

CIVIL AIR PATROL

ANNUAL REPORT

1956





WALTER R. AGEE

**Major General, USAF
National Commander**



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OPERATIONS



Light planes bearing the red, white and blue insignia of the Civil Air Patrol brought food for the hungry and medicine for the sick when a sudden blizzard isolated scores of ranch families in New Mexico in the most disastrous snow storm in 50 years.

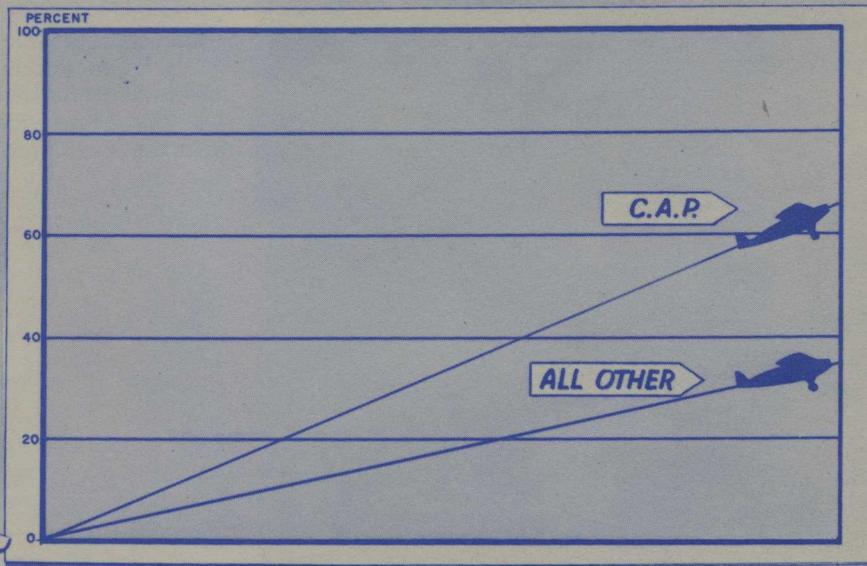
A dramatic race against death in a Civil Air Patrol plane brought a specialist to the little Arizona town of Wilcox facilitating what a doctor said was a "miracle birth."

After a nine-hour search of the rugged Kawich Range in Nevada a Civil Air Patrol pilot found and directed the rescue of an 11-year-old boy who became separated from his parents on a hunting trip.

The Civil Air Patrol teamed up with the police of three states to give a new lease on life to a three-year-old leukemia victim from Wilkes-Barre. When it became apparent the boy would have to be flown to a New York hospital the local police remembered a recent Civil Air Patrol training mission which stressed CAP's air-evacuation capability. A call to the newly organized CAP squadron brought immediate assistance in the form of a plane and pilot.

Operating in all kinds of weather under the most difficult conditions the flight crews of the Civil Air Patrol performed a staggering 12,321 hours of actual aerial search during 1956 on missions directed by the USAF's Air Rescue Service. These hours comprised 77 percent of the total hours flown by all participating agencies — Army, Navy, Air Force, National Guard, Coast Guard and civilian agencies — on the 130 such missions performed in the United States, Alaska and Hawaii during the 12-month period. They equalled 410 flights from coast to coast 49 times around the world.

C.A.P. FLIES 77% of all Search & Rescue Missions



JANUARY 1956 to DECEMBER 1956

\$1,866,217.50 is saved by C.A.P. flying Air Rescue Service Missions



Whenever and wherever help was needed the civilian volunteers of the Air Force's auxiliary were on the spot with planes and crews, with rescue teams and ambulances with emergency communications equipment and the men and women to man them.

In addition to the search and rescue and mercy missions flown for the Air Rescue Service, CAP pilots and planes logged another 935 hours on local disaster relief and emergency missions in support of Civil Defense, the American Red Cross and other relief agencies.

On still another type of support mission Civil Air Patrol volunteer flight crews flew 2,748 hours on missions designed to provide training for the Ground Observer Corps of the Air Defense Command.

It takes intensive training to develop the capability to perform search, rescue and mercy missions quickly and effectively. To build and maintain the proficiency of the Civil Air Patrol in these missions regular training exercises (SARCAPs) are authorized. In 1956, 65 such missions were held. CAP crews flew another 4,224 hours in this activity.

Total operational flying for the year amounted to 20,228 hours or more than 2,000,000 miles of flight in light aircraft.

Performing these varied missions the Civil Air Patrol operated some 1,185 aircraft belonging to the corporation and an estimated 5,000 more which are owned by individual CAP members. Of the corporate-owned aircraft, 401 were purchased with Civil Air Patrol funds and 784 were donated by the Department of Defense. The majority of the corporate-owned aircraft are surplus World War II and Korean War liaison and primary training planes. T

privately-owned planes range from 65-horse-power, single-engine aircraft to light, twin-engine executive craft.

Civil Air Patrol personnel who have met the necessary CAA and CAP requirements and have been awarded CAP aeronautical ratings as pilots and observers number approximately 16,000. The majority of these are pilots. Many of them are former Army, Navy or Air Force pilots while scores of others hold CAA commercial, instructor and airline transport ratings. Their flying experience ranges from the minimum required for a CAA private pilot certificate to thousands of hours.

Supporting the 16,000 flight crew members in their 1956 operational missions were another 24,000 highly trained volunteer specialists on the ground. They included maintenance personnel, ground rescue specialists, first aid experts, doctors, nurses, chaplains, administrative technicians and communicators. Not the least of these were the communications men and women.

Organized originally to provide a command link across the nation and throughout each state (wing) the Civil Air Patrol emergency communications net now has become one of its major operational activities. As 1956 drew to a close the CAP had 13,984 individual radio facilities on the air and operating in the U.S., Alaska, Hawaii and Puerto Rico. Of these 7,110 were high frequency (HF) and 6,874 were very high frequency (VHF). A total of 8,177 were mobile, 5,115 were fixed and 692 were airborne. The increase in total facilities over 1955 was 2,145.

CAP's effectiveness in air search and rescue and other emergency missions during 1956 could not have been maintained without the constant support of its radio net. But, in addition to fulfilling its supporting role the CAP's communications net made significant direct contributions to the



public welfare wherever disaster struck in the form of explosion, fire, flood, blizzard, tornado or hurricane. CAP communicators, many of whom are husband and wife teams, were hailed from coast to coast for their work in maintaining contact and summoning aid to scores of stricken communities when all other means of communication were cut off.

To provide more guidance to CAP communications personnel and help them do a better job to standardize communications activities throughout the CAP and to serve as a partial text in the training of new communications personnel, National Headquarters published a Communications Operation Instructions Manual, CAPM 100-1.

During 1956, the U.S. Air Force took two actions which had immediate and far-reaching effect on the operational programs of the Civil Air Patrol. The first was the publication of Air Force Regulation 46-5, Employment of the Civil Air Patrol. Secondly, USAF cut by two thirds the units of the Air Rescue Service stationed in the U.S. and turned the responsibility for all search and rescue within our borders over to the Continental Air Command.

Publication of AFR 46-5 provided a clear cut delineation of the operational missions expected of the CAP's volunteers both in time of peace and in time of military emergency. Thus, for the first time since World War II it was possible to establish an effective operational program aimed at training and equipping the Civil Air Patrol to perform specific missions in support of the U.S. Air Force and the American people.

AFR 46-5 sets forth the following peacetime operational missions for the Civil Air Patrol. It did not, however, establish a precedence.

- a. Air search and rescue and aircraft wreckage marking.

- b. Support of Air Force installations to include:
 - (1) Aerial control, direction and surveillance of surface traffic.
 - (2) Courier and light transport flights.
 - (3) Aerial photographic missions and reconnaissance flights.
 - (4) Radar test and GCA monitoring.
- c. Support of the Air Force Information Services program.
- d. Assisting in local disasters and emergencies.
- e. Participation in civil defense activities.
- f. Emergency communications.

AFR 46-5 states that "the geographical distribution of Civil Air Patrol units and the nature of air defense operations during a military emergency dictate that, generally, the services of the Civil Air Patrol be employed locally on a priority basis." The regulation indicated that although relative priorities may vary with the local situation, the services of the Civil Air Patrol may be used to discharge the following Air Force responsibilities:

- a. Priority I:
 - (1) Civil defense
 - (2) Disaster relief
- b. Priority II:
 - (1) Emergency communications.
 - (2) Local support of Air Force installations.
 - (3) Courier and light transport flights.
- c. Priority III:
 - (1) Aerial search and rescue and aircraft wreckage marking.

Where formerly only the Commander, Air Rescue Service, or the Commander, CAP-USAF could request or authorize the participation of the CAP in an emergency mission under the new regulation the commanders of all major air

commands may call upon the Civil Air Patrol. Agreements will be concluded with each major air command as to the utilization of CAP and it is expected that authority to call upon CAP will be delegated to Air Force base commanders in all air commands.

The new regulation also allows the Commander, CAP-USA, to authorize such field exercises as he considers appropriate to test the effectiveness of CAP's wartime capabilities.

The assumption by the Continental Air Command of the air search and rescue role in the U. S. presented both problems and advantages. With the cutback in Air Rescue personnel in the U. S., ARS no longer was capable of conducting the annual wing effectiveness checks—wing SARCAPs. This deprived the Civil Air Patrol of the expert guidance and training previously provided by skilled ARS specialists. It was determined, however, that with a sustained high renewal rate among the senior members of the CAP there would remain a large nucleus of ARS-trained personnel who, under the supervision of the Air Force-CAP liaison officers assigned to the wings and regions, could continue to maintain the high level of training and proficiency in air search and rescue.

On the other hand, it was expected that the cutback of trained Rescue personnel in the U. S. would bring about dramatic increases in the utilization of the Civil Air Patrol in this activity within the continental limits of the U. S. This assumption was borne out by Lt. Gen. Charles B. Stone, III, commander of CONAC, who said:

"For many years the Civil Air Patrol was the good right arm of the Air Rescue Service in the fulfillment of its search and rescue responsibility in the U. S. CAP members are

skilled in the techniques of search and rescue. Its aircraft are especially adapted to the low level and slow type of flight necessary in air search. Its ground rescue teams have proved capable and effective.

The Continental Air Command plans to utilize these capabilities to their utmost for normal search and rescue. In many cases the CAP will prove to be not only our right arm but both our arms in the successful completion of this great responsibility."



Aviation Education and Cadet Training

In a direct challenge to the Soviet Union's emphasis on schooling its young people in aviation, the 52 wing commanders of the Civil Air Patrol in their 1956 annual meeting adopted a sweeping resolution calling for the establishment and maintenance of the "largest youth aviation program in the world."

Four objectives were set in achieving this: (1) Make the Civil Air Patrol cadet program available to every boy and girl in the nation with a view to motivating them toward aviation careers; (2) a nation-wide expansion of the scholarship program in aeronautical engineering and related technical subjects; (3) Expand the cadet flight scholarship program to provide cadets basic flight instruction through established fixed-base operators; (4) Provide maximum assistance to the nation's high schools in establishing aviation education courses and activities.



During 1956 several significant steps were taken by the Civil Air Patrol which materially advanced the programs devised to meet these objectives. Perhaps the most significant was the completion and the publication of the six new aviation education text books designed specifically to be used in the Civil Air Patrol cadet program and the Co-ordinated CAP-High School Aviation Education Program.

These texts entitled, "Aviation and You," "Aircraft in Flight," "Power for Aircraft," "Airports, Airways and Electronics," "Navigation and Weather for Flight," and "The Problems of Air Power," proved a tremendous stimulus to both the cadet program and to the high school program. With the full-color filmstrips as supplements, these books provide the basis for the academic portion of the cadet program.

Financed through a revolving fund set up by Civil Air Patrol the texts and filmstrips are furnished at cost to CAP units and educational institutions.

Almost as significant was the Civil Air Patrol program of assistance to school systems and universities which wished to hold aviation education workshops—during the summer months or in-service during the school year. During 1956 the CAP participated either as a full partner or in a supporting role along with elements of the U. S. Air Force in 29 such workshops. A total of 754 teachers were given aviation experience along with an opportunity to develop curriculum materials in aviation during these teacher-training projects.

The Civil Air Patrol's position in this respect was outlined by its national commander, Maj. Gen. Walter R. Agee, USAF, thusly:

"CAP's goal is to have enough well-trained teachers to make it possible for Civil Air Patrol cadets to obtain the aviation education they need and to provide non-CAP

AVIATION EDUCATION WORKSHOP & HIGH SCHOOL PROGRAM



7,984

TEACHERS ATTENDED WORKSHOPS 1951-1956

1 TEACHER
100 STUDENTS

798,400
STUDENTS RECEIVED INSTRUCTION IN AVIATION EDUCATION IN A 6 YEAR PERIOD



230

SCHOOLS OFFERING AVIATION EDUCATION 1951-1956

6,000
STUDENTS RECEIVED AVIATION EDUCATION TRAINING THRU THE HIGH SCHOOL PROGRAM

24,000
RECEIVED AVIATION EDUCATION TRAINING IN A 4 YEAR PERIOD

young men and women, where possible, with aviation education and related experiences so vital to the survival of America in this age dominated by the airplane and technology.

"Civil Air Patrol will continue to do all possible to encourage local, regional and national efforts in aviation education designed to help more teachers gain the confidence and experience they need to lead aviation education activities."

Specifically, the CAP encouraged three approaches to aviation education in local communities during 1956. They were: (1) An aviation education course as an elective in the high school; (2) Aviation education enrichment—the inclusion of aviation information in courses already in the curriculum; and (3) Aviation education club-type activity—the organization of extracurricular student clubs devoted to exploring aviation and its related technical fields.

At year-end some 232 high schools had included aviation education as an elective or as a club-type activity as the direct result of CAP assistance. In addition many elementary and secondary schools began enriching their present curriculums with aviation material provided through the Civil Air Patrol and its community units all across the nation.

In the field of providing character guidance and aviation training to its cadet members, augmenting the academic programs based on the aviation education texts, the Civil Air Patrol made considerable headway during 1956. Most significant advance was the establishment of a brand new Cadet training program which sets forth specific standardized criteria for advancement from Cadet Basic through the Cadet Officer grades.

While a three-phase training program existed prior to 1956 for the CAP's teen-age cadets, it left the establishment of criteria for advancement largely up to local unit commanders. The result was a program almost totally without standardization. Only the criteria for the award of the CAP Certificate of Proficiency were standardized—completion of the National examination and attendance at one summer encampment at an Air Force base.

The new program in all three of its phases sets forth specific criteria both for the award of the Certificate of Proficiency and for the advancement of the individual cadet to officer grades. Completion of the Phase I takes four weeks. At the end of this period the cadet moves from a probationary status to the grade of Cadet Basic and becomes eligible for orientation flights.

The new Phase II program has six distinct achievement levels incorporated in it. A cadet might complete the program in a minimum of 44 weeks although it is designed to cover a period of a year or more. Each achievement level

requires satisfactory completion of the examination on one volume of the aviation education text series together with certain other requirements.

Cadets who successfully complete the entire six achievement levels can advance through the grade of Cadet Master Sergeant or First Sergeant and become eligible for consideration for the various cadet incentive programs including the International Cadet Exchange, the Congressional Dinner, CAP college scholarships, the National All-Girl Encampment and the Jet Orientation Course (boys). Completion of Phase II also makes the individual eligible to continue on to Phase III.

Phase III of the new program is based primarily on completion of the Cadet Leadership course (to be available in 1957) and certain optional activities which call for specialized training in various fields such as photography, radio communications, first aid and weather.

Cadets completing Phase III are eligible for promotion to officer grades and for other specialized activities such as award of a flight scholarship.

To facilitate administration of the new Cadet Training Course a CAP Cadet Master Record, CAP Form 66, was devised and adopted. This is the first standardized master training record for cadets. Devised in 1956 for publication in 1957 was the Cadet Logbook and Guide. It is intended to serve as the individual's logbook and training record. In addition, the material contained in Chapter One serves as a general source of information on cadet matters. All the information needed to pass the Phase I examination is contained in this first chapter.

All phases of the new training program are coupled with an award program which provides for training and achievement ribbons at all levels.

The cadet summer encampment program continued to be an important part of the over-all cadet training program during 1956. A total of 7,365 cadets from all 52 wings attended some 48 encampments held at 40 U. S. Air Force bases. Jet rides for honor cadets highlighted encampments at bases having jet propelled aircraft.

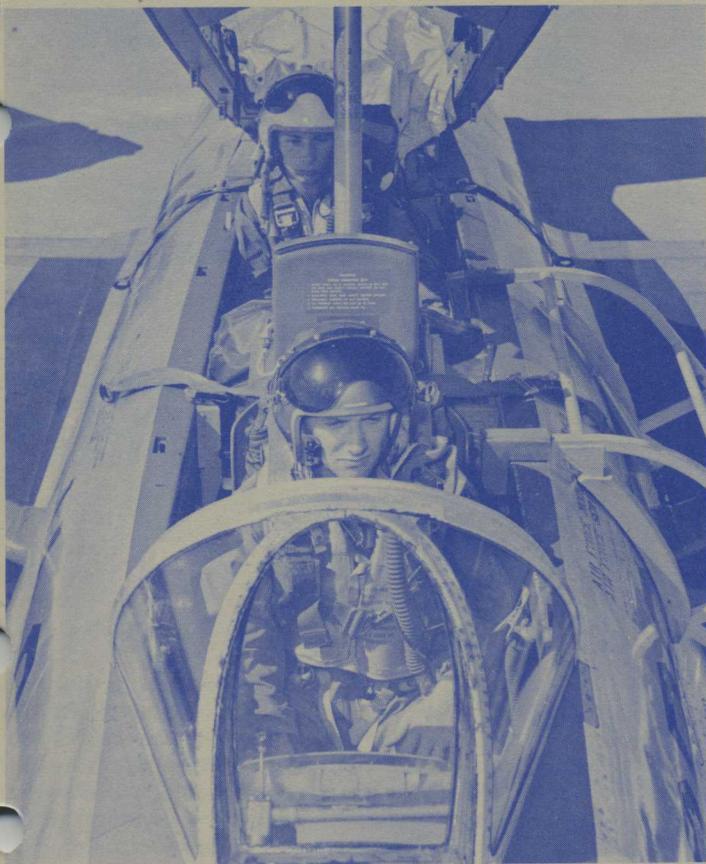
At all levels in the CAP organization the expansion of the cadet program to include more of America's teen-age citizens was emphasized.

In keeping with the objective to expand the college scholarship program, three additional national scholarships for outstanding CAP cadets were established—the General Carl A. Spaatz Scholarship, the General Lucas V. Beau Scholarship and the Colonel D. Harold Byrd Scholarship. Each scholarship is valued at \$4,000 and may be used at any college offering an accredited aeronautical engineering degree.

To advance the flight scholarship program for deserving cadets a flight training program calling for federal support was devised for presentation to Congress in 1957. The program calls for flight scholarships to be administered by the Civil Air Patrol. The training would be given by recognized fixed-base operators and civilian flight schools.

While CAP National Headquarters was engaged in analyzing the cadet program and devising the new CAP Cadet Training Program, adult CAP personnel in the field were placing strong emphasis on the importance of the cadet not only to the Civil Air Patrol but to the nation. Witness the fact that 2,240 Certificates of Proficiency were granted in 1956 as compared to one in 1950. With continued emphasis in the field and under the provisions of the new program it is expected that the number of Certificates of Proficiency granted in 1957 will be doubled or tripled.

SPECIAL ACTIVITIES



Strong emphasis was placed on improving the quality of the Civil Air Patrol's special activities during 1956 with a view to making these "incentive" programs for cadets even more attractive.

The newest and probably most exciting of these programs is the Jet Orientation Course. First held in 1955 on a trial basis, the Jet Orientation Course became a permanent feature of the Cadet special activities program in 1956 with its transfer to Perrin AFB, Texas, and its expansion to include 52 male honor cadets—one from each of the 52 wings.

Quality-wise this program was expanded by the establishment of a firm curriculum which included a minimum of five hours of actual jet flight. One hour and forty minutes each were given in general familiarization and orientation in the Lockheed T-33 Shooting Star jet trainer, instrument flying and cross country flight. Personnel at Perrin AFB were so enthusiastic about the course and the calibre of young men the CAP selected they requested that the 1957 Jet Orientation Course also be held at Perrin.

The Civil Air Patrol International Cadet Exchange—oldest of its cadet incentive programs—concluded its ninth and most successful year in 1956. Uruguay became a participant bringing to 22 the friendly foreign powers engaged with the Civil Air Patrol in this effort to create an international brotherhood of air-minded young men. Other 1956 participants were Belgium, Brazil, Canada, Chile, Cuba, Denmark, France, Great Britain, Greece, Israel, Italy, Mexico, The Netherlands, Norway, Peru, Portugal, Spain, Sweden, Switzerland, Turkey and Venezuela. A total of 150 CAP honor cadets were exchanged with a similar number from aboard on the basis of five to each country with the exception of Canada and Great Britain. Twenty-five cadets each were exchanged with those nations.

An Intra-National Cadet Exchange for female honor cadets was carried on with 58 girls taking part. Cadets from Alaska, Hawaii and Puerto Rico were exchanged with girls selected from stateside wings.

A high-stepping cadet drill team from the Utah Wing marched off with the honors at the National Drill Competition held at Amarillo AFB, Texas. The Utah contingent won over Hawaii, Louisiana, New York, Puerto Rico, Michigan, Minnesota and the National Capital Wing.

In the 1956 International Drill Competition held at the Minnesota State Fair, Minneapolis, Minn., the Air Cadet League of Canada emerged the winner by a close margin. Judges for this competition were selected by National Headquarters and the Air Cadet League of Canada from among USAF officers holding the grade of full colonel and RCAF officers holding the grade of Group Captain who were known to be experts in close order drill.

Leadership training was the theme of the annual National All-Girl Encampment held at Lackland AFB, Texas. A total of 104 honor girls cadets—two from each wing—were selected for this encampment.

A new and dramatic incentive program for both male and female cadets was established in 1956 with the organization of the National Cadet Advisory Council. It is expected the council will get into full operation in 1957. The NCAC provides the cadets of the Civil Air Patrol with a direct means of communication to the National Commander. It gives CAP's teen-age members a voice in the operation of their program. Cadets selected for this council were named on the basis of honor, character and performance.

Highlight of the CAP cadet program for 1956 was the selection of the outstanding male cadet in the nation to take part in the U. S. expedition to the Antarctic—Operation DEEPFREEZE.



Named from a group consisting of the two top cadets from each wing was Cadet Maj. Robert N. Barger of Peoria, Ill. Cadet Barger spent four months in the Antarctic as a working member of the 18th Air Force transport team. The cadet became the youngest man to fly over the South Pole when he was selected to be a member of the crew of the first USAF plane to make the polar crossing.

INFORMATION SERVICES

Direct support of the Information Services program of the U. S. Air Force emerged as one of the primary peace-time missions of the Civil Air Patrol in 1956 with the publication of Air Force Regulation 46-5.

The assignment of this important mission to the CAP came only after a four-year program instituted in 1954 began to bear fruit. This program called for the establishment of a nationwide network of Civil Air Patrol Public Information officers trained in the fundamentals of public relations, oriented in the concept that airpower is peace power and equipped with the necessary means to perform their job.

As 1956 ended this network included some 1,600 individuals in every state and territory. A large majority of these men and women were professionals in some phase of public relations or news dissemination. The rest were highly trained and highly motivated men and women who elected to make CAP Public Information activity their avocation.

The success of Project AF-CAP, a national direct support program aimed at aiding the U. S. Air Force Recruiting Service and the aviation industry, and, Project Academy, a program to recruit the highest calibre applicants for the new U. S. Air Force Academy, were dramatic testimony to the effectiveness of this Public Information network and its ability to support the USAF.

From the radio and television networks the Civil Air Patrol received outstanding support in 1956 in the form of public service time. At current commercial rates this time would have cost the CAP \$800,000. This figure does not include the tens of thousands of dollars in public service time given by individual stations across the nation.



Three television motion pictures were produced for the Civil Air Patrol in 1956. Lear Incorporated sponsored the production of "Sky Sentinels." ZIV Television produced and screened on some 94 stations "Survival in Box Canyon." The U. S. Air Force defrayed the production cost of "Hero Next Door" which will be released in 1957. In addition the Ex-Cell-O Corporation signed a contract providing for the sponsorship of another motion picture—the International Cadet Exchange story—for production in 1957. Cash value of these pictures and the television screening given the ZIV production totaled \$216,000.

CAP appeared in 27 national magazines, publications and industrial house organs in 1956. The foremost of these was National Geographic Magazine.

Of particular value in reaching the teen-agers throughout the nation was the publication of a Steve Canyon comic book by Dell Publishing Company. The book featured its cartoon character in a dramatic CAP adventure. A second Steve Canyon book was scheduled for publication early in 1957.

All facets of the Civil Air Patrol program continued to receive outstanding press coverage in community newspapers during 1956.



SUPPLY AND MAINTENANCE

A major change in the supply, maintenance and administrative practices pertaining to aircraft operated by the Civil Air Patrol was effected in 1956 when the Department of Defense ordered that property determined to be excess to the Departments of the Army, Navy and Air Force must not remain on the active inventory of those services.

This decreed that the so-called on-loan aircraft (surplus liaison type planes which since 1949 had been loaned to the CAP but maintained by the USAF) be donated to the Civil Air Patrol and that maintenance of these aircraft be provided by CAP.

In order to maintain some CAP flying capability during the period of initial licensing of these aircraft by the Civil Aeronautics Administration and to permit more time for the units to assume financial responsibility for maintenance of these aircraft the U. S. Air Force agreed to donate them by increment rather than all at one time. During 1956 a total of 541 such aircraft were donated to CAP. At year's end most of these had been licensed by the CAA and were again in operation.

Inasmuch as most CAP units were not financially able to contract with commercial maintenance operators for the modifications and overhaul necessary to bring these aircraft up to CAA specifications the USAF made available to the Air Materiel Command funds to be used for this purpose. This provided for IRAN (inspection and repairs as necessary) on 274 aircraft. In addition the USAF authorized base commanders to provide the labor necessary in relicensing the remaining aircraft providing the parts were supplied either out of excess or by the Civil Air Patrol.

During 1956 the remainder of the USAF inventory of Piper PA-18 aircraft (single-engine, two-place light training planes) being utilized by the contract flying schools in the Aviation Cadet training program were sold to the CAP at a price well below the current market value. The average cost to a CAP unit acquiring a PA-18 was \$450. In addition the Army made available by donation 12 Piper L-21 aircraft (liaison model of the PA-18) and the Navy donated 28 OY-2 aircraft (identical to the Stinson L-5 Sentinel).

In support of the donation of the on-loan aircraft the USAF also made available to CAP 335 serviceable or repairable engines for these aircraft and approximately \$1,000,000 worth of serviceable spare parts.

Motor vehicles, electronics and communications equipment and supplies, rescue equipment and office equipment excess to military needs also were donated to the CAP during 1956. Acquisition cost of these items totaled \$2,012,526.

Great emphasis was placed on developing adequate supply accounting procedures for the CAP wings, groups and squadrons enabling them to properly control the aircraft, vehicular and equipment inventory assembled both through purchase and donation.

Wing commanders, group and squadron commanders were urged to appoint qualified supply and maintenance personnel to fill organizational vacancies. Steps were taken to train these individuals in the procedures of military supply.

Regional commanders were requested to provide stricter control of items of equipment — aircraft, vehicles and communications gear — within their regions. Equal distribution of surplus and excess material donated by the Air Force, Navy and Army was emphasized.

LEGISLATION



August 3, 1956 was a red-letter day for the Civil Air Patrol. On that day "mission accomplished" was written to a nine-year campaign to have the Congress enact legislation providing some relief for the families of Civil Air Patrol members killed or injured while engaged in Air Force-authorized missions.

President Dwight D. Eisenhower signed Public Law 955 of the 84th Congress on that day bringing CAP members, while engaged on Air Force-authorized missions, under the provisions of the Federal Employees Compensation Act.

U. S. Air Force and Civil Air Patrol officials worked diligently during 1956 to devise a suitable Cadet Flight Scholarship Program to round out the CAP aviation education program. Draft legislation for presentation to the Congress early in 1957 was prepared. The plan proposed calls for the appropriation of federal funds to be used for flight scholarships for deserving CAP cadets.

The flight training will be conducted by recognized fixed-base operators and flight schools across the nation thus doubly carrying out CAP's assigned mission of supporting civil as well as military aviation. It is proposed to operate the program for one year on a trial basis in the Southwest Region if Congress takes favorable action.

At least 13 states and territories recognized the contributions of the Civil Air Patrol to the public welfare and authorized state appropriations to help support their individual wings. For the most part these funds were available for the purchase of communications equipment, maintenance of aircraft and general administration. The states and territories thus supporting the Civil Air Patrol program are as follows:

LIST OF CAP WINGS CURRENTLY RECEIVING STATE APPROPRIATIONS

WING	AMOUNT	FISCAL YEAR
Arkansas Wing	\$20,000 for 2 years	1955-1957
Connecticut Wing	\$12,000 for 2 years	1955-1957
Indiana Wing	\$15,000 for 2 years	1955-1957
Illinois Wing	\$76,000 for 2 years	1955-1957
Nevada Wing	\$ 6,000 for 2 years	1955-1957
New Hampshire Wing	\$12,000 for 2 years	1955-1957
New Mexico Wing	\$15,000 per year	1955-1957
North Carolina Wing	\$50,000 for 2 years	1955-1957
Pennsylvania Wing	\$30,000 for 2 years	1955-1957
Utah Wing	\$ 5,000 for 2 years	1955-1957
Wyoming Wing	\$ 4,000 for 2 years	1955-1957
Alaska Wing	\$10,000 for 2 years	1955-1957
Hawaii Wing	\$15,000 per year	Continuing
		appropriation

THE GROWTH OF CAP

Healthy, steady growth of the Civil Air Patrol is reflected in the personnel strength figures reported for the calendar year 1956 as compared with those reported for 1950.

1950		1956	
Senior Members	Cadets	Senior Members	Cadets
27,929	12,059	35,213	29,163
4,832	3,420	5,081	7,382
32,761	TOTAL	40,294	TOTAL
			36,545

Extremely significant is the increase in the number of senior or adult members who renew their membership each year and remain with the program providing a powerful steadying influence on both operations and training. This increase has been gradual but steady during the past three years witness the following table:

	1956	1955	1954
New senior members	14,644	13,997	15,641
Renewed senior members	25,650	25,545	23,112
	40,294	39,542	38,753

An increase also was noted in the number of Civil Air Patrol senior and cadet units for 1956 as compared with the previous year.

	1956	1955
8	Regions	8
52	Wings	52
181	Groups	184
1,416	Senior Squadrons	1,391
1,040	Cadet Squadrons	959
2,697	TOTAL	2,584



C.A.P. REGIONAL MAP





THE CHAPLAINCY

The year 1956 witnessed dramatic increases in the effectiveness of the Civil Air Patrol Chaplaincy with positive personnel increases recorded despite the fact that some 150 inactive chaplains being carried on unit rosters were dropped.

The year began with 777 chaplains on the rolls and ended with 821 chaplains actively servicing CAP wings, groups and squadrons.

Two chaplains were selected as senior escorts on the 1956 International Cadet Exchange. Many volunteered for duty at the cadet summer encampments. Of special significance was the fact that many Civil Air Patrol chaplains

took it upon themselves to present the CAP Chaplains' program to their respective denominations at their annual meetings and conferences with an excellent response.

The character and citizenship lecture program supported by the National Air Chaplain was officially adopted as part of the cadet training program. This insured that more training was given to each cadet as part of their regular program. A greater emphasis also was placed on the field of leadership training for cadets and it is in this phase of the program the CAP chaplains found increasing service.

A new pamphlet, "The Challenge of the Chaplaincy in the Civil Air Patrol" was prepared and disseminated with excellent results.

CIVIL AIR PATROL, INC. FINANCIAL STATEMENT

January 1, 1956 through December 31, 1956

Bank Balances 12/31/55		224,012.25
Membership Fees	109,740.00	
Organizational Charters	738.00	
Chain Letters	62.00	
Refund—International Cadet Exchange 1955	7,406.74	
Sale—Educational Books	19,534.94	
National Geographic Prints	763.00	
Ohio Publishing Co.	1,504.18	
Congressional Dinner	3,075.23	
Revolving Fund	14,461.15	
Escrow Account	40.00	
Sale of Scrap	2.75	
Refund—Exchange and Drill Funds	2,142.36	
Sale—Berkley Aircraft Models	136.00	
Consolidated Electric Diesel Electric Co.	400.00	
Donations:		
Sheffield, Conn., Lions Club	250.00	
Glastonbury, Conn., Lions Club	250.00	
Anacostia, D. C., Lions Club	250.00	
Friendship, D. C., Lions Club	250.00	
Republic Aviation Corp.	500.00	
Scholarship Escrow Account	1,000.00	
Lions Club of West Hartford	250.00	
Flight Scholarships	1,250.00	
Interest on Savings	3,105.55	167,111.90
TOTAL		391,124.15
Less Disbursements		190,589.62
TOTAL		\$200,534.53

BANK BALANCES—December 31, 1956

Commerce Union Bank (Checking Account)	308.47
Commerce Union Bank (Escrow Account)	6,345.18
Commerce Union Bank (Savings Account)	93,372.93
Commerce Union Bank (Escrow Savings Account)	3,925.77
Broadway National Bank (Savings Account)	11,128.42
Third National Bank (Savings Account)	11,059.65
First American National Bank (Savings Account)	11,105.46
Nashville Bank & Trust Company (Savings Account)	10,694.14
Williamson County Bank, Franklin (Savings Account)	10,335.93
First National Bank, Arlington (Savings Account)	10,403.00
National Bank of Washington, D. C. (Savings Account)	10,431.79
Union Planters National Bank, Memphis (Savings Account)	11,019.28
Republic National Bank, Dallas (Savings Account)	10,404.51
TOTAL	\$200,534.53

HISTORY OF CIVIL AIR PATROL



FOUNDED DEC. 1941 BY EXECUTIVE ORDER
OF PRESIDENT ROOSEVELT



AIR ARM OF CIVILIAN DEFENSE UNDER
MAYOR F. LA GUARDIA



TRANSFERRED BY EXECUTIVE ORDER TO
WAR DEPT. WITH CONTROL UNDER
C.G. OF ARMY AIR FORCE



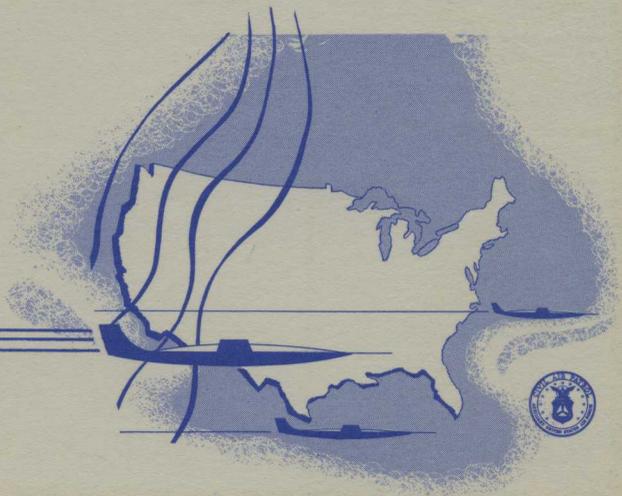
C.A.P. NATIONAL HDQTS. ESTABLISHED
APRIL 29, 1943



C.A.P. INCORPORATED JULY 1, 1946 AS A
NON PROFIT ORG. BY PUBLIC LAW-476
79th CONGRESS



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