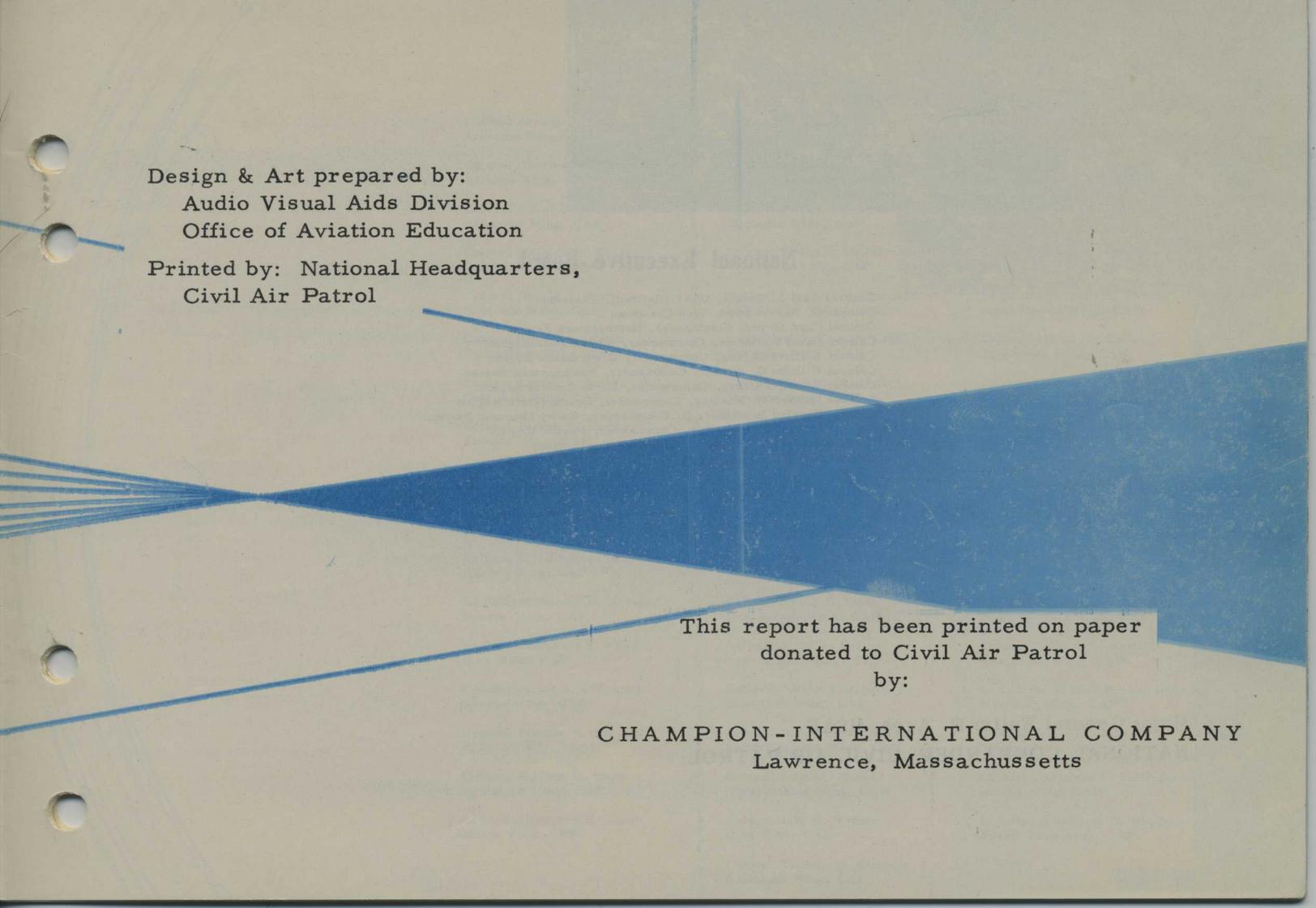


CIVIL AIR PATROL

ANNUAL REPORT



1955



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AVIATION EDUCATION

The activities in Aviation Education accomplished during 1955 fall into six (6) major categories: Materials of Instruction; Scholarships; Leadership Training; Aviation Education Workshops; Coordinated CAP-High School Aviation Education Program; and the official Model Building Kit.

Materials of Instruction

The aviation education projects during 1955 clearly indicate substantial progress. In the area of materials of instruction, 1955 saw unparalleled support from the Finance Committee, the National Executive Board, and the National Board in the form of an appropriation to establish a Revolving Fund for the production of six (6) booklets and six (6) color, sound filmstrips to replace the present manual, CAP Vol. I, Book II. By the close of 1955, the first booklet and filmstrip, entitled Aviation and You, had been produced and was being distributed to regions, wings, groups, squadrons, and individual senior and cadet members who placed orders with National Headquarters.

Scholarships

This year saw the establishment, for the first time, of two (2) national scholarships for outstanding Civil Air Patrol cadets. The scholarships were established as follows:

Mr. Bernard G. Davis, president of the Ziff-Davis Publishing Company of New York, has provided a four-year complete tuition scholarship i

AVIATION EDUCATION



Aeronautical Engineering at the Massachusetts Institute of Technology for an outstanding Civil Air Patrol cadet.

This scholarship is to be known as the "William B. Ziff Memorial Scholarship", given in memory of Mr. Ziff, deceased partner of the Ziff-Davis Publishing Company, whose life and career were devoted to the growth of American air power and the development of aeronautical knowledge among the youth of America. The scholarship begins with the fall term of 1956.

Colonel William Woods Plankinton, CAP, has donated \$4,000 to be used for the William Woods Plankinton Scholarship in Aeronautical Engineering at the Massachusetts Institute of Technology for an outstanding Civil Air Patrol cadet.

The William Woods Plankinton Scholarship will amount to \$1,000 per year for a period of four years. The scholarship begins with the fall term of 1956.

Leadership Training

One of the high lights of 1955 was the Civil Air Patrol Conference on Educational Leadership, conducted 10-11 December at the Willard Hotel. In addressing the opening session of this conference, the Honorable Donald A. Quarles, Secretary of the Air Force, noted that the current Air Force need was to maintain its deterrent strength and that aviation education and the training of youth for aviation careers made a very significant contribution to this need.



Aviation Education Workshops

During the summer of 1955, Civil Air Patrol's encouragement of, and participation in, aviation education workshop projects showed a continued expansion. Thirty-one (31) colleges and universities offered aviation education workshops in cooperation with Civil Air Patrol and other sponsoring agencies, with a total attendance of eight hundred and eighteen (818) teachers.

An interesting development in aviation education workshops started during 1955 in the Maryland Wing. In Baltimore, in cooperation with the Baltimore City Schools, the Maryland Wing of Civil Air Patrol and the Air Force Reserve Center, several Maryland teachers who had attended a previous National Aviation Education Workshop spearheaded a year-long in-service workshop program that attracted one hundred and eighty (180) teachers who spent one afternoon a week studying aviation education and visiting various centers of aviation. It is anticipated that this type project will be undertaken by other wings and will constitute an increase on the part of Civil Air Patrol in terms of aviation education for teachers. These teachers, in turn, can be relied upon to make a contribution to Civil Air Patrol either in a high school program or by helping in squadrons.

Coordinated CAP-High School Aviation Education Program

During 1955, Civil Air Patrol's cooperation with the high schools of America showed a steady increase as compared to 1953 and 1954. During 1955, there were one hundred and ninety-nine (199) high school programs reported by Civil Air Patrol units, with an enrollment of one thousand, seven hundred ninety-nine (1,799) Civil Air Patrol members and four thousand, forty-three (4,043) non-Civil Air Patrol members.

Model Building Kit

This year saw the completion of a three-year project wherein Civil Air Patrol officially adopted a model building kit designed for use in conjunction



with either squadron cadet training activities or aviation education programs in schools. The model building kit is being manufactured by Berkeley Models, Inc., 25 Hempstead Gardens Drive, West Hempstead, Long Island, N. Y., and is known as the official Civil Air Patrol Model Building Kit.

PERSONNEL

The increase in the number of aeronautical ratings granted during 1955 compared equally with the number rated in preceding years. During the calendar year of 1955 there were 3,467 new pilots and 792 new observers added to the organization. During this same period there were 2,964 CAP officers appointed or promoted to a higher grade.

The gain in senior membership over the past year has been a controlled growth with each wing having a definite ceiling on the number of members permitted. The emphasis has been on quality of membership rather than quantity. It has been planned for the senior membership to be limited to 50,000 highly qualified and skilled members. Over 65% of the senior members renewed their membership during 1955 indicating an experienced group of members. The senior statistics for 1954 and 1955 are shown below:

	<u>1954</u>	<u>1955</u>
New Senior Members	15,641	13,997
Renewed Senior Members	<u>23,112</u>	<u>25,455</u>
TOTAL	38,753	39,452

The cadet membership in the Civil Air Patrol has shown a normal and orderly increase in number over the past year. At the end of 1954 we had 49,554 cadets and at the end of 1955 we had 50,547 cadets enrolled in the cadet program. The ultimate membership goal is 100,000 active cadets



participating in our program. During the year just ended, a directive was issued requiring cadets to renew their membership each year thereby insuring that only active cadets are included in our statistics.

The number of CAP units has also shown an increase over the past years. In 1954 we had a total of 2,472 CAP units but at the end of 1955 our number of units had increased to 2,594. The units are broken down by type below:

Regions	8
Wings	52
Groups	184
Senior Squadrons	1391
(Separate) Cadet Squadrons	215
(Attached) Cadet Squadrons	744
TOTAL	<u>2594</u>

SUPPLY & MAINTENANCE

The major item for the year of 1955 insofar as Supply and Maintenance are concerned, was the publication of the revised AFR 65-46, dated 30 December 1955. This revised regulation established procedures for (1) providing and maintaining supplies and equipment for the Civil Air Patrol; (2) the disposition of property received from agencies of the Department of Defense which becomes excess to CAP requirements; and (3) the support of Air Force personnel assigned to National Headquarters, CAP (CAP-USAF) and for its liaison offices pursuant to authority contained in PL 557, 80th Congress (62 Stat. 275; 5 U. S. C. 626m) as amended (JAAF Bulletin 19, 1948) and as further amended by PO 368, 83rd Congress (68 Stat. 141; 5 U. S. C. 6261) (AF Bulletin 7, dated 1 July 1954).

Resume of changes resulting from AFR 65-46 revision.



New:

(1) Sale of excess property to CAP: The Commander, CAP-USAF can make arrangements for CAP to purchase property that is considered excess and available for sale by the military services.

(2) Prohibits the loan of excess material to CAP.

(3) Authorizes the Air Force to defray cost of transportation for property donated by the Department of Defense to initial point of receipt.

Changes:

(1) Air Force bases and depots are authorized to provide manpower and facilities for maintenance on all CAP property and equipment beyond the capability of CAP. This will have to be accomplished without interfering with the primary mission of the installations.

(2) Parts and supplies used that are not obtained from excess stocks will require reimbursement by CAP units.

Additional Aircraft - Sales of PA-18 aircraft to Civil Air Patrol were resumed in October 1955. The conditions under which these aircraft may be purchased have been changed so that the aircraft will remain in the CAP program instead of becoming the property of individuals. The purchase price has also been reduced so that the average now is approximately \$600.00. There are approximately 160 aircraft that are, or will be, available for purchase by CAP units.

Aircraft Utilization - The USAF on-loan aircraft utilization and in-commission rates continued to improve during the year. The utilization rate increased to a national average of 16.5 hours per aircraft; last year it was 14.6. The average in-commission rate went from 70% during 1954 to 75% for 1955. Both have been continually stressed throughout the year by the commanders at all levels and aircraft have been reassigned to other units when rates fell below desired minimum, unless there were extenuating circumstances. It is essential that high in-commission and utilization rates be maintained if the small number of aircraft available are to



partially satisfy the requirements of the large number of units and members that are always seeking more flying time.

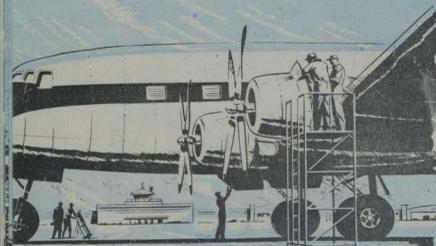
Donable Property - During 1955 a total of 272 projects for donable material were established by this headquarters which was an increase of 121 over the year 1954. Original acquisition cost of this equipment amounted to \$2,542,005.24. During 1955 Public Law 61 was passed by the 84th Congress authorizing the Civil Air Patrol to acquire vehicles from the Departments of the Army and Navy. This headquarters is awaiting a decision from USAF on donation of Air Force vehicles. The Middle East and Pacific Regions were the leaders in obtaining vehicles; the Delaware and Maryland Wings acquired theirs from the Letterkenny Ordinance Depot while the California Wing was active at Naval Installations throughout the state. The Civil Air Patrol continued to receive OY-2 (liaison) type aircraft from the Navy along with a quantity of spare parts.

Reportable excess listings screened by this headquarters produced fewer items than were obtained in 1954. This is due, primarily, to a larger percentage of the equipment generated by the three services being absorbed within the Dept. of Defense. The Civil Air Patrol relationship with the Materiel Redistribution Division, Busanda, Dept. of the Navy, continues to be excellent. Non-reportable equipment acquired by the liaison officers consisted mainly of communications equipment, office furniture, vehicles and miscellaneous equipment of indeterminate dollar value.

LEGAL

1. The Compensation Bill (S:1135-HR:3936)

The CAP Compensation Bill was introduced into the 84th Congress and a hearing before the sub-committee of the Senate Armed Services Committee was held on 18 July 1955. However, before any action could be



taken upon the bill, Congress adjourned. The Compensation Bill, if passed, will provide protection under the Federal Employees Compensation Act to CAP members who are injured or to their dependents if killed while engaged on official AF-authorized missions pursuant to Public Law 557, 80th Congress, 2nd Session.

No provisions presently exist to compensate CAP members or their survivors in the case of partial or permanent disability. It is felt that, despite the fact that CAP members conscientiously and patriotically volunteer their services to their government, the extent of assumed risk on the part of such members should not be presumed to the loss of life or incapacitating injury.

2. State Appropriations for the Benefit of CAP Wings

Due to the outstanding performances of CAP during the past year, more and more states are recognizing the great value and potential of CAP. This can be attested by the fact that in 1955, 18 CAP wings received state financial assistance, directly or indirectly, in amounts ranging from \$2,000 to \$38,000 a year. These funds help defray the costs of administration, fuels, repair and maintenance, and many other expenses necessary to the accomplishment of CAP's mission.

3. Legal Protection.

CAP has approximately 162 legal officers assigned to wings and subordinate units. This provides the organization with a sense of protection and security against litigation that may arise in connection with CAP's activities.

Additionally, CAP has renewed its commercial insurance coverage to protect itself and its members against liability for injury to third-parties or damage to their property while engaged in CAP activities. The United States assumes primary liability to third-parties while engaged in official Air Force-authorized missions.



CAP members who wish personal protection must carry their own personnel insurance.

COMMUNICATIONS

1. As in previous years, CAP communications were ready to cope with the hurricanes and the floods both on the Atlantic Seaboard and Pacific Coast. These disasters have had a by-product in that they have done much to improve the over-all efficiency of CAP communications as well as causing revisions to provide better mobility.

2. In 1955, added emphasis was placed on mobility of communications. The facility count is as follows:

	1954		1955
Fixed (HF & VHF combined)	4,073	HF-2945	5,219
		VHF-2238	
Mobile (HF & VHF combined)	4,687	HF-3507	6,687
		VHF-3180	
Aircraft (HF & VHF combined)	428	HF-232	591
		VHF-359	
	<hr/> 9,188		<hr/> 12,497
TOTAL LICENSES	9,011		10,561

The increase of facilities in 1955 over 1954 greatly improved our nationwide coverage.

3. Equipment acquired in 1955 was somewhat better than the previous year -- we acquired 1000 power units which were distributed throughout the nation improving our emergency potential. Commercial equipment still remains pretty much the same with quite a few Riesner sets being purchased for mobile and aircraft use. Gonset equipment is still quite popular with the CAP members. In addition to Reisner, Gonset, Circo and

Lettene, the Aeronautical Electronic Inc. is manufacturing a single channel 6, 12 & 110 volt VHF transceiver which is usable in our program.

4. Other factors which have helped in improving the effectiveness of the program are:

a. Interest of the National Commander's Communications Committee.

b. Increased interest on the part of the Regional Commanders in Civil Air Patrol communications.

5. The same problems that faced the program at the outset of 1955 were still existing to a greater or lesser degree at the end of 1955.

a. The voluntary nature of the organization with its high personnel turnover is reflected in the communications program by large numbers of radio stations which are inactive although their licenses remain current in the license file. The result of this condition can be a misleading total in the number of radio stations and an unfair basis on which to make reports and future plans.

b. Lack of equipment has been another serious deterrent to the growth of the program.

6. Despite the problems facing the CAP communications program in 1955, it was a fruitful year in terms of progress made. Almost 4,000 radio facilities were added to the total, of which 2,000 were mobile facilities. Considerable progress has been made in increasing the VHF/HF ratio and the number of VHF aircraft stations. Net-type organization and operation has largely replaced the loose operation generally prevalent a year ago.



SENIOR OPERATIONS

I. SEARCH AND RESCUE

Civil Air Patrol enters into the Air Force's search and rescue program by furnishing an established wide-spread search and rescue organization throughout the United States, Alaska, Hawaii and Puerto Rico which functions on request from USAF. The CAP units are under the operational control of Air Rescue Service while on such missions. Air Rescue Service uses CAP to augment its search and rescue forces to the extent that an entire search may be conducted entirely by Civil Air Patrol personnel and equipment, with ARS personnel monitoring and supervising the operation. As a comparison, during 1955 Air Rescue Service requested CAP assistance on a total of 168 search and rescue missions. CAP conducted 49 of these missions with its own resources and participated in the remaining missions in conjunction with the USAF, U. S. Navy, U. S. Coast Guard, ARS, etc. CAP provided over 9,000 personnel for search and rescue missions, and flew a total of 14,983 hours. The total flying hours logged by Air Rescue Service and all the other agencies participating in search and rescue was 29,393.

II. CAP - CIVIL DEFENSE OPERATIONS

Civil Air Patrol assists Civil Defense agencies in accomplishing the mission of passive defense in case of enemy attack. The FCDA and CAP are in the process of drawing up a policy agreement whereby the Civil Defense and CAP will cooperate and work together at state and local levels. The CAP furnishes a self-supporting air arm to Civil Defense at the request of the Governor or the State Director of Civil Defense. This force is used to assist in evacuation, re-supply, reconnaissance, and mutual support, as required. During 1955 CAP flew approximately 600 hours, utilizing 2507 personnel, to train for their support of Civil Defense.



In addition to the above, 77 missions were completed to fly aircraft over Ground Observer posts to provide training for these personnel in reporting such aircraft. These missions to support Air Defense Command required approximately 3,000 flying hours and 3,491 personnel participated.

III. DISASTER MISSIONS

Other missions performed by Civil Air Patrol are in cooperation with the Red Cross on a national basis and with the local authorities during floods or other major disasters. Many CAP personnel and units distinguished themselves during the recent floods in the northeastern and western areas of the United States.

IV. INTERNATIONAL CADET EXCHANGE

The 1955 International Cadet Exchange of the Civil Air Patrol was successfully completed during July and August. Israel participated for the first time making a total of 21 foreign countries. A total of 145 CAP cadets and 42 adult escorts participated in the program. A like number visited the United States from the various foreign countries. Even though the cost of the Exchange program increases each year, as new countries are added, the value of this program cannot be measured in dollars and cents but rather in world-wide goodwill and understanding.

Always a popular phase of the annual Exchange, the Intranational Cadet Exchange was conducted between the continental wings and the territorial wings of Alaska, Puerto Rico and Hawaii. A total of 24 girls in groups of eight visited the three territorial wings and an equal number from the territorial wings visited South Carolina, Wisconsin, and Maine.

V. DRILL COMPETITION

The International Drill Competition between the Civil Air Patrol and the Canadian team was held at Downsview Airport in Toronto, Canada, on 27



August. Although the Civil Air Patrol team was defeated, both teams put on a drill exhibition before 35,000 people at the Canadian International Exposition. Ed Sullivan, Master of Ceremonies at the exposition, was so impressed by the CAP team that he invited them to appear on his nationwide TV program, "The Ed Sullivan Show", from New York the following evening. The cadet team was the first act on the show and was a credit to the entire organization.

VI. TRAINING

Much time is spent in training to increase the proficiency of the Civil Air Patrol personnel for search and rescue missions. Each year every CAP wing conducts a "Wing Effectiveness Evaluation Check" known as a "SARCAP" (Search and rescue Civil Air Patrol) under the supervision of Air Rescue Service personnel. This is a practice mission with all phases of an actual search simulated. The purpose of this mission is to evaluate the capability of Civil Air Patrol to support the Air Rescue Service in search and rescue.

Other activities of the Civil Air Patrol senior members are the orientation flights of the CAP cadets. The purpose of the flights is to stimulate the interest of the cadets in aviation. Fuel and lubricants used on these flights are paid for by CAP.

Proficiency flights and ground training are given regularly to increase the proficiency of the CAP pilots. A great deal of time is spent by the CAP pilots in the study of terrain, meteorology, and navigation to better qualify them for their mission of search and rescue.

JET ORIENTATION COURSE

The first Civil Air Patrol Jet Orientation Course was held at Tyndall AFB, Florida, 24 July through 3 August 1955.



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 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 certificates per wing was set.

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 - this goal was met.

The Air Force will award the grade of Airman Third Class to a boy enlisting if he possesses a CAP "diploma".

The number of certificates issued in the last few years has been steadily increasing.

<u>Year</u>	<u>No. of Certificates</u>
1955	2094
1954	296
1953	296
1952	11
1951	3
1950	1

LIVING AT THE ENCAMPMENT

A high point in the cadet program 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.

The breakdown of the 1955 encampments over 1954 encampments is as follows:

	1954	1955
Number of encampments	41	46
Number of AF bases participating	35	33
Number of cadets participating	7,422	8,963
Number of AF Reservists participating	222	213

SENIOR TRAINING

USAF EXTENSION COURSE INSTITUTE

In the past, the Extension Course Institute extended to CAP senior members the privilege of enrolling and participating in their correspondence courses. Now, not only may senior members improve their administrative and technical knowledge through ECI, but Headquarters, United States Air Force and Air University have approved the participation of outstanding CAP cadets in the correspondence courses.

These courses, similar to the resident technical courses offered by the Air Force to its members, are especially valuable to CAP members without military experience.

In fact, enrollment in, or successful completion of the Officer Candidate Correspondence Course is necessary for senior members to qualify for appointment or promotion as a CAP officer. Moreover, each senior member must enroll in and complete a prescribed number of volumes of this same course, within 12 months of attaining permanent membership in CAP. The value of this course lies in the fact that CAP staff assignments are analogous to those of the Air Force.



Participation by senior members in ECI during 1955 exceeded that of previous years combined. From March 1951, when CAP members were authorized to participate, to 31 December 1954, 3690 senior members enrolled. However, in 1955, 4204 new senior member enrollments were processed by ECI, making a grand total of 7894 enrollees.

TRAINING MATERIALS

CAP Manual 50-1, Senior Training Program, which consists of 18 lesson plans for instructors was reproduced (5000 copies) to satisfy the evergrowing needs of new and old units, for implementation of the senior training program.

Supplement #2 of CAP Pamphlet 8, Film and Filmstrips, was printed and distributed to all CAP units. Each CAP region was provided with sufficient copies of a list of all Army, Navy, and Air Force ROTC units and Reserve Training Centers within its geographic proximity in order that they may make distribution to all their wings, groups, and squadrons. These lists provide the location of military units from which the CAP unit commanders may request qualified instructors and training materials to amplify and improve their cadet and senior training programs.

RESERVISTS

The Army, Navy, and Air Force have authorized their reservists to participate on a non-pay status in the CAP program, and thereby earn points toward retention and retirement.

Air Force reservists may earn credit by performing duty in the areas instruction, aircraft maintenance, administration and liaison.

Army reservists may participate by conducting military instruction, or by performing other military duties as approved by their respective Military District Chiefs. Naval reservists are required to be utilized as instructors in the CAP program.



CAP CHAPLAINS

Chaplains throughout the 52 wings of the Civil Air Patrol continued to serve faithfully and well the personnel of their respective units during the year 1955. The conducting of religious services, the delivery of character guidance lectures, the supervision of the showing of religious and moral films, the holding of consultation and personal conference periods, visitations to the homes of cadets and the performance of other professional duties fully occupied the attention and time set apart by the already busy clergymen serving as CAP chaplains.

The year 1955 witnessed an increasing number of chaplains serving voluntarily at summer encampments. Three (3) CAP chaplains were selected to accompany cadets as senior escorts in the 1955 International Cadet Exchange Program. Approximately 350 chaplains were in attendance at the eight regional chaplain conferences held during the year 1955. Many of the 800 CAP chaplains reported on the wing semi-annual rosters as of 31 December 1955, who were unable to attend their respective regional chaplain conferences, were in attendance at their annual wing chaplain training conferences.

Two prominent and enthusiastic Civil Air Patrol chaplains were elected by their respective communities as "Man of the Year". The service rendered to their local communities as CAP chaplains was a real factor considered in their election. The CAP organization and especially the CAP Chaplaincy was justifiably proud of the honor bestowed upon these two chaplains.

Due to a recent policy established by National Hq in 1955, more chaplains traveled more miles in the interest of the CAP chaplaincy. The policy referred to authorizes one (1) chaplain of any one denomination to travel to the annual conference of his church by military aircraft, space available basis, for the purpose of presenting the CAP Chaplain Program to th



general conference in session. As a result of this policy, the churches of America became and are becoming more acutely aware both of the existence of the program and of the need of more qualified clergymen to serve as CAP chaplains. A most heartening increase in number of inquiries concerning the Chaplain Program is being received by National Headquarters from clergymen throughout the United States who had first heard of the CAP Chaplain Program from the chaplains at these conferences.

The year 1956 for the Chaplain Program of the Civil Air Patrol is bright indeed. With all required training manuals published and distributed; with the churches of America lending an ever-increasing degree of support and cooperation; with training conferences scheduled at both regional and wing levels; and finally, with more chaplains more dedicated to the basic principles of the mission of the national Chaplain Program, the future is most promising for continued growth, progress and accomplishment.

INFORMATION SERVICES

The past year saw a gratifying upsurge in public recognition obtained for Civil Air Patrol at both national and local levels. All news and entertainment media were utilized as never before.

Televisioners saw CAP "plugged" by Dave Garroway, Arthur Godfrey, Steve Allen and other top personalities. CAP's drill team starred on Ed Sullivan's CBS-TV show; TV station break slides and spot announcements appeared on practically all TV stations throughout the country. And on radio, CAP enjoyed liberal coverage on NBC's "Monitor" as well as on all other networks. Special radio transcriptions, one with a message from Gen. Jimmy Doolittle, were sent out and broadcast over radio stations during the December observance of CAP's 14th anniversary.

In the field of magazines and books, CAP's story was told in over 30 national publications and house organs. Planning and research, and in

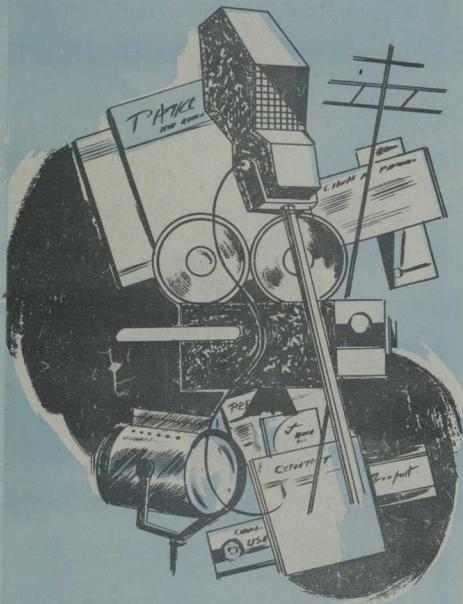


some cases the actual story itself, were completed for feature articles appearing in 1956 issues of nationally known prestige magazines.

Local newspaper coverage was abundant with CAP PIO's making outstanding use of press releases sent to them from National Headquarters as well as through alert and efficient coverage of their own local "news breaks". Press relations at the national level with wire services were maintained both in Washington and New York through personal liaison work by the Office of Information Services.

One of the big features of 1955 was the multi-purpose anniversary kit prepared and distributed to CAP units and news media. Contained in the kit were such items as sample proclamations for mayors and governors; newspaper mats illustrated by Milton Caniff and the OIS staff artist; prepared speeches suitable for delivery to adult and youth groups, as well as news stories and features about CAP which could be bylined by the local PIO and fed to his news contacts. The results from this kit were overwhelming. Hundreds of clippings comprising many thousands of column inches of copy and photos were received in the Office of Information Services testifying to the nationwide success of the undertaking.

Another important project handled by the Office of Information Services during the year was the "Freedom Skydrop" in cooperation with the American Heritage Foundation. This was an undertaking which had great public relations impact at the local level and, collectively, on the national scene. CAP planes worked with the American Heritage Foundation by dropping messages and silver foil medallions on George Washington's birthday as part of a nationwide drive in support of its "Crusade For Freedom". Here again PIO's were very active, working with civic and government leaders and at the same time educating the public to the CAP and its program. As a result CAP received an award which was accepted by the National Commander on behalf of the entire organization.



Long range plans were also completed by the end of 1955 to even more closely associate CAP's public relations program with public relations programs of related American youth organizations.

During 1955 the more than 1500 CAP Public Information Officers on the direct mailing list of the National Headquarters Office of Information Services clearly emerged as a nationwide network of spokesmen for airpower. Utilization made of the special publicity kits prepared and mailed directly to CAP PIO's nationwide by National Headquarters demonstrated the capability of CAP's Public Information Officers to literally blanket the nation with news media coverage on a specific message.

Concurrently with its handling of the national public relations program of CAP, the National Headquarters Office of Information Services carried out a program to assist the units of CAP in taking the message of airpower to the American public. By the end of 1955, 24 pamphlets, brochures and other pieces of literature on the United States Air Force had been distributed directly to units of the CAP. Included in this distribution were materials for speeches, new features, spot announcements and general background data on USAF missions and doctrine. CAP Public Information Officers incorporated this material into unit publications, press releases, speeches and other publicity outlets.

In direct support of the USAF public relations and recruiting programs the CAP carried out an extensive program of recruitment of top calibre young men for candidacy for the Air Force Academy. (Ten per cent of the first class at the Air Force Academy were former CAP cadets.) It completed plans and preparation of materials for a major campaign of assistance to the USAF Recruiting Service. This campaign to be known as "Project AF-CAP" was scheduled to be launched early in 1956. CAP units nationwide provided direct assistance and support to Air Force bases carrying out Armed Forces Day programs during 1955. Aid was given in



publicizing Armed Forces Day, in providing display material and in providing personnel for escort, honor guard and other duties.

