

# CIVIL AIR

# PATROL



**1954**

**ANNUAL REPORT**



NATIONAL EXECUTIVE BOARD  
**CIVIL AIR PATROL**  
OFFICIAL AUXILIARY OF THE UNITED STATES AIR FORCE  
BOLLING AIR FORCE BASE, WASHINGTON 25, D. C.

25 May 1955

To the Members of Civil Air Patrol  
and the People of the United States

Sirs:

As members of the Civil Air Patrol you are concerned with the progress made during 1954. I am most proud to report that during the last year the Civil Air Patrol recorded the most fruitful year in its history. This booklet represents a permanent record of those achievements of which each of you can be justifiably proud. This progress of the Civil Air Patrol is tied, in part, with making our great nation strong and secure. In adding to the strength of your organization you have added materially to the overall security of our way of life.

Sincerely,

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

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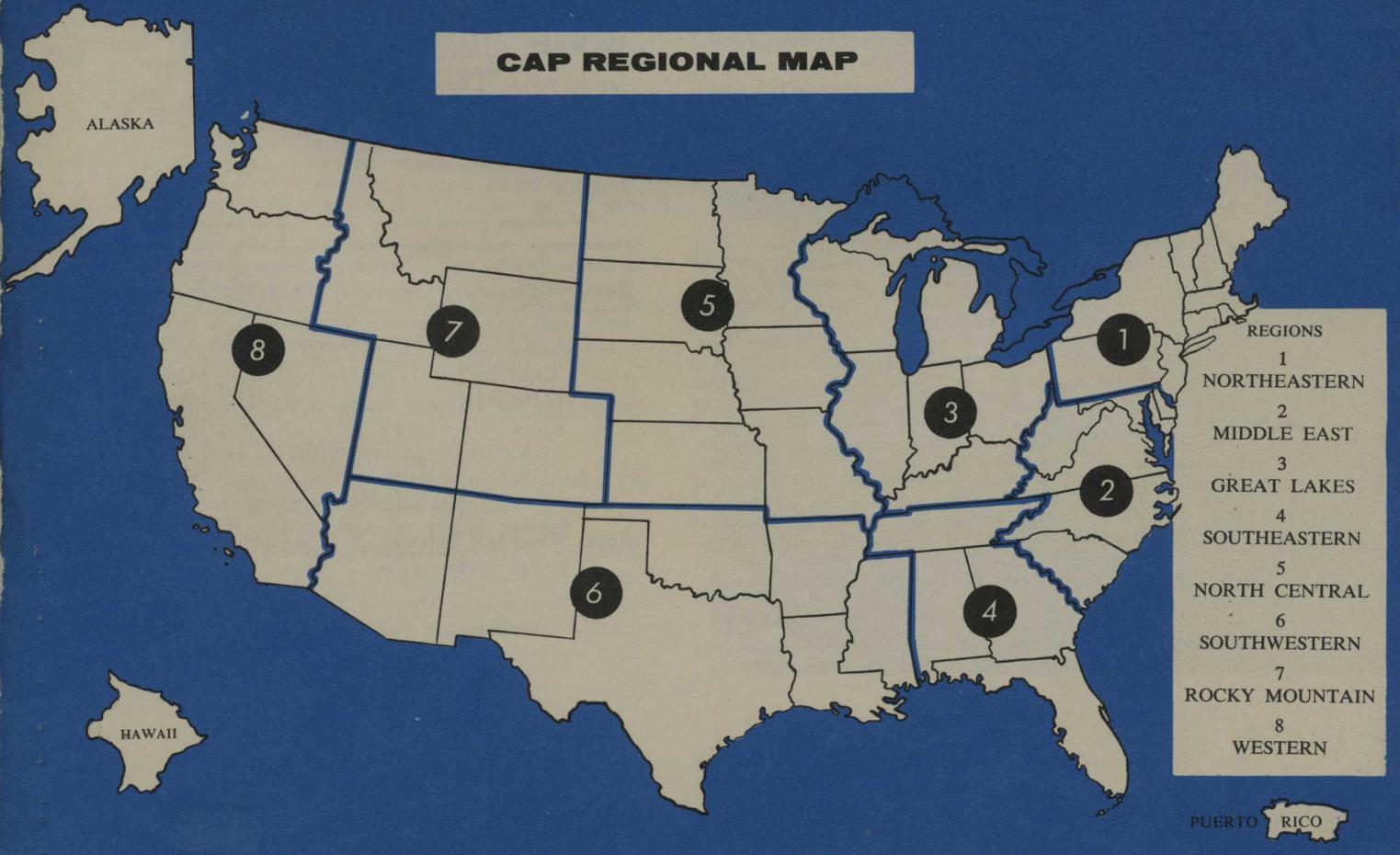


COL. CHARLES BOETTCHER II,  
CAP  
ROCKY MOUNTAIN REGION



COL. WILLOUGHBY G. DYE,  
CAP  
WESTERN REGION

### CAP REGIONAL MAP



# OUR JOB IN 1954

Our business is to serve our country by advancing the cause of aviation. We do this by donating our time, our skills and our resources to serving—

- 1—The United States Air Force through search and rescue activities, public relations assistance, cooperation with the Ground Observer Corps, Reserve components and recruiting service,
- 2—The people and local communities through disaster relief, mercy missions and related welfare activities, and
- 3—The youth and adults of America through a program of aviation education.

We do these things because we firmly believe that the future of America and the free world depends on air supremacy. By doing these things we help America maintain her air supremacy.

Since we are not subsidized by the Congress we depend on membership dues for our income. We depend on the Air Force for limited quantities of planes and equipment and certain services. We depend on indirect sources for certain other services.

Sometimes equipment and services come a little hard, so we carry out our operations, and try to improve them with what we've got.

In 1954 we did just that.\*

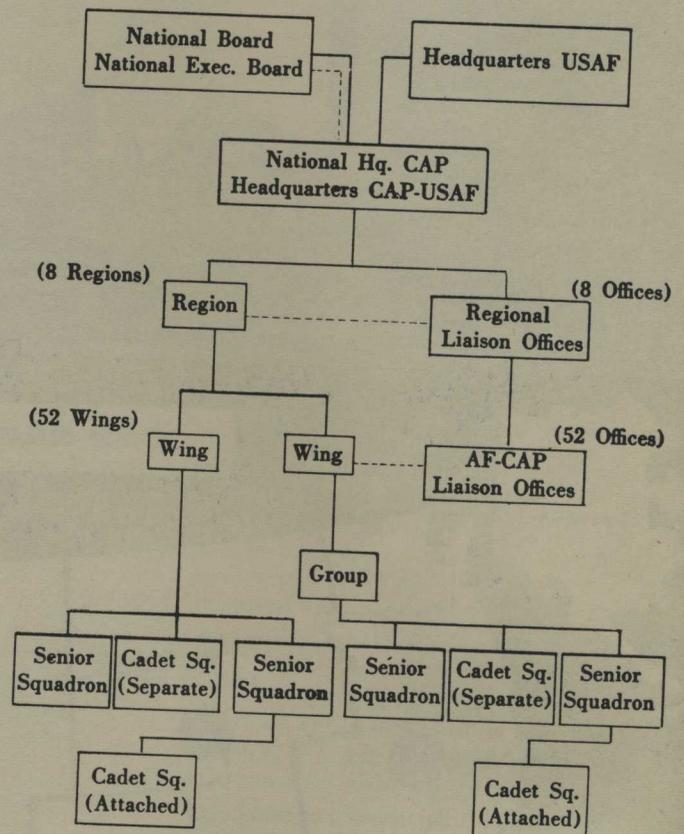
PUBLIC LAW 476—79th CONGRESS  
Chapter 527—2d Session  
AN ACT

### 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;

\*Statistics are dry, but they tell a quick story. See our 1954 statistical story in back.

## ORGANIZATION OF THE CIVIL AIR PATROL



NOTE: Wings will activate groups where required

Legend: ————— Command  
- - - - - Advisory

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.

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 States 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.

This association is a natural one. We are both aiming for the same thing.

This is what the Air Force does to aid us:

- Provides liaison-type aircraft on a loan basis. We operate about 550 of these planes during a year.
- Provides maintenance for on-loan aircraft.
- Provides excess-type equipment, like communications, power units, training aids, and related items.
- Provides base facilities and services for the annual CAP Cadet Summer Encampments. In 1954 thirty-five Air Force bases played host to 7,422 cadets.

- Provides gas and oil used to carry out Air Force authorized missions.

- Provides a nucleus of full time military and civilian personnel, and provides them with facilities, to assist in the CAP mission. The salaries of this staff, 390 people assigned to the headquarters and the field, came to \$1,853,844.43 for FY 1954. This does not include \$90,348.40 for the services of technical representatives. It also does not take into account \$1,278,628.70 for the maintenance and operation of the 62 military aircraft assigned the Air Force CAP staff.

- Provides airlift for the annual CAP-sponsored International Cadet Exchange and International Drill Meets.

These are the major services. Smaller items include rents, utilities, office supplies and travel funds.

Altogether, the annual Air Force bill for the support of CAP is about \$5 million. The Air Force makes this investment because it knows it is a profitable one.

Of course \$5 million is only a fraction of the total expenditure required to help us meet all of our obligations, particularly from the standpoint of community services. We match this 10 to 1, with our own time and money.

So we dig into our pockets, walk up to the counter, and buy what we need: like airplanes—the Corporation and the individual members own 90 per cent of our total aircraft, and fly them on training and official Air Force missions; and radio equipment, office furniture and supplies, vehicles, recreational and study facilities, buildings for meeting places, and all the other things it takes to run this organization. Also, we pay all of our own personal expenses on operational and training missions, at conferences and meetings. And we accept the pay loss that occurs when CAP duty calls us away from our jobs.

No records are kept by the Corporation on personal funds spent by members on behalf of CAP activities. If there were it would make a fat ledger. To get an idea just how fat, multiply your own annual CAP expenses by 80,000.



## THE BIG THREE

General Carl A. Spaatz, USAF (Ret) is the Chairman of our National Executive Board. President (then General) Eisenhower has called him the greatest air strategist in history. Take a look sometimes at an official chronology of military aviation history. You will find his name linked with record-making events. General Spaatz commanded the American strategic air forces in Europe in World War II. As much or more than anyone else he has helped make the concept of American air power a national policy. General Spaatz retired as the first Chief of Staff of the U. S. Air Force in 1948.

The Vice Chairman of our National Executive Board is Colonel D. Harold Byrd, CAP. No man does more to advance our mission in the amount of time, energy and resources he gives. It would be hard to say where his interests lie first—oil or aviation. He is in the front at any rate among our American leaders in both. He was one of the small group of far-sighted Americans responsible for the founding of CAP prior to World War II. Colonel Byrd's

service with CAP goes back to December 10, 1941 when, under President Roosevelt, he was appointed the first Wing Commander of Texas. His Wing's operations in flying border patrol, courier service, search and rescue, anti-submarine patrol and cadet training, were marked by the color and drama that are inherent in our history.

Major General Lucas V. Beau, USAF, our National Commander for the past seven years, has given almost 40 years of his life to American aviation in key field and staff positions. We are proud and grateful that he has elected to give the prime years of his colorful Air Force career to helping us do our job. General Beau is also the commanding general of Headquarters CAP-USAF. The dual position of Air Force Commander-National Commander, CAP, is provided for by our Constitution. With certain minor exceptions, General Beau enjoys the powers, duty and privileges of the National Board and the National Executive Board.

## THE POLICY-MAKERS

The policies and governing decisions of the Civil Air Patrol are made by the National Board (the 52 wing commanders) and members of the National Executive Board. The Executive Board, akin to a Board of Directors, is made up of the Chairman, Vice Chairman, Chief Financial Officer, and the eight Regional Directors. The National Executive Board, which meets quarterly, conducts the business of the Corporation and makes recommendations for the decision of the

National Board. The latter meets only once a year.

The men serving on these boards have been picked for their wide experience in aviation, business, and civic life. They are men with vision and enthusiasm, and imagination. Running the CAP corporation has some interesting peculiarities that present the Board with many unique problems which frequently demand all they have in executive ability and experience.

## THIS IS THE STRUCTURE

We believe we have a sound basic structure. We realize that certain modifications might improve our operations. But these will come in time.

Our organization is patterned after that of the Air Force. There is a National Headquarters at Bolling AFB,

Washington, D. C., eight regional headquarters, and 52 wings, one in each state, the District of Columbia, the territories of Hawaii, Alaska, and the commonwealth of Puerto Rico. The wings have various numbers of groups and squadrons throughout their states.

Not all units have the same type of organization. They vary with local conditions like population, geographical factors, industry, unit activities and related factors. Neither are manning tables fixed. This would affect a unit's flexibility to carry out the various types of operations.

The limited number of Air Force personnel we mentioned before are assigned to the National Headquarters, regions and wings. They provide liaison between USAF

and CAP and help solve administrative, logistical, and operational problems. The National Headquarters carries out the responsibilities of USAF with regard to the inspection and supervision of CAP activities. This includes training, preparation of estimates for supplies and equipment, and assisting in a variety of other administrative and policy matters.

The National Headquarters made a few changes in its internal structure during 1954. First, it acquired five additional officers and 12 professionally-qualified civilians. This has increased the total number of USAF personnel, including those in the field, from 373 to 390. The addition of these people will spur the aviation education and information services activities considerably. In both fields the Headquarters had been operating under the handicap of serious personnel shortages.

The authorization from Headquarters USAF to fill these 17 new jobs is significant. It came at a time in 1954 when Air Force policy, in general, was to cut back instead of adding manpower spaces in non-combat military units.

## A STRONGER HEADQUARTERS

### WE GAIN MORE MEMBERS



The people in the CAP organization, which of course is our most critical resource, increased from 75,701 to 86,507. If not spectacular, the growth at least has been steady. Cadets comprise 49,554 of our total strength. This is a gain of 4,987 over the cadet strength at year's end, 1953. Seniors have increased our rolls by 5,804 members in the past 12 months. They now number 36,953 *paid* members. We underline that word because we took brisk action not so long ago to rid ourselves of the delinquents. Which was just as well because they were a drag in our operations.

Over 14,000 of the membership is female, 9,500 of whom are between 15 and 18. Women in CAP receive the same training and carry out the same duties as the men.

We are pleased to report that our pilots and observers have gone up to about 40 per cent of our strength. We

now have 12,756 pilots, 3,411 more than our 1953 pilot strength. And we acquired 780 new observers, for a total of 1,833.

This increased rated strength improves our capability to handle routine flying missions and meet emergencies.

If you ever wonder why the Air Force so readily spends \$5 million a year helping support CAP think about that figure of 12,756 pilots for a moment. Disregard the other

74 thousand-odd members and the other services CAP renders to the nation. These pilots are operationally trained to conduct a variety of non-combat operational missions in territory they know like a book. They are on call 365 days a year, available immediately when needed. If each of them was a brand new second lieutenant at the lowest pay scale in the Air Force their annual salaries alone would cost Uncle Sam over \$46 million.

## AND MORE UNITS

Along with the increase in people, we activated 348 new units. This gives us a unit strength of 2,472, divided as follows: 52 wings, 179 groups, 1,370 senior squadrons, 871 cadet squadrons.

Here is how the number of CAP units has increased over the past five years:

|      |            |
|------|------------|
| 1950 | 1335 units |
| 1951 | 1588       |
| 1952 | 1984       |
| 1953 | 2124       |
| 1954 | 2472       |

It is good to see our membership grow. It shows that more people are taking an active interest in advancing aviation. However, the job of retaining, training and getting the best out of our old members is, for the moment, what we care about most. This job is getting our continuous attention, and from the looks of the figures below, it is progressing satisfactorily:

|             | 1953   | 1954   |
|-------------|--------|--------|
| New Members | 14,015 | 14,616 |
| Renewals    | 17,134 | 22,337 |
| Total       | 31,149 | 36,953 |

Since our members are not paid for services rendered, we recognize their efforts and achievements through an award program. But we are stingy in handing out these awards; only those members who perform in an outstanding manner receive them. During the past year National Headquarters honored 192 of our members with awards and decorations. This compared to 138 for 1953. Promotions and appointments were made on an average of 600 per month, about the same as in 1953.

We're making it tough to get into the Patrol, and stay in. New members are on probation for six months. Within that time they have to show conclusively that they're familiar with the mission, the history, the organization and certain

basic subjects concerning the Civil Air Patrol. They're tested on these matters. If they fail they are out.

When annual renewal comes up for old members, or when vacancies come up in higher grades, the members' records are looked over for certain requirements—conduct, attendance at unit staff meetings, job familiarity, completion of certain training courses, and operational activity. If they don't meet the grade, their \$3 membership renewal fee is refused, and they promptly become ex-members.

This personnel program is a new policy. We call it "self-policing." We expect it to pay dividends. In fact, it already has.

This is sound, basic progress.

## OUR PLANES

Our planes are not big, nor fast, nor can they fly far. They are mostly tiny two-seaters that fly low and slow. That's S.O.P. CAP pilots, local to the area, know the terrain better than anyone. CAP aerial search teams—planes and men—are therefore more ideally suited for search missions than the larger and heavier Air Force planes—which can't get into small fields, can't maneuver at low altitudes in mountainous areas of irregular terrain. And, most important, the CAP planes can do the job at a tiny fraction of the cost of doing it in Air Force planes.

To operate the SA-16, the Air Force basic search plane, counting just oil, gas, flight line and depot maintenance, and not crew salaries and expenses for a 6 to 8-man crew, it costs the Air Force \$150 per hour. It costs \$3.97 to run a CAP puddle jumper for one hour.

Not to be overlooked is the fact that the availability of CAP for search and rescue makes it possible to free

Air Force men and equipment for other vital tasks.

One indication of the rise in senior activity for 1954 is seen in the amount of flying done on all kinds of missions, operational and training. Counting the flights made in on-loan aircraft alone, of which there were 536 on hand at the end of the year, 79,419 hours were logged. This is 17,624 more than were logged by the end of 1953 when our on-loan inventory numbered 573 planes. These figures do not include the thousands of hours flown on similar missions by some 4,800 corporate and individually-owned planes.

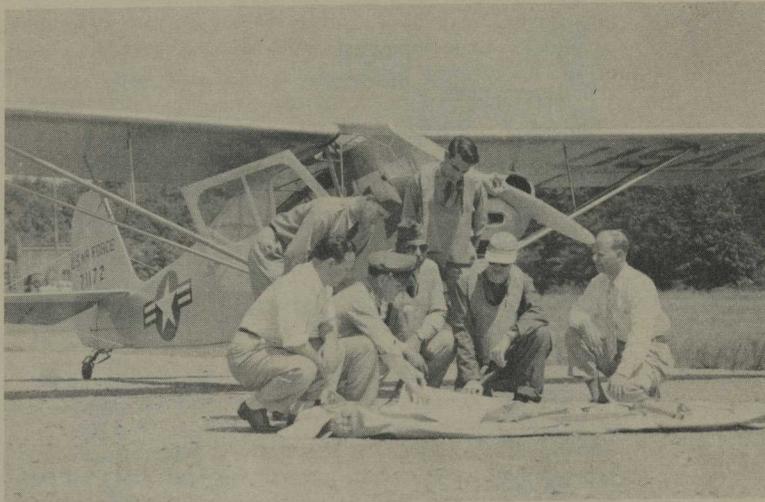
## OPERATIONS

There are a number of handicaps we must contend with in our operations. The experience level of some of our new pilots and squadron supervisors has been relatively low. Our pilots and aircraft run into hazards when the wind becomes gusty, or when they land on rough or on unknown grassy fields. Most of our planes are short on navigational aids.

Obviously all of these factors cause accidents.

We can do something about some of them, and we are. Like safe flying procedures. We have revamped our flying safety program and have obtained additional flying safety officers whose sole task is to keep field units constantly alert to proper check-out procedures and safe flying requirements. Further, we have established a National Flying Safety Committee composed of sharp men with expert experience to monitor flying operations throughout all wings. Wing commanders are keeping a close eye on pilots who display dangerous tendencies. Also, wing commanders no longer just warn pilots and crews guilty of preventable errors. They ground them.

The results: Reports at National Headquarters for 1954 have shown a marked improvement in our overall operations.



## SEARCH, RESCUE AND EVACUATION

The deeds performed by CAP members during 1954 in search and rescue would fill a book. Their feats may not be comparable to scaling Annapurna, but to the people they served, their deeds were, indeed, magnificent.

Their missions were no penny-ante games. They took big chances. They risked their lives, and sometimes lost. For 1954, unofficial records list 4 CAP members killed on Air Force authorized missions, and approximately 20 injured. On CAP independently-operated missions, there are larger numbers listed in both groups.

CAP members were summoned at midnight, and at noon; at home, at work, and at play. The impossible was often demanded, and the impossible was often performed.

Their jobs were mean and dirty. They flew long and hard, and then flew some more. Sometimes when they located their objective, they found no space on which to land. So they flew back, changed to a jeep and drove 10, 20 or 30 miles; and then walked, on rough, tough, murderous terrain.

Sometimes, the search failed. Sometimes they located the objective, a man still alive. Sometimes it was just the remains.

CAP members flew 110 Air Force authorized search missions in 1954. These required 10,671 hours of flying, or 3,092 more than were amassed by Air Rescue Service and all the other participating search agencies combined. Air Rescue took part in 100 of the 110 missions, the other agencies in 60.

There were 9,062 members participating in searches (7,593 seniors and 1,469 cadets), exceeding 1953 participation by 2,237 members.

The use of 2,221 aircraft was involved, or 267 more than were used in 1953. These planes flew 6,056 sorties. Approximately 1,685 of the aircraft were corporate or member-owned; the rest were USAF on-loan planes.

CAP located the objective in 17 searches, Air Rescue





Service in 15, and all other agencies (Army, Navy, Coast Guard, state police, local police, and just plain citizens) in 46. Twenty-six of the missions were suspended with no objective located.

In addition to search, Civil Air Patrol took part in 59 other types of missions at the request of the USAF Air Rescue Service. Sixteen were false, the rest were evacuation-type. In contrast the Air Rescue Service participated in 17 of these missions and other agencies in 7. Of the total of 789 hours flown by all agencies on these 59 missions, Civil Air Patrol flew 424. In 42 of these missions, CAP alone committed aircraft on 36 missions.

These 10 search missions and 36 mercy missions to which CAP alone was committed point up both the increased effectiveness and proficiency on the part of CAP's unpaid volunteers and increased responsibility delegated to CAP by Air Rescue Service as a result of its improved capabilities.

## AIRCRAFT WRECKAGE MARKING

We save the Air Rescue Service much time, money and effort by locating, identifying and marking (with huge orange-yellow crosses) aircraft wrecked from previous accidents. This eliminates any possible mix-up in future searches. Civil Air Patrol flew 20 such missions during the year for 712 flying hours. More CAP personnel participated in 1954: 1,689 (936 seniors and 753 cadets) to 1,095.

For a five-year period ending 1954, CAP has participated in 538 search missions alone, flying a total of 52,267 hours. The figures, taken from USAF and CAP records, are as follows:

| Year | Missions | Flying Hours |
|------|----------|--------------|
| 1950 | 126      | 11,297       |
| 1951 | 95       | 9,108        |
| 1952 | 111      | 8,901        |
| 1953 | 96       | 12,290       |
| 1954 | 110      | 10,671       |

Brigadier General Thomas J. DuBose, Commander of the USAF Air Rescue Service, in commenting on CAP's record for 1954, stated: "I have always considered the Civil Air Patrol the strong right arm of the Air Rescue Service. These new statistics certainly bear out that contention.... Our reliance in Civil Air Patrol has in-

creased over the years and, I am sure, will continue to increase in the future."

The Secretary of the Air Force, Harold E. Talbott, in a message to General Beau on the occasion of CAP's 13th birthday (1 December 1954), said in part:

"On many occasions during the past year, your members have carried on the splendid tradition established by the wartime members of the CAP. In their outstanding performance of public service missions, the members of the Civil Air Patrol reflect great credit upon themselves and upon the U. S. Air Force's Air Rescue Service. They deserve the gratitude of the entire country."

## IN AIR DEFENSE

The Air Defense Command has a force of approximately 350,000 volunteer ground observers who have the job of spotting planes and doing related work connected with defense against air attack. Civil Air Patrol provides practice for these Ground Observer Corps volunteers by flying simulated low-level air attack missions. This type of flight for the observer to detect is important since low-flying aircraft rarely show up on radar screens. These flights thus help to show up weak spots in areas and altitudes where radar is not effective. From their observation posts observers report the tracks of the CAP planes to filter center personnel who plot them on maps. In this way they, too receive practice. Thus we have a real role in the vital mission of providing air defense training for the nation.

Civil Air Patrol flew 161 such missions in 1954, or 44 more than in 1953. More than 5,400 CAP members took part, almost 2,000 more than in 1953. CAP committed 1,542 aircraft, 242 more than last year; a total of 4,486 hours were logged.

## TO BE READY

The resources of the Civil Air Patrol would be an invaluable reserve in the event of an atomic attack—the worst possible situation—or other national emergency. This reserve has been well-tested in the air and on the ground, in the last war and in the years following. Light planes may be the only mobile force available for civilian aid and for many kinds of stand-by missions. It is therefore absolutely essential that we be ready and on the alert at all times.

We plan our civil defense training exercises with just these things in mind.

On 24 October 1954 the Pennsylvania Wing of the Civil Air Patrol gave a striking demonstration of the value of light aircraft in time of atomic attack. In a matter of four hours, 70 light planes had airlifted: (1) a 16-bed field hospital complete with portable operating equipment, lights, power, and the necessary doctors and nurses; (2) a field kitchen with enough food and pure water for 500 people; (3) an airborne communications unit with auxiliary power. In all, several tons of equipment, more than 50 people and several hundred pounds of food and water had been airlifted from Lansdale, Chester and Allentown to North Philadelphia Airport, the "disaster" area. The unit

was self-supporting in every respect on the entire operation, even to providing its own communications for administration, flight service and weather, on the assumption that CAA channels would be knocked out. The mission was performed with a perfect ground and flying safety record.

Another civil defense exercise by the National Capital Wing showed how light planes could carry on critical operations from vacant lots or parks in the event surface transportation would be knocked out. Using a 900-foot improvised field in the heart of downtown Washington, D. C., CAP personnel airlifted 1,728 pints of simulated whole blood within an 8-hour period to within 100 yards of the Civil Defense command post. The mission, which involved 88 landings and take-offs, also combined the evacuation of "walking injured."

The pilots of the National Capital Wing are old hands, incidentally, at blood airlift. The wing operates a regular bloodlift schedule in conjunction with the local Red Cross chapter and hospitals in nearby localities. The bloodlift is faster and cheaper and can be handled more efficiently than regular surface equipment.

So it went throughout the nation in 1954. In contrast to the 6 state-wide joint Civil Defense-CAP exercises con-

ducted in 1953, this past year saw 11. This involved 204 aircraft, compared to 51 used in 1953, and 1,735 (1,006 seniors and 729 cadets) CAP people taking part, compared to only 354 participating in 1953. These figures do not include many other local exercises operated jointly with Civil Defense.

Civil Defense-Civil Air Patrol joint exercises have been in progress since October 1951. Closely planned and coordinated, these exercises are designed to test and improve operations requiring courier flights to transport doctors and nurses, medical and other urgent supplies; air transportation for the injured; aerial reconnaissance of disaster areas; emergency communications service; airlift of mobile first aid units; airlift of food; reconnaissance of congested areas to control traffic during mass evacuation.

Being planned for the spring of 1955 for the first time was CAP participation in atomic tests. CAP will serve as the air arm for the entire exercise. In addition to other aerial tasks, this will call for flights by low flying light planes over the blast site carrying Civil Defense monitors to measure the level of nuclear radiation. CAP will also furnish all of the radio communications service required in connection with the tests.

## COMMUNICATIONS

### HURRICANE FIGHTERS

**CAP** communicators were ready, willing and able in the dark morning hours of 15 October 1954. That's when HURRICANE HAZEL erupted over hundreds of communities along the Atlantic seaboard, endangering life, limb and property. The situation was ripe for field-testing the efficiency of the CAP communications system.

The men and women of CAP, and their equipment, showed up beautifully.

Commercial power lines were down and radio stations were off the air. CAP rescue workers and mobile units were on the scene within minutes, making contact with the outside world, bringing emergency light and power to hospitals (like the one in Wilson, North Carolina, where two expectant mothers were in labor), stringing field telephone wires, forcing antennas to stay up in 115 mile per hour winds and getting bruised and lacerated in the process—as were communicators Florence Fitzgerald and Thelma Hale of Richmond, Va., while fighting to keep their relay stations on the air.

To the people and the officials who were there, CAP filled the breach in a situation that would have paralyzed communications activities for many long and anxious hours.

### GAIN IN MOBILITY

In 1954 we strived for greater communications mobility and flexibility, for that's what counts when fixed

commercial facilities are knocked out. And to a large extent, we achieved it. We gained 327 mobile units in our network, for a total of 4,687. Overall, the network grew from 7,302 fixed, mobile and airborne units to 9,188. Fixed units increased from 2,650 to 4,073; airborne units from 292 to 428. In total numbers, HF and VHF were a little less than evenly divided, HF sets outnumbering VHF by about 350 units.

This increase in radio units has made it possible for more wings to provide communications coverage for their entire states.

Equipment acquired during the year was obtained by donation through the services and by personal and corporate purchase. CAP equipment consists of many types, much of it of the surplus military type, others commercially built, and some "homemade."

### VHF SHORTAGE CONTINUES

VHF, which would do away with much of the interference that characterizes CAP frequencies, remains a serious problem. So does air/ground communications. Multi-channel, lightweight VHF equipment suitable for installation in CAP aircraft is not available through Air Force sources and commercial types are generally too expensive.

We've been urging a number of electronics manufacturers to build equipment suitable for our use—light in weight, cheap, and simple to maintain and operate. We've been meeting with some success in this respect. The Reisner Corporation of Hagerstown, Md., has been coming out with

a suitable airborne air/ground VHF set. Other manufacturers like Gonset, Crico, Lettine are also producing equipment usable in our program.

Another and less expensive way to improve our operational-communication capabilities is to obtain allocation from the FCC and USAF of a VHF frequency in the 120-130 megacycle band. Thus far we have been unsuccessful. If such a frequency were allocated, it would enable the hundreds of CAP members who own planes with VHF equipment to use them effectively on CAP missions without going to the expense of installing additional radio equipment at a cost per plane of \$300 to \$500.

While we increased our total stations by approximately 20 per cent this past year, we made even better progress in an area that counts more—in network organization and discipline. Our efforts to this end are paying off. We are orienting the radio net to a command-type system; making it a practical, day-to-day operational tool for commanders and communicators, as well as outside agencies when they need it.



There were other encouraging developments during the year. Procedures have been established to permit the Air Rescue Service to operate on CAP frequencies during actual emergencies. As a result, coordination of activities between the two organizations has improved considerably. This has already been demonstrated in search and rescue and other operations.

A number of problems remain. We must continue to weed out inactive stations possessing current licenses, so that we can conduct our reporting and future planning on a more accurate basis. We must have still further improvement in communications discipline. Restrictions will be placed on the licensing of fixed HF stations to eliminate hamming and other unauthorized use of the network. We intend also to place a communications monitoring system into effect and will enforce penalties for violations.

These problems remain serious. However, the over-all improvement in communications this past year leaves little doubt that we are coming closer to achieving the functional type of radio network we want and need.

## TRAINING

Our senior membership is greatly diversified as to age, occupation, wartime activity, and similar factors. Some of our seniors have had little or no military training. Being the Air Force auxiliary puts us in a semi-military category. This carries certain obligations like military customs and courtesies, discipline, leadership, and command and staff functions. It's a good thing. We know this from our World War II experience. And it's good in peacetime for our particular type of operation, which demands high leadership and discipline.

An encouraging note seen this past year is the larger numbers of both seniors and cadets participating together in operational training activities. Seniors have been giving more of their time and talents to provide the direction that is needed for a successful cadet program.

### TRAINING FOR SEARCH AND RESCUE

Every kind of specialist we have turns out for the annual week-end SARCAPs (simulated search and rescue activities). You will see pilots, observers, ground traffic controllers, communicators, plotters, clerks, jeep drivers, first aiders, chaplains and cooks. You will see light planes of every kind, description, color and age. And the same can be said for the people.

Speaking about people, the 1954 SARCAPs attracted 13,876 members, a gain of 2,472 over 1953 participation. Cadets were also found among them—4,901 in numbers.

A SARCAP is authorized annually for each wing by the Air Force, and is supervised by the Air Rescue Service. Considerable planning, effort, money and skills are invested in these training activities. There's a practical reason for it. For every hour spent on such missions, hundreds of manhours of trial and error, mistakes and failures may be avoided on a real search. This is an exercise to test and improve the effectiveness of men and material.

The idea is to solve a realistic problem involving a lost aircraft. Each pilot and observer is assigned a search area, and each ground crew a task to assist the pilots. Operations, communications, ground search teams, administrative personnel all perform exactly as though it were a real mission with lives at stake.

The ARS representatives give the briefings. Then they take up positions as judges, and they are relentless in their grading. They are quick to punch holes in weak areas and quick to get them closed up.

In 1954, no non-CAP visitors were permitted to participate. This accounts for fewer aircraft being utilized in the 1954 exercises: 1,793 compared to 1,813 for 1953. SARCAPers logged 5,258 flying hours.

In addition to the 52 authorized SARCAP missions, CAP ran 25 such missions independently of ARS, with 2,752 members taking part or 763 more than were out in 1953. The 372 aircraft committed to these independent SARCAPs logged 1,366 hours.

## MORE TRAINING MATERIALS PRODUCED

The National Headquarters provided more training materials to the CAP units in 1954 than ever before. The requirement was urgent. New training literature, manuals, and regulations were necessary to strengthen the over-all training program, to provide materials for senior members that would encourage self-improvement and greater participation in cadet activities.

Among the materials: a set of 17 lesson plans for instructors, covering the history and organization of CAP; the CAP-USAF relationship; courtesy and discipline in a semi-military environment; staff and command functions; and leadership. There was a "Film and Filmstrip Manual" which listed films available from the USAF Film Exchanges; the "Senior Handbook" on management; the "Senior Training Program"; pamphlets on the CAP uniform; the "Commanders Guide"; "Air Defense Operations"; and "Sources of Free and Low Cost Aviation Material"; the "Public Information Officers Guide"; and the "Cadet Handbook" and "CAP Cadet Program" manual which outlines training guides for programming and planning cadet meetings.

A one-hour monthly "Information Hour", patterned after the Air Force program, was being planned, to keep seniors informed on current issues. To this end, copies of the "Armed Forces Talk" and "You and Your USA" were distributed. Training manuals for ground rescue teams and for observers were nearing completion.

A major change planned for 1955 is the integration of all senior subjects to include courses dealing with communications, flying safety, maintenance, supply, and others. This revamping is intended to give seniors a broader understanding of the basic courses.

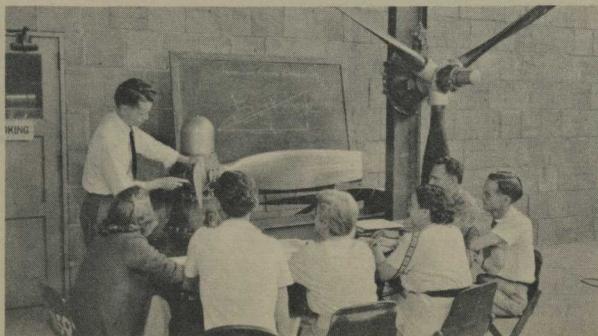
## FOR OFFICERS

The correspondence courses of the USAF Extension Course Institute are available to our seniors. And those who are interested in improving their administrative and technical knowledge take advantage of ECI. Similar to the resident technical courses offered by the Air Force, they are especially valuable to CAP officers without military experience.

In fact, completion of the Officer Candidate Correspondence Course has become necessary for seniors to qualify as a CAP officer or for officer promotion.

The value of the course lies in the fact that CAP staff assignments are analogous to those of the Air Force.

Participation among senior members in the ECI courses was ahead over 1953 enrollments by over 350 per cent. As of 30 September 1954 there were 3,585 new CAP senior enrollments being processed for ECI. This was a gain of 2,406 over the 1,179 enrolled in 1953.



## CAP—A SCHOOL

We would hardly be putting ourselves out on a limb if we stated that the Civil Air Patrol is a great big school. It's as simple as that. Everything—including the operational missions like search, rescue and evacuation—we consider as training experiences, the purpose being to acquire new knowledge to apply the next time. This concept is so obvious that it could easily escape detection. So we bring it to your attention here.

## THE CAP CADET "DIPLOMA"

The goal of the cadet is the Certificate of Proficiency—the diploma. To obtain it the cadet must complete 18 months of training in aviation subjects, attend a nine-day summer encampment at an Air Force base, and pass a four-hour written National Examination.

The goal of CAP commanders is to qualify a maximum number of cadets for the certificate. We consider this to be proof of the progress of the cadet program. For 1955 a goal of 30 cadets per wing has been set, or 1,620 for all wings.

With the use of study guides that have been developed to help cadets prepare for the National Examination, and with increased cadet attendance at summer encampments—where the exam is generally given—we believe there is a good chance of meeting this goal.

Incidentally, the Air Force will award the grade of A/3C to a boy enlisting if he possesses a CAP "diploma".

The number of certificates issued in the last few years has been steadily increasing. In 1954, 296 were awarded, 68 more than in 1953. In 1952 when the certificate was officially established, 11 were issued. In 1951 there were three issued, and in 1950 a single cadet got it.

## LIVING AT THE ENCAMPMENT

A high point is summer encampments at Air Force bases. A cadet stays nine days at the encampment where he eats, sleeps, plays, drills and studies in a military atmosphere. He usually gets a ride in an Air Force plane and if he is lucky, in a jet. He visits classrooms, the control tower, the firefighters, the maintenance shops. He swims and attends the base movies.

In 1954 there were 7,422 cadets at 41 encampments conducted by 35 Air Force bases. This was an increase of 1,076 cadets over the number participating the year before.

Many of these youngsters subsequently join the Air Force. A recent sample survey taken among USAF airmen showed that approximately one in 33 are former CAP members, or roughly 24,500 throughout the entire Air Force. The figures on CAP cadets entering the Armed Forces in 1954 are these: Air Force—745; Army—218; Navy and Marines—224. In 1953 Air Force enlistees from CAP numbered 490; those entering the other three services, 442.

## MEETING THE AIRPLANE

Another highlight is orientation flights with CAP pilots. The number of cadets receiving flight orientation in 1954 was up by almost 20 per cent over last year. The figures show 29,691 compared to 25,980 in 1953. Air hours of orientation came to 35,394 compared to 25,910 for 1953.

Those squadrons equipped for this activity provide the cadet six week-end flights during the year, each 30 minutes in length. The cadets actually see, feel and hear the things they have been reading about in their manual. Flights are conducted as laboratory exercises, the cadets receiving cockpit familiarization and observing the techniques of taxiing, take-off, landing, drift corrections, and straight and level flight. Instruments, pilotage, dead reckoning, radio aids, weather and cloud formation all take on meaning.

These flights are not only realistic experiences for the cadet but they offer the pilot flying proficiency time.

## DRILL MEETS

The Special Activities program provides an incentive for a limited number of outstanding cadets to take part in several extraordinary types of recreational, social and educational experiences. These are the International Drill Competition, the International Cadet Exchange, and the Flight Scholarship program.

For the first time in drill competition history all eight regions instead of five competed for the chance of entering the National Drill Competition, held at Minneapolis, Minnesota, on 31 July. These wings won the regional meets, thereby qualifying for the National Meet:

| <i>Wing</i>    | <i>Region</i>  |
|----------------|----------------|
| Ohio           | Great Lakes    |
| South Carolina | Middle East    |
| Kansas         | North Central  |
| Utah           | Rocky Mountain |
| New York       | Northeastern   |
| Puerto Rico    | Southeastern   |
| Louisiana      | Southwestern   |
| Hawaii         | Western        |

For the second time since the inception of drill competitions in 1947, Puerto Rico became the National title holder, winning the coveted Colonel George A. Stone CAP Memorial Trophy. A team of 40 outstanding U.S. cadets selected from each of the National participants went on to win the International Meet against Canada, on 28 August 1954, at the Minnesota State Fair. The CAP team was the second in drill competition history to bring the General Beau Trophy, the grand prize, back to the United States.

## AMBASSADORS OF GOOD WILL

The International Air Youth Exchange of the Civil Air Patrol is designed to unite the youth of participating nations through the common interest of aviation. At the same time the program gives American cadets an insight into life and aviation abroad. The program thus promotes goodwill and understanding through the intermingling of groups of different nationalities and cultures.

The first Exchange took place in 1948 between male cadets of the Air Cadet League of Canada and the Civil Air Patrol. In 1949 Great Britain joined the program and by 1950 there were six foreign nations involved. By 1954 the program had expanded to include the following 20 foreign countries: Belgium, Brazil, Canada, Denmark, Great Britain, France, Italy, Mexico, Portugal, Spain, Sweden, Switzerland, The Netherlands, Greece, Turkey, Norway, Chile, Cuba, Peru and Venezuela. The last four nations joined in 1954.

The Exchange cost us \$22,750 last year, and \$17,000 the year before. For what we think it accomplished, it was cheap. Foreign cadets are subsidized by their governments, aero clubs, etc. Individual foreign groups are hosted by various CAP wings.

Selection of cadets to take part in the Exchange is made with great care. Nominations are made by cadets, teachers, ministers and unit commanders. Candidates then go through an exhaustive screening, first by their squadron, then their group, followed by the wing. Selection criteria are a keen mind, a sound body, a strong character and superiority. In the past year, 141 U.S. cadets, 21 more than in 1953, and 40 adult escorts visited Exchange nations for a two-week tour. Foreign countries sent 139 cadets and 37 escorts.

Problems encountered in previous years concerning uniform items, immunizations, personal spending money, and passports and visas were relatively insignificant in 1954. The publication of CAPM 900-1 and CAPM 900-2 in December 1954 clarified the procedures and requirements for preparing cadets for both the International Exchange and the Drill Competition.

## EXCHANGE GIRLS

Alaska and Puerto Rico were added to Hawaii in 1954 to complete the territorial participation in the female cadet exchange program. Three girls were selected from each region to visit the three territorial wings and eight girls were picked from each of the three territories to visit the United States, involving a total of 48 participants and 12 escorts.

## FLIGHT SCHOLARSHIPS

The Michigan Wing has pioneered in the development of a Flight Scholarship Program for deserving cadets. The program, which is now entering its fourth year, has steadily been attracting more and more backers. The Maryland Wing has adopted the plan and a number of others are

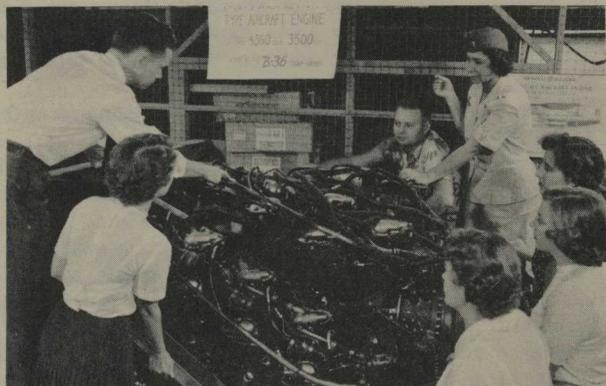


seriously considering it. The program entitles specially selected cadets to take actual flying lessons from local airport operators. Scholarships generally are donated by civic groups, service clubs, business firms, philanthropists, and others interested in advancing aviation including CAP members themselves. When fully developed the program can be expected to solve, in part at least, the problem of how to counter the alarming decline in applications for

private pilot licenses in the United States. This problem is real. In 1953, for example, the CAA granted only 14,000 pilot licenses. In 1947 more than 120,000 were issued.

A plan visualized by CAP to offset this downward trend would call for each CAP squadron to provide, or obtain, flight training sponsorship for a minimum of five qualified cadets annually. This would contribute about 10,000 new pilots every year to American aviation.

## AVIATION WORKSHOPS



Mrs. Helen J. Ward of Flint, Michigan, is a 66-year old teacher at Zimmerman Junior High and a CAP member. To prepare herself to teach her pupils a course in aviation fundamentals, she attended the CAP-conducted National Aviation Education Workshop at the University of Colorado in the summer of 1954. On her return she took up flying lessons at the local Bishop Airport and qualified for a CAA pilot's license, so that she could talk to her pupils as a "real pilot."

The response of the other 251 persons attending the 1954 National Workshop was similar, though not all took up flying. But before the Workshop came to a close, most of the 187 non-CAP members attending expressed an interest in either becoming members or working closely with their local CAP units on aviation educational projects.

Workshop students hear lectures on basic aviation by local and national authorities, make tours of airport facilities, take flights in light and heavy planes, construct and repair model airplanes, and discover, in general, the resources available to teach aviation education to youth.

Attendance at summer workshops, for which four semester credit hours were awarded, showed an increase in 1954. The CAP National Workshop at the University of Colorado drew 252 teachers, supervisors, administrators and CAP senior members, 100 more than the 1953 attendance. In addition, an estimated 287 teachers attended local and regional workshops sponsored by 10 colleges and universities throughout the country, five more than took part in 1953.

The Workshop program has grown to the extent where 25 universities are expected to conduct summer workshops in 1955. National Headquarters will assist by furnishing technical guidance.

The purpose of the aviation education workshop is to equip teachers and school administrators to conduct an accredited elective one-year aviation education course as part of the nation-wide CAP-High School Coordinated Program. CAP furnishes curricular materials. More schools have been joining. The program is now being carried by approximately 37 states with 176 schools taking part, 15 more than in 1953. About 5,800 students are enrolled, or 1,193 more than last year. CAP membership is not required, although the trend to join local CAP units is growing. Among the current high school enrolment in the course, 1,996 are CAP members or 497 more than the 1953 figure.

The program is steadily gaining the backing of college educators, state educational and aeronautics officials, and members of the aircraft industry, notably Fairchild Engine and Aircraft Corporation in Hagerstown, Maryland. These men look upon the program as the best means of bringing today's air world within the understanding of American youth. They have furnished speakers, materials, and funds in underwriting much of the cost of a number of forums conducted during the year to acquaint school superintendents with the aims of the program.

An outstanding example of the support the CAP aviation education program is winning among the states is seen in the case of Tennessee. That state's Bureau of Aeronautics in cooperation with the Tennessee Department of Public Instruction and the Tennessee Wing of the Civil Air Patrol provided room, board and tuition fees for 99 Tennessee teachers attending the 1954 National Workshop. These teachers spent a major part of their time preparing a curriculum for a state-wide aviation education program for Tennessee from elementary through the high school grades.

CAP units at the community level have been making steady progress in getting service, civic and fraternal organizations to provide scholarships for teachers and CAP instructors to attend workshops. Of the 152 participants attending the 1953 National Workshop, 98 were subsidized; in contrast, the expenses of 216 of the 252 attending in 1954 were paid for.

# SUPPLY AND MAINTENANCE

## NEW SUPPLY BILL

The big supply news of the year was the passage of H.R. 2274 on 27 May 1954. This was the CAP Supply Bill which became P. L. 368, 83rd Congress, 2nd Session. Its chief effect has been to nullify the restrictive provisions of the Federal Property and Administrative Services Act of 1949. This Act required that property excess to the needs of the Navy, Army and Air Force first had to be offered to and rejected by all government departments before it could be made available to Civil Air Patrol. Public Law 368 now authorizes the Secretary of the Air Force, with the approval of the Secretary of Defense, to furnish such property directly to Civil Air Patrol. When fully in force, the bill will enable CAP to secure better equipment faster.

## AIRCRAFT INVENTORY TO GO UP

Another noteworthy development has been the forthcoming assignment of more than 170 L-17 type aircraft to Civil Air Patrol on a loan basis. One of these planes was delivered in 1954. Delivery on the rest is expected to begin after 1 July 1955. The L-17 is a four-place aircraft, with two-way radio. It develops up to 205 horsepower, carries 40 gallons of fuel, and cruises at 130 mph. The L-17 Navions will be especially useful in search and rescue activities, in civil defense, and in providing familiarization flights for cadets. Further good news indicates that a 36-month supply of spare parts will be released by the Army along with the L-17's.

Normal attrition and non-availability of replacement parts caused a drop in the USAF on-loan aircraft inventory from a total of 573 aircraft (120 L-4; 82 L-5; 371 L-16) as of 31 December 1953, to 536 aircraft as of year's end, 1954 (107 L-4; 85 L-5; 343 L-16; 1 L-17). A lack of hangar space for protection against high winds accounted for damage to 38 on-loan aircraft during the year.

An in-commission rate of 70 per cent a month and a utilization rate of 14.6 hours per on-loan aircraft per month were achieved during the year. This compared to an average monthly rate of 9.3 hours for 1953. While the 1954 record still does not come up to the desired standard of 20 hours, it shows encouraging effort and progress to raise the quality of unit maintenance.



## DONABLE PROPERTY

Some 151 materiel projects, consisting mostly of communications, office and field equipment were established by National Headquarters for allocation to various field units. This amounted to 1,643 items having an original value of \$657,821.90. In addition, there were a number of special projects.

Most of the communications equipment came from the Army. The Navy donated certain miscellaneous types of supplies as well as a number of OY (liaison) type aircraft. The Decatur Signal Depot, Decatur, Illinois, donated 1,500 PE-108 power units and 458 BC 669 radio sets. The Disposal Section at Fort Sam Houston, Texas, furnished 118 PE 110 power units. And a special lot consisting of radio sets, power units, generators, transmitters and test sets was acquired from the Lexington Signal Depot, Lexington, Ky., having an acquisition value of \$401,959.07. We acquired additional amounts of excess equipment of indeterminate dollar value from local disposal units of other military installations.

## AIDS TO EXPANSION

It is evident that more communications equipment than aircraft parts was available from excess stocks. Much of it, however, required modification and additional components in order to be adapted for CAP use. These were bought largely out of personal funds. But the communications and electronics items procured during 1954 have provided the means for expansion and improvement of the CAP radio net.

Individual wings and squadrons have acquired airplane parts, administrative supplies, vehicle parts, and other items largely out of their own funds, generally derived from fund-raising drives, local donations and membership assessment.

While the shortage of first line operational supplies continues to be pressing, the supply picture has been brighter. Records administration and property control have been improved, owing in large part to a simplified revision of applicable supply regulations. Regional directors have been authorized materiel staff positions. Another forward step has been the establishment of a CAP Support Services Committee by the National Headquarters, appointments to which are made by the regional directors. The function of the committee will be to study and seek the answers to complex materiel problems that are inherent in CAP operations.

## A SOLUTION TO MAINTENANCE PROBLEMS

The maintenance problem, especially as it affects on-loan aircraft, continues to be a hard nut to crack. The legal restriction (in P. L. 368) on spending Air Force appropriated funds for CAP maintenance spares, the volunteer nature of the CAP maintenance effort, the lack of CAP maintenance men, the shortage of adequate maintenance facilities—all of these factors have continued to point up the continuing maintenance problem. That the in-commission rate showed a marked increase despite these difficulties is a tribute to all maintenance personnel throughout the organization.

The recently adopted IRAN (inspection, repair as necessary) concept of maintenance by AMC depots and USAF support bases has not been fully satisfactory. Many

of our on-loan type aircraft are over 10 years old and are being phased out of the Air Force active aircraft inventory. This makes support of these aircraft a burdensome matter because of limited availability of stock spares.

The best answer to come along in recent years to the CAP maintenance problem, and one that would open the door to large and continuous savings and improved operations, is contract maintenance. This refers to maintenance of on-loan CAP aircraft by private concerns under contract to the Air Force. For approximately \$750,000 a year, contract maintenance would provide benefits worth many times the cost. Faster maintenance service and improved aircraft utilization would result. In addition, it would eliminate handling and transportation costs incident to parts supply, special tooling, extensive ferrying of aircraft to maintenance depots. These were the main advantages.

Preliminary indications point to at least tentative approval of the plan by Air Force.

## LEGISLATIVE MATTERS

### THE COMPENSATION BILL

When CAP members volunteer their services, they knowingly volunteer some of their otherwise inherent legal rights in the event of injury or death while on official duty for the Air Force. While these duties are noncombatant, they involve an element of risk. Statistics show the number of CAP members killed or seriously injured to be low (70 fatalities in nine consecutive years of more than 50 million hours of flying: 1941-1950). Search and rescue missions, however, are dangerous.

Current regulations provide for care in a military hospital in the event of injury resulting from an authorized mission. But no provisions exist to compensate a CAP member in case of permanent or partial incapacitation. Nor can his survivors be compensated.

We believe the U. S. Government is morally obligated to protect our members and their widows against complete loss of income and support when accidents occur in connection with missions authorized by and for the benefit of the government. Particularly, when identical missions may be performed by military personnel. A vital need exists for the enactment of a bill to give authorized CAP members the same protection that is afforded any other employee of the government.

Such a bill was introduced in the last Congress but no action was taken on it. It would have extended the protection of the Federal Employees' Compensation Act to those of our members who were killed or injured while engaged in missions authorized by the Air Force. This would have provided the member or his widow and children compensation based on a monthly pay of \$300.

This bill is to be introduced in the 84th Congress. We are hopeful that the Congress will take recognition of

the sacrifices being made by CAP members over and beyond that of ordinary citizens. If enacted, the bill would provide compensation retroactive to World War II.

### STATE ASSISTANCE

In the various states CAP is in large measure an organization of local units devoted to service in their local areas. Each year more states recognize this fact and provide appropriations to help CAP units give better service on a state and local level.

We are pursuing our program for such state assistance. Last year, 15 of the 52 wings received such aid in amounts varying from \$750 to \$15,000. This money helped considerably in defraying administrative and operational costs in connection with those of our activities that benefitted the states and local communities. The money was spent for maintenance and repair of aircraft, utilities, operations and training equipment, aviation and automotive fuel, and many other things.

### LEGAL PROTECTION

The fact that we are a corporation and engage in extensive activities presents a constant possibility of litigation. So far as Air Force authorized missions are concerned, the U. S. assumes primary liability for injury to third persons and damage to their property resulting from these missions. We also carry commercial insurance coverage to protect the corporation against liability to third party persons with our other activities. To supplement this protection, we now have about 114 legal officers throughout the organization.

In 1954 no occasion arose to call upon the U. S. Government to satisfy any part of any judgment.

## THE CHAPLAINCY

There should be little doubt that the efficiency of men is highly dependent upon spiritual and moral values. This is the reason for our chaplains' program, which embraces the three major faiths.

At the beginning of the year we had 600 volunteer clergymen engaged in the three-fold mission of the CAP Chaplaincy; (a) to exert a spiritual influence on all CAP personnel; (b) to assist the home, church and school in the moral and citizenship training of the CAP cadets; and (c) to render other professional assistance to CAP such as youth leadership, public relations, recruitment program and related activities. Approximately 1200 more chaplains were still needed to provide full coverage in all units. This was the number one problem confronting the Chaplaincy.

The recruiting campaign was not as successful as it had been hoped, but it did produce results. A total of 235 new chaplains were recruited against 75 losses, leaving the Chaplaincy at the end of 1954 with a total of 760 active clergymen. This provided 42 per cent of the needed chaplain coverage.

Chaplain training conferences were held in each of



the eight regions and wing conferences were held in fifteen separate wings. These conferences were most successful and spurred the chaplains to greater activity.

The "Chaplains Guide," a 50-page handbook with a detailed cross-reference index, was published and distributed to all chaplains during July. Action was taken to incorporate the moral and citizenship phase of the chaplain program into the cadet training program. In the 18 months' cadet training schedule time was allotted for 15 talks to be given to all cadets by the chaplains. This integration was incorporated into a cadet training directive. Also, 20 topics deemed best suited for CAP cadets were extracted from the character guidance topics contained in various Air Force pamphlets and published in one special handy manual. CAP chaplains are now using this manual to prepare their talks to the cadets.

The program for the immediate future calls for a considerable increase of clergymen, a decrease of chaplain losses, and the exertion of greater moral and spiritual influence throughout the Civil Air Patrol.

## INFORMATION SERVICES

During 1954 several major changes were effected in our informational program. The National Headquarters Public Information Office was reorganized in accordance with the new Air Force concept of Information Services. Under this concept the Office of Information Services now includes public information, a considerably expanded internal information section, and a historical section.

Recognizing our greatly increased scope of operations, the Air Force in October authorized three additional military and seven civilian spaces. Selection of the civilians to fill the new spaces was completed in December. Two officers and three airmen authorized under the new program had not yet been assigned when the year ended.

During 1954 we completed an exhaustive analysis of the Public Information programs of the various CAP wings. A long-range plan to remedy defects in the program and to promote maximum utilization of the PIO national network throughout the nation was developed and put into effect as the year ended.

We put one phase of the new long-range plan to work early in the fall. This phase provides for increased assistance to the Air Force in its program to obtain public understanding and support. In keeping with this objective Public Information Officers in the 2,472 units of CAP were called upon to assist in publicizing the new Air Force Academy and recruiting applicants for it. A complete kit of promotional materials was supplied by National Headquarters Office of Information Services.

Available reports show that 469 young men were known to have applied for the Air Force Academy as a direct result of efforts by CAP units.

A major accomplishment during the year was publication of a Public Information Officer's Guide for Civil Air Patrol PIO's. This is a complete "how-to-do-it" handbook

for PIO's written in easy-to-read language, illustrated with cartoons. By the end of the year salutary effects of this book were not only plainly evident, but the guide had received acclaim from a number of sources in the news media field and public relations profession.

News clippings received at National Headquarters indicated outstanding press coverage for CAP during 1954. During the last six months of the year we received the following:

160 full-page spreads including photos and text.

2315 other newspaper stories and photos.

Spot checks have shown that less than 35 per cent of the newspaper stories on Civil Air Patrol come in to National Headquarters.

## A LOOK TO THE FUTURE

The steady growth of CAP over the past few years showed a marked upsurge in 1954, and was particularly evident as the year ended. Several notable projects are marked for special attention in coming months:

Direct support of the Air Force through our nationwide public relations program will be expanded.

A detailed analysis of CAP resources will be made and up-to-date evaluation of our war and peacetime capabilities against requirements will be completed.

Scope of support to be provided by CAP to the Continental Air Defense Command and to the Federal Civil Defense Agency in time of emergency will be established.

In addition there will be developments in these fields:

- Assistance in the selection of CAP cadets for nomination to the new Air Force Academy.

- Creation of a vigorous audio-visual educational program.

- An opinion survey of approximately ten per cent of our membership.

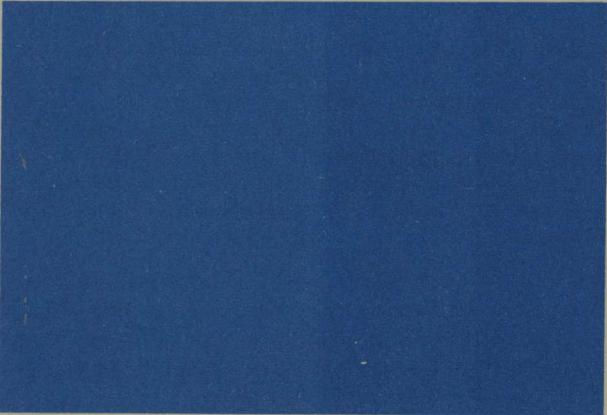
Meanwhile, certain immediate problems await solution. Printing requirements to furnish needed materials to the members, particularly training materials, greatly exceed our capability since use of the Government Printing Office has been taken away from us. Funds are available to satisfy less than 25 per cent of our printing needs. Distribution of printed materials costs about \$30,000 per year and funds will not be readily available after 1 July 1955 when the franking system will be abolished by the Air Force.

## CONCLUSION

While we seek the answers, we feel that we emerged from 1954 in a stronger position than ever. The trend of consistent, basic progress evident in recent years was even more pronounced in 1954. The end of the year found CAP stronger and better equipped to serve the nation than ever before. Wing and unit personnel throughout the organization had developed into better planners and administrators. More people across the nation know about CAP and supported its objectives than ever before. This consistent progress over the past few years we believe supports our conviction that the ultimate objectives spelled out so idealistically in our charter are not visionary objectives, but are goals which we and the nation can confidently expect CAP to achieve in the not-too-distant future.



# Statistical Highlights 1953 vs 1954



## SEARCH MISSIONS

|                     | 1953                 |        | 1954                          |      |                             |        |
|---------------------|----------------------|--------|-------------------------------|------|-----------------------------|--------|
|                     | <i>ARS and other</i> |        | <i>CAP</i>                    |      | <i>Other agencies Total</i> |        |
| No.                 | 96                   | Not Av | 110                           | 100  | 60                          | 110*   |
| Sorties             | 6,505                | 2,642  | 6,056                         | 784  | 1,911                       | 8,751  |
| Flying Hours        | 12,290               | 7,505  | 10,671                        | 2211 | 5,368                       | 18,250 |
| Objective located   | 18                   | N/A    | 17                            | 15   | 46                          | 78**   |
| No. CAP part. pers. | 6,825                | N/A    | 9,062 (7593 sen'rs; 1469 cad) |      |                             |        |
| No. CAP aircraft    | 1,954                | N/A    | 2,221                         |      |                             |        |

\*Of the total of 110 search missions, CAP participated in all.

\*\*Information as to the locator of the objective was available on only 78 missions (according to ARS report). Mission reports missing on six of the missions included above. Rest were suspended missions with no objective located.

## OTHER MISSIONS

(Evac, false, and other)

|              |     | <i>Other</i> |            |                 |              |
|--------------|-----|--------------|------------|-----------------|--------------|
|              |     | <i>CAP</i>   | <i>ARS</i> | <i>Agencies</i> | <i>Total</i> |
| No.          | N/A | 59           | 17         | 7               | 59***        |
| Sorties      | N/A | 276          | 124        | 131             | 531          |
| Flying hours | N/A | 424          | 206        | 159             | 789          |

\*\*\*Of the 59 "other" missions, CAP participated in all.

These were in addition to search missions. Sixteen of these were false, one was miscellaneous, remaining were evacuation missions. Of the 42 evac missions, CAP alone committed aircraft on 36 missions.

## TOTAL MISSIONS ACTIVITY

|              |     | <i>Other</i> |            |                 |              |
|--------------|-----|--------------|------------|-----------------|--------------|
|              |     | <i>CAP</i>   | <i>ARS</i> | <i>Agencies</i> | <i>Total</i> |
| No.          | N/A | 169          | 117        | 67              | 169*         |
| Sorties      | N/A | 6,332        | 908        | 2,042           | 9,282        |
| Flying hours | N/A | 11,095       | 2417       | 5,527           | 19,039       |

\*Of the total of 169 missions, CAP participated in all.

## AIRCRAFT WRECKAGE MARKING MISSIONS

|                             | 1953  | 1954                            |
|-----------------------------|-------|---------------------------------|
| No.                         | 30    | 20                              |
| No. aircraft utilized       | 182   | 222                             |
| No. CAP pers. participating | 1,095 | 1,689—936 seniors<br>756 cadets |
| Flying hours                | 777   | 712                             |

## CAP-GOC MISSIONS

|                             |       |                                     |
|-----------------------------|-------|-------------------------------------|
| No.                         | 117   | 161                                 |
| No. aircraft utilized       | 1,300 | 1,542                               |
| No. CAP pers. participating | 3,531 | 5,429—3,978 seniors<br>1,451 cadets |
| Flying hours                | 3,943 | 4,486:36                            |

|                             |      |                                   |
|-----------------------------|------|-----------------------------------|
| CAP-FCD EXERCISES           |      |                                   |
|                             | 1953 | 1954                              |
| No. conducted               | 6    | 11                                |
| No. CAP aircraft            | 51   | 204                               |
| Flying hours                | 140  | 455                               |
| No. CAP pers. participating | 354  | 1,735—1,006 seniors<br>729 cadets |

|                     |         |                       |
|---------------------|---------|-----------------------|
| ON-LOAN AIRCRAFT    |         |                       |
| No.                 | 565     | 536<br>(as of 31 Dec) |
| Flying hours        | 61,795  | 79,419                |
| Average utilization | 9.3 hrs | 14.6 hrs              |

|  |     |              |
|--|-----|--------------|
| OTHER AIRCRAFT   |     |              |
| Corporate-owned  | N/A | 150          |
| Member-owned   | N/A | 4,650 approx |
| Pledged (by non-CAP individuals in event of emergency) | N/A | 1,284        |

|                                  |        |   |
|----------------------------------|--------|---|
| SARCAP TRAINING MISSIONS         |        |   |
| No.                              | 54     | 54<br>(1 per wing)                      |
| No. CAP pers. participating      | 11,404 | 13,876<br>8,975 seniors<br>4,901 cadets |
| No. aircraft utilized            | 1,813  | 1,793*                                  |
| Flying hours                     | 6,738  | 5,258*                                  |
| No. Individual SARCAP Missions   | 26     | 25                                      |
| No. CAP personnel participating  | 1,989  | 2,752                                   |
| Individual Missions              |        | 1,619 seniors<br>1,113 cadets           |
| No aircraft participating        | 285    | 372                                     |
| Individual Missions              |        |   |
| Flying Hours—Individual Missions | 1,573  | 1,366                                   |

\*Decrease due mainly to new policy of not permitting non-CAP members to fly on Air Force authorized missions.

|                           |       |                            |
|---------------------------|-------|----------------------------|
| USAF ECI ENROLLMENT       |       |                            |
| New enrollments (seniors) | 1,179 | 3,585<br>(as of 30 Sep 54) |

|                 |       |        |
|-----------------|-------|--------|
| RATED PERSONNEL |       |        |
| Pilots          | 9,345 | 12,756 |
| Observers       | 1,053 | 1,833  |

|                              |       |       |
|------------------------------|-------|-------|
| CADET ENCAMPMENTS            |       |       |
| No. encampments              | 40    | 41    |
| No. AF bases participating   | 39    | 35    |
| No. cadets participating     | 6,346 | 7,422 |
| No. reservists participating | 300   | 222   |

|                                    |          |                                 |
|------------------------------------|----------|---------------------------------|
| INTERNATIONAL CADET EXCHANGE       |          |                                 |
| No. countries participating        | 17       | 21                              |
| No. cadets exchanged               | 120 U.S. | 141 U.S.<br>120 Frgn 139 Frgn   |
| Additional countries participating |          | Chile, Cuba,<br>Peru, Venezuela |

#### COORD CAP HS-AVN EDUCATION PROGRAM

|                       |        |        |
|-----------------------|--------|--------|
|                       | 1953   | 1954   |
| No. of high schools   | 161    | 176    |
| Total enrollment      | 4,304  | 5,797  |
| CAP members           | 1,499  | 1,996  |
| Non-CAP members       | 2,805  | 3,801  |
| Total classroom hours | 35,445 | 40,518 |

|                                    |        |        |
|------------------------------------|--------|--------|
| CADET ELECTIVE TRAINING ACTIVITIES |        |        |
| No. of cadets                      | 29,222 | 41,845 |
| Hours of instruction               | 12,041 | 15,100 |

|                          |        |        |
|--------------------------|--------|--------|
| CADET FLIGHT ORIENTATION |        |        |
| No. of cadets            | 25,980 | 29,691 |
| Hours of flight          | 25,910 | 35,394 |

|                                     |        |        |
|-------------------------------------|--------|--------|
| INSTRUCTION BY RESERVISTS TO CADETS |        |        |
| No. Reservists (AF, Army, Navy)     | 1,290  | 1,874  |
| Hours Instruction                   | 14,507 | 27,531 |

|                              |     |       |
|------------------------------|-----|-------|
| CADETS ENTERING ARMED FORCES |     |       |
| Air Force                    | 490 | 745   |
| Army                         | 218 | 232   |
| Navy (including Marines)     | 224 | 206   |
| Total                        | 932 | 1,183 |

|                           |        |             |
|---------------------------|--------|-------------|
| DRILL COMPETITION         |        |             |
| No. regions participating | 5      | 8           |
| National winner           | N.Y.   | Puerto Rico |
| International winner      | Canada | U.S.        |

|                                    |     |     |
|------------------------------------|-----|-----|
| AVIATION EDUCATION WORKSHOPS       |     |     |
| No. participants—national workshop | 152 | 252 |
| No. local & regional workshops     | 5   | 10  |
| No. of subsidized participants     | 98  | 216 |

|                           |                               |                               |
|---------------------------|-------------------------------|-------------------------------|
| CAP PERSONNEL             |                               |                               |
| Cadets                    | 35,928 males<br>8,639 females | 40,048 males<br>9,506 females |
| Seniors (paid membership) | 44,567                        | 49,554                        |
| Total personnel           | 31,149                        | 36,953                        |
| Total units               | 75,716                        | 86,507                        |
|                           | 2,248                         | 2,472                         |

|                    |     |     |
|--------------------|-----|-----|
| MILITARY PERSONNEL |     |     |
| Officers           | 108 | 113 |
| Airmen             | 196 | 196 |
| Civilian           | 69  | 81  |
| Total              | 373 | 390 |

|                |       |       |
|----------------|-------|-------|
| COMMUNICATIONS |       |       |
| Total Stations | 7,302 | 9,188 |
| Fixed          | 2,650 | 4,073 |
| Mobile         | 4,360 | 4,687 |
| Airborne       | 292   | 428   |

Available reports show that 469 young men were known to have applied for the Air Force Academy as a direct result of efforts by CAP units.

The Civil Air Patrol

**"SEMPER VIGILANS"**



**ANNUAL REPORT**

**1954**