
Refund from Advances.....	8,451.85
Donations.....	5,639.48
CAP Fund.....	28.94
TOTAL RECEIPTS, 1951.....	<u>\$139,590.50</u>

**DISBURSEMENTS**

Cadet Drill Competition.....	\$ 500.00
International Cadet Exchange.....	39,718.67
Chaplains Conference.....	184.15
Printing and Photography.....	6,196.17
Wing Commanders Conference.....	2,603.26
Insurance and Bonds.....	6,915.67
Electrical Equipment.....	202.62
Rents.....	175.00
Research.....	1,550.00
Miscellaneous.....	288.06
TOTAL DISBURSEMENTS, 1951.....	<u>\$ 58,333.60</u>

Total Receipts.....	\$139,590.50
Less Disbursements.....	58,333.60
Balance, 31 December 1951.....	<u>\$ 81,256.90</u>

# CAP REGIONAL MAP



- 1—NORTHEASTERN REGION
- 2—MIDDLE EASTERN REGION
- 3—GREAT LAKES REGION
- 4—SOUTHEASTERN REGION
- 5—NORTH CENTRAL REGION
- 6—SOUTHWESTERN REGION
- 7—ROCKY MOUNTAIN REGION
- 8—WESTERN REGION

