

annual report



1953

FOR THE YEAR ENDED DECEMBER 31

Civil Air Patrol

Auxiliary United States Air Force

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INTRODUCTION

Public Law 476-79th Congress, approved 1 July 1946, incorporated Civil Air Patrol and declared it to be a body corporate by the name of "Civil Air Patrol". Under Public Law 557-80th Congress, approved 26 May 1948, Civil Air Patrol was established as a civilian auxiliary of the Air Force. By the same law, The Secretary of the Air Force was authorized to extend aid to Civil Air Patrol in the fulfillment of its objectives and to accept and to utilize the services of Civil Air Patrol in the fulfillment of the non-combatant missions of the United States Air Force Establishment.

Civil Air Patrol has an organizational structure consisting of a National Headquarters, regions, and wings. The National Headquarters is located in Washington, D. C., and there is a wing in each of the 48 states, the District of Columbia, and the Territories of Alaska, Hawaii, and Puerto Rico. The fifty-two wings contain groups and squadrons which total 171 and 1901 respectively. Air Force personnel are assigned to the National Headquarters, regions, and wings to assist and to advise Civil Air Patrol personnel regarding operational, administrative, and logistical problems and to act as liaison between the Air Force and Civil Air Patrol.

The National Commander, Civil Air Patrol, is a regular United States Air Force general officer designated by the Chief of Staff, United States Air Force. He discharges the responsibilities of the Chief of Staff, United States Air Force, with respect to the inspection and supervision of the activities of Civil Air Patrol. The National Headquarters, Civil Air Patrol, is staffed with United States Air Force officers and airmen who also function as the military headquarters.

The governing body of Civil Air Patrol is the National Board, which consists of 52 wing commanders, members of the National Executive Board, and a member-at-large. The business of the Corporation, when the National Board is not in session, is carried on and conducted by the National Executive Board, which consists of the eight regional directors, the chairman, the vice chairman, and the chief financial officer. The National Commander has been vested with all the powers, duties, and privileges enjoyed by the National Board and the National Executive Board.

MISSION

The mission of Civil Air Patrol was established by Public Law 476-79th Congress, July 1946. The objects and purposes of the Corporation as stated in Section 2, Chapter 527 are:

- "(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 seniors 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."

In the accomplishment of these objectives, Civil Air Patrol is engaged in a nation-wide program of public education on matters pertaining to the advancement of aeronautics and the maintenance of air supremacy; is developing a reserve pool of personnel trained in the fundamentals of aviation by conducting an aviation education program for a continuing group of 100,000 or more carefully selected Civil Air Patrol cadets between the ages of 15 and 18; has organized a nation-wide radio network for training communications specialists and for emergency purposes; and is performing volunteer missing-aircraft search and rescue missions as an auxiliary of the Air Rescue Service, Military Air Transport Service; and other emergency operations. In addition to service rendered for the Air Force, Civil Air Patrol also performs for other federal agencies and state governments emergency missions such as patrolling forests, pipelines public utilities, and flooded areas when ordered by the National Commander, Civil Air Patrol. Under mobilization conditions, the Civil Air Patrol will continue as a permanent auxiliary of the Air Force and will remain a volunteer civilian organization to assist the military in the accomplishment of its noncombatant mission, and further assist civil agencies during local and national emergencies.

PERSONNEL

Civil Air Patrol membership is separated into two categories--cadet and senior members. Any United States citizen 15 to 18 years of age may become a cadet member of Civil Air Patrol. At the end of 1953, 45,277 cadets were enrolled. The ultimate goal is 100,000 cadets, of which 60,000 has been programmed for 1955. Any United States citizen over 18 years of age may become a senior member of Civil Air Patrol. At the end of 1953, 36,269 senior members were enrolled. This was a twenty-four percent increase over the 1952 membership.

SENIORS

Operations and training within Civil Air Patrol were conducted with the objective of accomplishing the following:

- (1) Increasing the interest of American citizenry in aviation;
- (2) Providing a pool of air-minded youth as a source of procurement for the Air Force;
- (3) Providing an organization capable of alleviating the burden of the Air Force in fields of search, rescue, and disaster relief;

- SAP
- (4) Providing a semimilitary organization of aviation-minded civilians capable of taking an active part in civil defense and other flying aspects of national defense;
 - (5) Providing an organization which contributes to better understanding of air power at the grass roots level.

OPERATIONS

USAF Air Rescue Service-Civil Air Patrol Actual Search and Rescue Missions. Civil Air Patrol participated in 96 ordered search and rescue missions under the control of USAF Air Rescue Service units during 1953. A total of 12,290 hours were amassed; 6,825 Civil Air Patrol personnel participated; and 1,954 aircraft were utilized on actual search during this period. Civil Air Patrol located the search objectives in 18 instances. As a comparison all other participating agencies flew a total of 7,505 hours in 2,642 sorties.

USAF Air Rescue Service-Civil Air Patrol Aircraft Wreckage Marking Missions. USAF Air Rescue Service also called upon Civil Air Patrol to assist in aircraft wreckage marking. In 1953 Civil Air Patrol conducted 30 such marking missions in which 182 aircraft were utilized; 777 air hours were flown; and 1,095 Civil Air Patrol personnel participated. The purpose of these missions is to identify and mark previous wrecks so that they will not be mistaken in future searches of lost aircraft.

Civil Air Patrol Ground Observer Corps Missions. So that the United States is not taken in complete surprise by attacking enemy aircraft, an early warning radar net supplemented by volunteer observers has been organized. To aid USAF Air Defense Command units in training filter center personnel and volunteer civilian ground observers Civil Air Patrol flew 117 simulated low air attack missions in 1953. A total of 3,943 flying hours were logged for the 1,300 aircraft utilized on these missions. Approximately 3,531 Civil Air Patrol personnel participated.

Miscellaneous Missions. Numerous independent missions of various types were flown by Civil Air Patrol units for the American Red Cross, city and state agencies. As independent missions, with no relation to the United States Air Force, many were not officially reported to this headquarters; therefore, accurate statistics are not available.

Civil Air Patrol-Civil Defense Exercises. To carry out the joint Federal Civil Defense-Civil Air Patrol policy established in 1951, each Civil Air Patrol wing was authorized participation in one state-wide Civil Defense Exercise a year. The policy of one exercise a year in no way prohibits Civil Air Patrol units from engaging in other state or local exercises requested by Civil Defense personnel. Six field exercises were conducted in 1953 with Civil Air Patrol air units flying 51 aircraft for a total of 140 hours in direct support of ground mobile support teams. Three hundred and fifty-four Civil Air Patrol personnel volunteered their services to conduct the joint exercises. There were 125 CAP mobile support teams for search and rescue work available for requests by local and state Civil Defense authorities.

United States Air Force On-Loan Aircraft. One of the most outstanding means by which the Air Force has helped Civil Air Patrol aid the Air Force has been through the loan of liaison-type aircraft to Civil Air Patrol units. As of 31 December 1953, 565 were on-loan to Civil Air Patrol. These on-loan aircraft were flown a total of 61,795 hours during 1953, with approximately 33% of the time used for cadet orientation rides.

SENIOR TRAINING

SARCAP (Search and Rescue-Civil Air Patrol) Training Missions. To increase the effectiveness of Civil Air Patrol units in search and rescue, at least one wing-wide practice search and rescue mission, monitored and evaluated by the USAF Air Rescue Service personnel, was accomplished by each Civil Air Patrol wing in 1953. Fifty-four of these monitored practice missions were flown; 11,404 CAP personnel participated; 1,813 aircraft were utilized and 6,738 flying hours were logged. Additional independent search and rescue training missions were authorized when considered justifiable to increase a unit's effectiveness. Twenty-six independent training missions were conducted; 1,939 CAP personnel participated; and 285 aircraft were utilized for a total of 1,573 flying hours.

USAF Extension Course Institute. Further individual training is made possible by enrollment in the USAF Extension Course Institute, a correspondence school which provides educational materials similar to those offered in the academic phases of resident technical schools of the Air Force. Each CAP officer who has had no previous military experience is encouraged to enroll in and complete the Officer Candidate Correspondence Course, a basic course in the prerequisites of officership as to professional qualifications and fundamental military knowledge. Specialized courses are also available for the purpose of developing technical skills, the staff assignments in CAP being analogous to those of the Air Force. During the year 1953, 1,179 new enrollments for USAF Extension Course Institute were processed.

Cooperation between Civil Air Patrol and Air Force Reserve Officer's Training Corps. Instructor personnel to some degree are obtained from AF ROTC sources and Reservists program elements. AF ROTC has made available to CAP support in the area of supplying instructors, training aids, classroom facilities and guest speakers within their capabilities and limitations.

Reserve Participation in Civil Air Patrol. Air Force Reservists may participate in Civil Air Patrol activities as instructors and by performing liaison and administrative type duties. These duties are evaluated in terms of point-gaining credits which are applied to retention, promotion, and retirement in the Reserve. 1,290 Reserve Officers were used as instructors for a total of 14,507 hours during 1953.

CADET TRAINING

The Civil Air Patrol cadet program is designed to develop in youth an awareness of the social, economic, political, international, and vocational aspects of aviation. This concept is interpreted and applied in the aviation education program and special activities related to aviation indoctrination.

Aviation education is that branch of general aviation concerned with communicating knowledges, skills, and attitudes about aviation and its impact on society. This training is accomplished in two separate activities: Unit instruction (CAP cadet squadron), and the Coordinated CAP-High School aviation education program. The official text used for academic instruction is the Aviation Study Manual which covers areas indicated by the sectional titles of the book:

- Unit I Our Air Age, (covers the impact of aviation on the modern world)
- Unit II Know Your Airplane, (aircraft structure, types of aircraft and use of planes)
- Unit III Why the Airplane Flies, (lift, drag, thrust, gravity, load factors, and controls)
- Unit IV Power of Flight, (aircraft engines)
- Unit V The Airplane and the Airman (flight technique, instruments, physiology of flight, flying safety)
- Unit VI Weather, (meteorology for pilots)
- Unit VII The Path of Flight, (aerial navigation)
- Unit VIII Air Traffic Control, (problems of air traffic control, communications regulations)
- Unit IX National and International Problems of Safety and Control.
- Unit X Airports, (place of the airport in the community)
- Unit XI Vocational Opportunities in Aviation, (aviation, job classifications employment opportunities).

Supplemental aids and instructional materials have been developed by Civil Air Patrol for distribution to its organizational units. Guidance in obtaining references and source material from governmental agencies airline companies and aviation industries has been furnished to Civil Air Patrol units and high schools offering a course in aviation education. To develop an air-minded citizenry is to insure the conservation and proper utilization of our human resources; the advantages occurring to a cadet are self-evident. Aviation education in high school is a one year program taught by regular members of the school faculty. Any interested

student is eligible for enrollment on an elective course basis. Civil Air Patrol membership, though desired, is not a prerequisite. Educational accrediting associations in realizing the value of aviation education as a part of the school curriculum have approved the granting of academic credit for the high school course. During school year 1952-1953, 5,595 students in 225 High Schools, participated in this program.

Flight Orientation. The purpose of Cadet Orientation Rides is to correlate the academic study of aviation subjects through the medium of an actual flight experience. This is one of the strong selling points in developing an interest in aviation professionally, vocationally, or avocationally. The extent of this activity in 1953 is shown by the following figures:

CADET ORIENTATION FLIGHTS
(30 June 1953 figures)

<u>No. of Cadets Participating</u>	<u>Hours of Flight</u>
25,000	25,500

Civil Air Patrol Cadet Encampments. Summer encampments are designed to provide cadets with an opportunity to gain general knowledge of the operations of an Air Force base and to absorb the atmosphere associated with the military life by living on a base for an uninterrupted period of time. This experience provides an opportunity for a cadet to explore the vocational facet of military aviation. Forty cadet encampments were conducted at 39 Air Force bases during the summer of 1953. All 52 wings engaged in the encampment activities, and a total of 6,346 cadets participated. The second all-girl National Encampment, composed of one representative from each wing, was held at Lackland Air Force Base, Texas. Headquarters USAF authorized 15-day tours for 300 Air Force reservists to provide additional supervision and instructor personnel at encampments.

Special Activities. The purpose of the special activities program is to provide the cadet with an opportunity to apply some of the knowledges and skills he has acquired in aviation education training, to acquaint him with the operational activities of the Air Force at its bases and to foster international good will and relationships. These include the International Cadet Exchange Program and the Drill Competitions.

The International Cadet Exchange was conducted in 1953 with the following countries: Belgium, Brazil, Canada, Denmark, England, France, Italy, Mexico, Portugal, Spain, Sweden, Switzerland, The Netherlands, Greece, and Turkey. Civil Air Patrol provided 120 cadets and 32 escorts. Foreign countries sent to the United States 120 cadets

and 33 escorts. This exchange of air-minded youth did much to foster good will and understanding by the intermingling of groups of different nationalities and cultures, all of whom were interested in aviation.

Regional, National, and International Drill Competitions were held in the summer of 1953. The 52 wings were divided into five areas. The regional winners (New York, Puerto Rico, Michigan, Colorado, and Utah) competed in the National Drill held at Mitchel Air Force Base, New York. The New York team was declared national winner and was awarded the Stone Trophy, named for Colonel George A. Stone, CAP, who was killed in an aircraft accident in August 1948. The International Drill team was composed of selected members from the five regional teams. The International Drill Competition between the United States and Canada was held at the Canadian National Exhibition, Toronto, Canada. The General Beau Trophy was awarded to the Canadian Team for the fourth time since the inception of the International meet in 1947.

Due to the reluctance of the foreign countries to "exchange" girls and in order to provide a worthwhile activity similar to the Male International Cadet Exchange, eight CAP female cadets of the continental United States (one from each CAP region) were given the opportunity to visit the Hawaii Wing of Civil Air Patrol.

National Aviation Education Workshop. The success of the aviation education program is to a large degree measured by the support it receives from the public schools systems. They in turn need interested, enthusiastic, and qualified teachers to make the program meaningful and productive of its stated objectives. Realizing this need, and based on successful experience, Civil Air Patrol co-sponsored and directed the second National Aviation Workshop at the University of Colorado during the summer of 1953. Over 150 teachers and Civil Air Patrol senior members attended this workshop for which four semester hours of credit were granted. Civil Air Patrol personnel at the community level obtained the cooperation and support of service, civic, and fraternal organizations in providing scholarships for a number of those attending. Others paid their own expenses. This educational project provided an excellent opportunity for Civil Air Patrol to work with other related agencies which provided materials, instructors, and guest speakers. These included the Civil Aeronautics Administration, United States Office of Education, National Aeronautics Association and the Academy of Model Aeronautics. As a result of this successful endeavor, several colleges and universities have been encouraged to sponsor workshops. National Headquarters called a conference of all interested college and university officials and assisted them in planning their own workshops. As a result of this effort seven institutions conducted five successful teacher-training, aviation education workshops in 1953. The institutions involved were the University of Puerto Rico, The University of Montana, Norwich University, Long Beach State and Los Angeles State Universities, and San Francisco State and San Jose State Colleges. The problems of teacher training in aviation education are tremendous. Civil Air Patrol and USAF with all the resources at their command can make progress only as the support of the civilian populace is enlisted

Long range goals are established, therefore concrete accomplishments cannot always be measured quantitatively or qualitatively at one given time. The good will engendered by this project reflected favorably upon Civil Air Patrol and the United States Air Force.

MANPOWER AND ORGANIZATION

With the expansion of Civil Air Patrol, there is a continuous need for analysis of manpower requirements and a study of its organizational structure. The reorganization of Civil Air Patrol in 1952 created a more efficient organization. It enabled unit commanders to enlarge their staff and thus achieve a more efficient operation and to activate cadet squadrons in areas where no senior squadrons were located. In addition, this reorganization established positions whereby professional and business men could be appointed as advisors to the National Commander, regional directors, and wing commanders. These advisors have been particularly helpful in the legal, educational, communications, and religious fields.

COMMUNICATIONS

The Civil Air Patrol communications program fulfills a manifold requirement. It provides the commander at every echelon with a means of controlling subordinate elements and reporting to superior commanders. It provides communications in areas which might otherwise be isolated because of communications disrupted by the acts of God or man. It provides training necessary to equip Civil Air Patrol members with sufficient knowledge and experience to organize, operate, and maintain effective radio nets and to motivate cadets whose communications interests might otherwise lie dormant. Every effort of the communications staff of the National Commander has been directed toward improving and making more effective the functions and activities of the Civil Air Patrol communications program.

The gratifying success thus far achieved in the Civil Air Patrol communications program is due in the greatest part to the unselfish contribution by Civil Air Patrol members of their time, efforts, experience, and personal funds. A few wings have received financial support from their state legislatures, which has resulted in a significant improvement in the quality and quantity of radio stations within those wings. Allocation of funds by Headquarters USAF made possible the continued assignment of nine contract technicians who have been a tremendous spur to the progress of the program during the year just past. The National Communications Committee, formed in 1953, has been a major change in the policy-making function as far as communications is concerned in that a group of Civil Air Patrol members establish policy for Civil Air Patrol members to follow. The impetus for planning, for consideration of problems and difficulties, and for recommended courses of action now rests not only in the military staff of the National Commander, but also in a group of outstanding communicators who

are Civil Air Patrol members. All of the foregoing factors have accounted for the progress made during 1953.

But 1953 was not without its difficulties. A serious shortage of radio equipment, particularly in the VHF bands, continued to plague the healthy growth of the program. The air-to-ground capability of the several Civil Air Patrol wings almost without exception is so low that it can be considered non-existent. Frequencies presently assigned to Civil Air Patrol are not reliable because of their propagative characteristics, their susceptibility to interference from natural sources, and the fact that they must be shared by as many as twenty other continental United States users.

To eliminate the difficulties outlined in the preceding paragraph, Civil Air Patrol has launched a concerted effort on behalf of its communications program. Many electronics manufacturers have been urged to build equipment suitable for Civil Air Patrol use. At the present time, only a few items of electronics can be used in Civil Air Patrol service modification. Several manufacturers have responded favorably, and it is expected that 1954 will see the production of equipment specifically designed and constructed for use in Civil Air Patrol. Among other things, a multi-channel VHF set, light in weight, low in cost, and simple to maintain and operate will be forthcoming in early 1954. Lack of this type of equipment has been the primary reason for the low air-to-ground communications capability.

The communications staff of the National Commander and a selected sub-committee of the National Communications Committee is studying the presently assigned Civil Air Patrol frequencies with a view to analyzing their value and proposing their exchange for those that are more usable.

A "public relations" program, directed at Civil Air Patrol commanders at all levels and intended to demonstrate the vital necessity for reliable and rapid communications, will be launched in early 1954. The effect of a program of this nature will, in addition to increasing the effectiveness of Civil Air Patrol radio nets, enhance the operational capabilities of several Civil Air Patrol units.

1953 saw the addition of 2,000 radio stations to the Civil Air Patrol network, the majority of these stations being mobile VHF installations. This makes a total of approximately 7,500 stations, a figure considerably lower than that contained in last year's report. Because of a change in licensing procedure, only complete radio stations are included in the total figure rather than each individual piece of transmitting equipment. For example using the previous method of computation, Civil Air Patrol would now have in excess of 15,000 stations.

1953 saw an increase in emphasis upon the use of radio circuits by commanders for command, administrative, and operations use. At the same time, the procedures and net discipline were improved so much as to make desirable the use of Civil Air Patrol by other agencies such

as Civil Defense for disaster communications; Continental Air Command for anti-submarine patrol communications; state forestry patrol organizations for use in forest fire patrol; and police departments for use in conjunction with their operations. Publication of an instructor's guide for use in conjunction with a communications course for cadets has been the spur to organization of many radio classes at squadron level.

LEGISLATIVE AND LEGAL

LEGISLATIVE

Proposed legislation was introduced in the First Session of the 83rd Congress to permit The Secretary of the Air Force to furnish to Civil Air Patrol certain property excess to the requirements of the Departments of Army, Navy, and Air Force without regard to the Federal Property and Administrative Services Act of 1949. This was necessitated as passage of the Federal Property and Administrative Services Act of 1949 by the 81st Congress largely nullified the benefits to Civil Air Patrol of Public Law 557-80th Congress. The latter law had authorized the Secretary to make obsolete and surplus property available to Civil Air Patrol. The action of the 81st Congress resulted in all such property being offered first to all departments of the Government so that very little usable property was obtainable by Civil Air Patrol. To effectuate the intent of the 80th Congress and to increase and fully utilize the Civil Air Patrol potential, H. R. 2274 was introduced by Mr. Leroy Johnson of California on 29 January 1953. This was passed by the House of Representatives on 30 July 1953 and reported to the U. S. Senate. Senator Saltonstall introduced similar legislation in S.2278 on 2 July 1953. No action was taken by the Senate during 1953 on this Bill which would give Civil Air Patrol property no longer required by the Armed Services. It is imperative that the Bill be enacted into law if Civil Air Patrol operations are to meet the increasing demands placed upon the organization by the U. S. Air Force.

On 29 January 1953, Mr. Johnson of California introduced H. R. 2275 and on 2 July 1953, Senator Saltonstall of Massachusetts introduced S. 2279, which would bring Civil Air Patrol members killed or injured, while participating in missions requested and directed by the U. S. Air Force under the provisions of the Federal Employees' Compensation Act with an assumed monthly pay of \$300.00 per month. Since the beginning of World War II, Civil Air Patrol members have received no compensation whatsoever for their services in flying tremendous numbers of hours in behalf of the Government, and of course, there have been a number of deaths and injuries incurred in the course of these activities. At no time has Civil Air Patrol been financially able to provide its members with any accident or life insurance. As a result, there are a number of widows and injured former CAP members throughout the United States without financial support.

LEGAL

In 1953 Civil Air Patrol participated in the joint defense, with the

U. S. Government, of several tort actions with claimed damages of some one million dollars. The organization had a comprehensive third-party liability insurance program with the U. S. Government as named insured to prevent the need for payment by the Government of a number of tort claims incurred through Civil Air Patrol activities performed in behalf of the Government. The maximum per accident coverage of such insurance is, however, not sufficiently high to meet some of the judgements which might be rendered in favor of certain claimants. During 1953 the Government was not called upon to satisfy any part of any judgement and Civil Air Patrol attorneys worked with the U. S. attorneys in various jurisdictions to assure continuance of that record.

SUPPLY AND MAINTENANCE

Within the calendar year 1953, donations of material to Civil Air Patrol by the military services were not as high as it had been hoped they would be. Overall, donations were dollar-wise equal to or slightly less than in previous years. Communications-Electronics material, training aids, and aircraft are examples of the items not available in sufficient quantities. The bulk of donable materials received fell in the category of desirable and required material of a non-essential nature, rather than material essential to expanding and improving the operations of Civil Air Patrol.

The number of on-loan aircraft was increased. This resulted in better morale and increased the operational effectiveness of Civil Air Patrol. These on-loan aircraft were flown a total of 61,795 hours during 1953.

In many organizations, improvement was noticed in their supply and maintenance operations. This was evidenced by: (1) increasing awareness of the requirement to properly account for unit property; and (2) a desire to raise the standard of unit maintenance.

The Air Force continued its support of the Civil Air Patrol in other areas such as the sale of and loan of serviceable uniforms to the membership for the International Cadet Exchange and Drill Competition. Loan of female uniforms, however, was an exception because of the non-availability of serviceable female clothing.

PUBLIC INFORMATION

Although the Public Information Staff in Civil Air Patrol is extremely limited, there are available many civilian volunteer members connected directly or indirectly with some type of public information organ, either newspaper, magazine, radio, or television. Through these individuals, located throughout the United States, Civil Air Patrol's public information program reaches every city, town, and community. A notable degree of success was realized in periodicals during 1953.

Numerous magazine and newspaper articles, dealing with various facets of the Civil Air Patrol program, were written by experienced writers, with editorial and pictorial assistance furnished by Civil Air Patrol.

Speakers. Civil Air Patrol members were active in this phase of public relations during 1953. PIO reports from the field indicate that, in at least three quarters of the more than 2,000 communities which have CAP units, the Civil Air Patrol story was told to one or more service clubs, civic groups, and fraternal organizations. In addition, the National Commander, members of his staff, and prominent Civil Air Patrol members have made many appearances during the year addressing national and state-wide organizations.

Field Liaison. The most far reaching single accomplishment in public relations for 1953 was in this field. As a part of a two year plan, an intensive campaign to have wing, group, and squadron commanders fill PIO T/O vacancies with professional news media men resulted in bringing hundreds of professionals in the public relations field into the Civil Air Patrol as PIO. At the beginning of 1953 there were approximately 350 active Civil Air Patrol PIO's. As of 31 December 1953, there were 1,026 PIOs on the roster kept in this headquarters. The majority of these are newspapermen, photographers, newscasters, advertising executives, and public relations counsels. They range from the chairman of the board of the Scripps-Howard Newspapers to the aviation writer on the Gastonia (N. C.) Gazette. Phase two of this two year plan is a direct mail system for press releases, photographs, speeches and other materials telling the Civil Air Patrol story. It has been set up to keep a steady flow of such materials going out to these CAP PIOs for local release.

National Public Relations Committee. An active committee made up of top-ranking civilian experts in the major fields of public relations was formed. The committee will meet quarterly to advise the National Commander on the public relations policy of Civil Air Patrol.

Observance of 50th Anniversary of Powered Flight. Civil Air Patrol played a major role in the nation-wide observance of the 50th Anniversary of Powered Flight. The executive secretary of the 50th Anniversary Committee, declared that Civil Air Patrol has done the outstanding job of all the organizations participating in the observance.

CHAPLAIN

The mission of the Civil Air Patrol Chaplaincy is: (1) to exert a spiritual influence on all CAP personnel, (2) to assist the home, church, and school in the moral and citizenship training of young Americans serving as CAP cadets, and (3) to render professional assistance to the Civil Air Patrol in other fields of activity, e.g., youth leadership, public relations, recruitment program, etc.

During the period 1 January - 31 December 1953, emphasis was placed on the training of the civilian clergymen serving as Civil Air

Patrol chaplains. Information literature stressing the general and specific duties of CAP chaplains at squadron, group, wing, and regional levels was published and distributed. Thirty-five (35) wings held wing chaplain training conferences, a 50 percent increase in the number of similar conferences held during previous years. In addition, the Third Annual National Chaplain Conference of the Civil Air Patrol, basically a training conference was held at the Broadmoor Hotel, Colorado Springs Colorado, in April 1953.

The past year found the challenge of the CAP Chaplaincy accepted by an additional 251 clergymen representing the three major faiths in America. The total number of clergymen serving as CAP chaplains throughout the United States and the Territories, as of 31 December 1953, is 600.

Wide recognition and support of the CAP Chaplaincy on the part of the churches of America represented by clergymen within the chaplaincies of the three military branches of the service were also enjoyed. Concrete evidence of this recognition and support: (1) the request of the churches, during the past year, to have the opportunity to approve of the service of all of their clerical members as CAP chaplains, and (2) the publication of information articles on the CAP chaplaincy in an ever increasing number of church periodicals throughout the country.

As a result of the above, the Civil Air Patrol Chaplaincy, during the period 1 January - 31 December 1953, was able to accomplish its threefold mission more effectively than during any previous year of its existence.

CONCLUSIONS

In 1953, Civil Air Patrol met to a markedly successful degree, each of its missions as set forth by the Air Force and as established by law. It accomplished this with relatively little expense to the taxpayers and to the Air Force. Civil Air Patrol thus renders a major contribution in meeting local and national emergencies. It also is capable of supporting Civil Defense agencies throughout the country. Civil Air Patrol performed 62 percent of the air search and rescue missions within the continental United States, and thereby released United States Air Force Air Rescue Service personnel and planes for other commitments.

The Air Force benefits both directly and indirectly from the training received by members of Civil Air Patrol. This is particularly true in the fields of aviation education, communications and search and rescue. For example, over 20 000 former members of Civil Air Patrol are now in the United States Air Force.

The capability of Civil Air Patrol to perform its mission is directly proportionate to the materiel support received from the Air Force and other services and from the contribution of its voluntary members.

Civil Air Patrol is composed of public spirited, air minded American citizens believing in the need for stronger air power and in aiding in the development of both military and civil aviation. Members are determined to insure an Air Force capable of protecting our national security.

CIVIL AIR PATROL
ANNUAL FINANCIAL STATEMENT
AS OF 31 DECEMBER 1953

BALANCE, 1 January 1953 \$ 122,218.95

RECEIPTS

Membership.....	\$ 106,547.00
Sale of Surplus Property.....	6,290.02
Interest on Savings Accounts.....	632.59
Advertising Rebate.....	643.59
Miscellaneous Refunds.....	<u>422.51</u>

TOTAL RECEIPTS, 1953..... \$ 114,535.71

RECEIPTS PLUS CASH ON HAND..... \$ 236,754.66

DISBURSEMENTS

International Cadet Exchange.....	\$ 17,010.48
Cadet Drill Competition.....	3,483.59
Official Civil Air Patrol News Publications.....	28,513.68
Insurance Premiums.....	14,642.36
Legal.....	1,303.64
Chaplains' Program.....	94.35
Printing & Reproduction.....	5,757.95
Petty Cash.....	689.50
Miscellaneous Expenses.....	<u>3,265.34</u>

TOTAL DISBURSEMENTS, 1953..... \$ 74,760.89

RECEIPTS PLUS CASH ON HAND..... \$ 236,754.66
 LESS DISBURSEMENTS..... 74,760.89

BALANCE, 31 DECEMBER 1953..... \$ 161,993.77