

CIVIL AIR PATROL
ANNUAL REPORT

1957





WALTER R. AGEE

Major General, USAF
National Commander



NATIONAL EXECUTIVE BOARD

As of 31 December 1957

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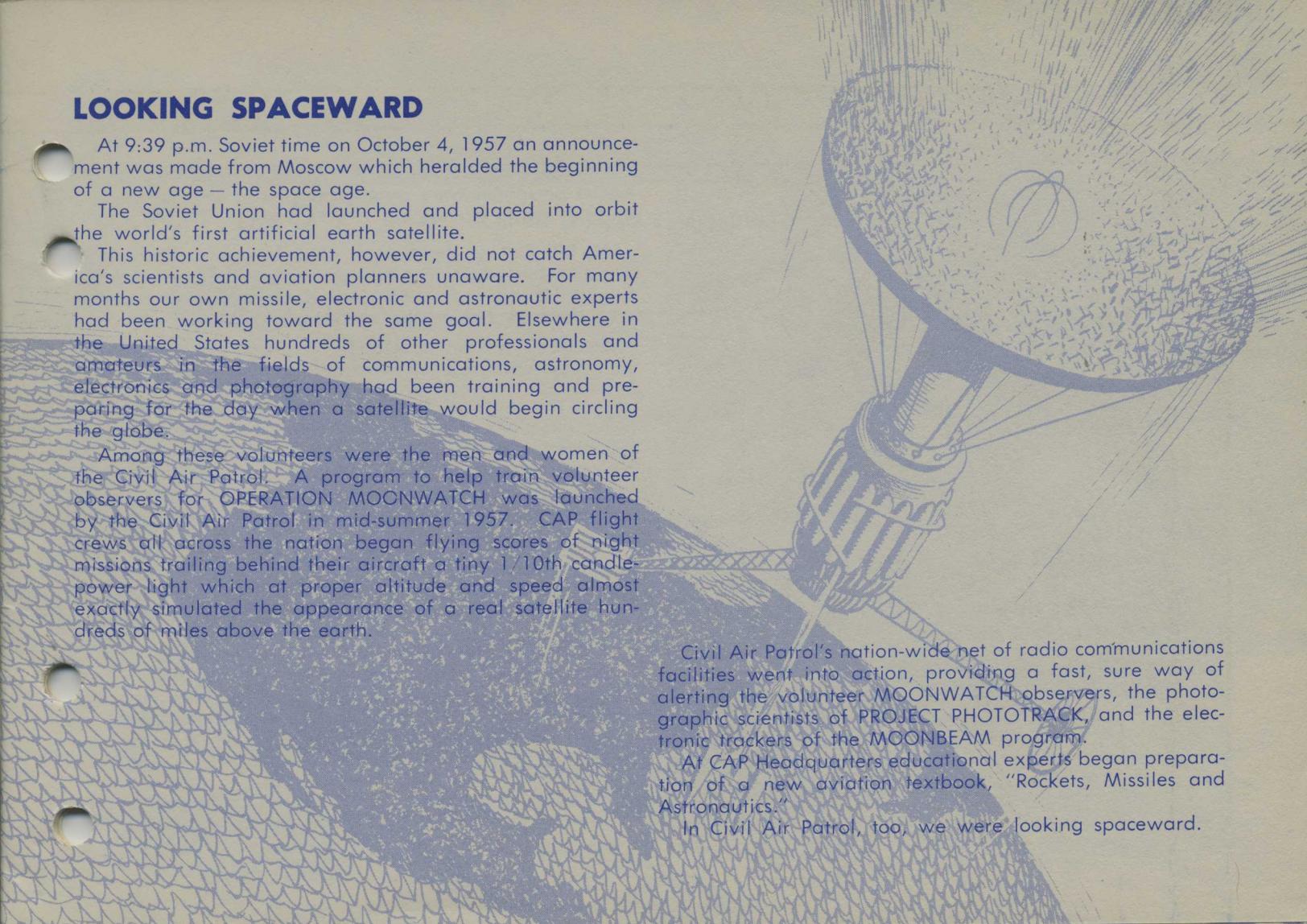
LOOKING SPACEWARD

At 9:39 p.m. Soviet time on October 4, 1957 an announcement was made from Moscow which heralded the beginning of a new age — the space age.

The Soviet Union had launched and placed into orbit the world's first artificial earth satellite.

This historic achievement, however, did not catch America's scientists and aviation planners unaware. For many months our own missile, electronic and aeronautic experts had been working toward the same goal. Elsewhere in the United States hundreds of other professionals and amateurs in the fields of communications, astronomy, electronics and photography had been training and preparing for the day when a satellite would begin circling the globe.

Among these volunteers were the men and women of the Civil Air Patrol. A program to help train volunteer observers for OPERATION MOONWATCH was launched by the Civil Air Patrol in mid-summer 1957. CAP flight crews all across the nation began flying scores of night missions trailing behind their aircraft a tiny 1/10th candle-power light which at proper altitude and speed almost exactly simulated the appearance of a real satellite hundreds of miles above the earth.



Civil Air Patrol's nation-wide net of radio communications facilities went into action, providing a fast, sure way of alerting the volunteer MOONWATCH observers, the photographic scientists of PROJECT PHOTOTRACK, and the electronic trackers of the MOONBEAM program.

At CAP Headquarters educational experts began preparation of a new aviation textbook, "Rockets, Missiles and Astronautics."

In Civil Air Patrol, too, we were looking spaceward.

IN THE AIR AND ON THE GROUND



Four days of torrential downpour drove a half dozen rivers in Virginia, Southeastern Kentucky and West Virginia over their banks.

Civil Air Patrol communicators, flight crews, and ground rescue personnel were among the first to arrive with help and the last to leave.

Lt. Bill Roll of the Hazard, Ky., Squadron, flashed the word to the world that this small city had been virtually wiped off the map. For four days his CAP transmitter was the only link to the outside world.

Senator Thurston B. Morton, representing the State of Kentucky, wrote Civil Air Patrol's National Commander:

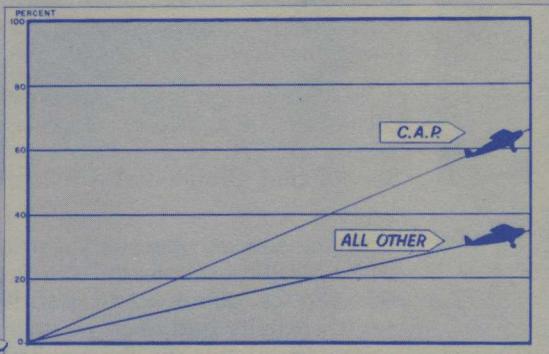
"...The work of the Civil Air Patrol with emergency communications and airlift during times of disaster always has been meritorious. The job done in this instance in maintaining contact with flood-stricken Hazard as well as other phases in which your organization helped certainly was exceptional service for which the Civil Air Patrol deserves the highest credit..."

Civil Air Patrol members of the Hanalei Squadron in Hawaii were credited with saving countless lives when they warned residents minutes before a giant tidal wave crashed into the Hawaiian chain.

When an April tornado devastated areas of Dallas, Tex., CAP rescuers, again with critically needed communications, were the first on the scene. Twenty minutes after the twister smashed through three congested business and residential areas, CAP personnel were on the scene.

When the worst blizzard in the history of the plains states paralyzed portions of Texas, Kansas and Colorado, Ci

C.A.P. FLIES 64% OF ALL SEARCH & RESCUE MISSIONS



JANUARY 1957 to DECEMBER 1957

\$1,706,880 is saved by C.A.P. flying Air Rescue Service Missions





Air Patrol flyers and communicators were on hand to meet the challenge.

Almost every day during 1957, somewhere in the United States or the territories CAP volunteers were quietly going about the business of saving lives and protecting property.

On air search and rescue missions alone, an all-time high in flying hours was recorded by the Civil Air Patrol

CAP volunteer search crews flew 15,240 hours in their little single-engine light planes — more than a million and a half miles. This was 3,000 hours more than 1956 and 6,000 more than 1951.

This amounted to 64 percent of the total hours flown by all military and civilian agencies, as well as other private pilots, on 176 search missions requested by Air Rescue Service and Continental Air Command.

These search operations, on which the Air Force pays the cost of gasoline and oil, cost the American taxpayer \$36,576 or about \$2.40 per flying hour. If this same search activity had been performed in the Grumman SA-16 operated by the Air Rescue Service, the cost would have been \$1,706,000. Even if it had been performed in the Beechcraft C-45, the smallest multi-engine aircraft in general Air Force use, it would have cost \$640,000 for fuel and oil alone.

CAP listed among its members some 16,000 rated pilots in 1957. If the Air Force were to maintain a standby force of first lieutenants on flying status equal to what Civil Air Patrol offered as a public service, it would cost an additional \$116,000,000 a year. The dollar value alone of Civil Air Patrol's contributions in air search and rescue



represents a huge saving to our economy, not to mention the lives saved upon which no price can be placed.

A major change in the over-all performance of Civil Air Patrol's search and rescue and disaster relief missions be-

came effective in mid-year when the Continental Air Command assumed the responsibility for these activities on a nation-wide scale.

CAP wings throughout the country began operating under the direct operational control of four regional Search





Coordination Centers situated at Headquarters First Air Force, Fourteenth Air Force, Tenth Air Force and Fourth Air Force, and Subregional Search Coordination Centers situated at specific Air Force Installations within these numbered air forces. This enabled the Air Force to provide more direct aid and supervision to CAP units engaged in search missions. Its over-all effect was to bring about a distinct upward trend in the number of flying hours and the degree of responsibility placed on Civil Air Patrol at the state and local level.

A critical problem area developed in this phase of Civil Air Patrol's operation during 1957 as the inventory of CAP corporate-owned aircraft was reduced from more than 1100 to 899. This was due primarily to the fact that many donated surplus aircraft became unusable because of age, lack of replacement parts, and the financial inability of Civil Air Patrol units to defray the expense of major overhauls. This problem was heightened by the fact that no suitable replacement aircraft became available for donation from the Department of Defense.

Another 5,000 flying hours were recorded during 1957 on search and rescue training missions monitored by the Air Force, Civil Defense training missions, tracking missions for the Ground Observer Corps, and a dramatic new program—tracking missions for OPERATION MOONWATCH.

The U. S. Air Force was requested, as part of its support to the International Geophysical Year (IGY) program, to perform a series of tracking missions trailing a tiny simulated earth satellite across the sky to train observers for the MOONWATCH program.

The probable expense of such a training program using Air Force jet aircraft appeared to be astronomical. A method was devised whereby the same results could be obtained utilizing the light aircraft and volunteer crews of the CAP.

An urgent request from the National Academy of Science for the Civil Air Patrol to assume the responsibility of flashing orbital predictions on the Soviet earth satellites to hundreds of photographic tracking stations across the country did much to weld the effective wing and regional communications networks into a true, national radio net.

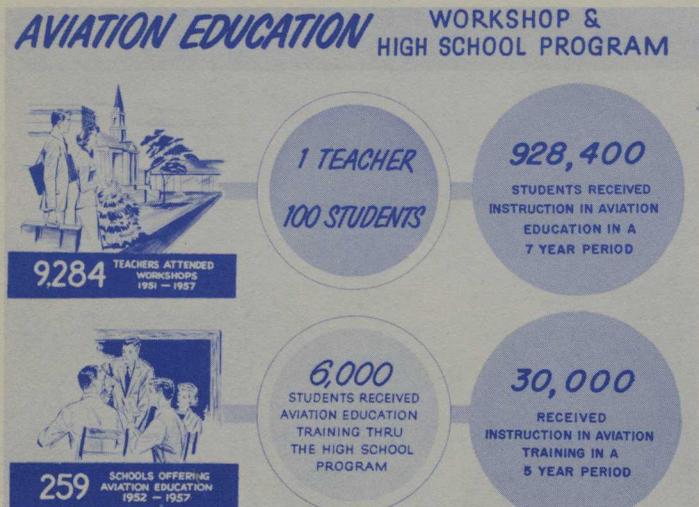
The predictions originating daily from Washington, D. C. were broadcast over the National Headquarters radio station, and were re-broadcast several times each night by the CAP wing (state) control stations. This program was so effective that at the year's end it was indicated the Civil Air Patrol radio net would be used to provide this data not only for the SATELLITE PHOTOTRACK project but also for OPERATION MOONWATCH, the visual and optical tracking program; and OPERATION MOONBEAM, the electronic telemetering tracking program.

As of December 31, the CAP radio net had a total of 13,158 licensed facilities — 4,197 fixed stations, 8,342 mobile stations and 619 airborne stations. These were equally divided between high frequency and very high frequency facilities.

Originally conceived as a command link to support CAP air and ground activities, the CAP communications network now is assuming the importance of one of the organization's major operational undertakings.



OUR INVESTMENT IN THE FUTURE



A former United States Senator, William Benton of Connecticut, declared recently, "The Soviets may have discovered a formula more dangerous to us than the hydrogen bomb."

The formula Mr. Benton referred to is a system of education that turns out top-notch scientists and technicians thoroughly indoctrinated with the communist ideology. Soviet speed in this task during the past several years has put the U.S.S.R. far ahead of the United States in numbers of young people trained for vital scientific fields.

President Dwight D. Eisenhower, speaking in Oklahoma City, said, "The Federal Government can deal with only part of this difficulty but it must and will do its part. The task is a cooperative one. Federal, state and local governments and our entire citizenry, all must do their share."

The Civil Air Patrol cadet program and the CAP's Aviation Education program are a step in this direction. During 1957, some 36,000 teen-age Americans not only learned about citizenship and their responsibility to help maintain our national security but also learned the basic fundamentals of aviation. These are the same fundamentals which are the basis for the missile, rocket and space age.

The academic portion of the CAP's aviation education effort is based on the use of a series of six texts supplemented by workbooks, instructor guides and color film strips. These texts are entitled, "Aviation and You," "Air-





craft in Flight," "Power for Aircraft," "Airports, Airways and Electronics," "Navigation and the Weather," and "The Problem of Airpower." By the end of 1957, 17,000 sets of these books were being used by Civil Air Patrol squadrons and high school aviation education classes throughout the nation.

Young men and women all over the nation were learning about jet and rocket power, about electronic navigation, about meteorology, and about the impact that flight, in our atmosphere as well as in outer space, has upon our way of life. As 1957 drew to a close a seventh textbook,

"Rockets, Missiles and Astronautics" went into preparation. In its cadet program, as in its adult program, Civil Air Patrol kept pace with the technological developments of our time.

Three hundred teachers were brought up to date on aviation and its place in education when they attended the fourth National Aviation Education workshop held at Miami University, Oxford, Ohio in cooperation with the Civil Air Patrol. The National Workshop augmented a series of 31 local and regional Aviation Education Workshops staged in cooperation with the CAP.

To facilitate the further expansion of CAP's aviation edu-





education program, National Headquarters authorized the appointment of aviation education officers at regional, wing, group and squadron level.

In still another area, CAP's educational efforts showed expansion. The number of high schools offering the CAP-High School Coordinated Aviation Education Course was increased by eight percent. The year end total was 289 schools participating.

The publication of a Civil Air Patrol cadet Logbook and Guide and a CAP Cadet Master Record was a significant step instituted during 1957. Also Phase I, Phase II and Phase III of the cadet program were integrated and published as a CAP regulation. The Logbook serves as a cadet's individual training record as well as a general





source of information about the Civil Air Patrol cadet program.

Despite the fact that the new cadet training program was introduced in mid-year, a total of 1800 Certificates of Proficiency were awarded. Many holders of this certificate took advantage of the Air Force policy which allowed them to enlist directly as airmen third class—their first stripe.

Twenty-six CAP cadets were among the 300 young men selected during 1957 to attend the U. S. Air Force Academy. This brought to 86 the total CAP cadets who are now U. S. Air Force Academy cadets. The number of young men with CAP background selected for the newest of the service academies is strong testimony to the excellence of both the military and academic portions of the Civil Air Patrol cadet program.

Nearly 9,000 CAP cadets, both boys and girls, attended 47 summer encampments held at 35 different Air Force bases across the nation. Included among these were 104 honor girl cadets, two from each wing, selected to attend the National All-Girl Encampment at Lackland Air Force Base, Tex.; and 52 honor male cadets, one from each wing, selected to get a taste of Air Force jet flying at the Civil Air Patrol Jet Orientation Course at Perrin Air Force Base, Texas.

For the first time members of the CAP cadet corps were given an opportunity to participate actively in the administration of their own program. A National Cadet Advisory Council was organized consisting of an outstanding cadet representing each of the CAP regions. This council provides the corps of cadets with a direct means of communicating their recommendations and desires to the National Commander.

The United States Civil Air Patrol Cadet Drill Team, smartly attired with new and attractive accessories to their

Air Force blue uniforms, marched to victory in the 1957 International Drill Competition competing against a crack team of the Air Cadet League of Canada. The competition was held at the Canadian National Exhibition in Toronto.

The winning drill team was made up of the U. S. national championship team from the Hawaiian Wing augmented by selected cadets from the other seven regional championship teams competing for the U. S. title.

The Republic of West Germany joined the International Cadet Exchange in 1957, bringing to 21 the number of friendly foreign nations participating in this program dedicated to creating an international brotherhood of air-minded youth. The Civil Air Patrol exchanged 145 male honor cadets with a similar number of outstanding young men representing the Aero Clubs and air cadet organizations of the other participating countries.

Due to budgetary limitations airlift for the Intra-National (Girls) Cadet Exchange was withdrawn by the U. S. Air Force. The Civil Air Patrol funds designated for this program were then divided equally among the eight CAP regions to aid these regions in underwriting girl intra-regional cadet exchanges.

CAP Cadet Major Robert N. Barger, selected in late 1956 to represent the Civil Air Patrol on OPERATION DEEP FREEZE II, the U. S. Antarctic expedition, returned to this country early in 1957 amid a shower of laudatory comment from U. S. Navy and Air Force officials. Cadet Barger's success as a representative of CAP paved the way for the selection of two honor cadets to take part in OPERATION DEEP FREEZE III — the 1957-58 program. Cadet Majors George Patrick Sheaffer of the Oregon Wing and William George Ehrlich of the Nebraska Wing were selected to represent the Civil Air Patrol in the third phase of this historic undertaking.



TELLING THE CAP STORY



With materials either developed by or under the supervision of the Office of Information Services at National Headquarters, public service television and radio time valued conservatively at \$1,400,000 was given to telling the CAP story at all levels — the national networks, the area networks and on the local television and radio stations.

The largest single contribution of public service time was given the Civil Air Patrol in the screening of the half-hour motion picture, "Hero Next Door," released in July 1957. In five and one-half months this film was shown 663 times on television. The value of these showings alone total more than \$690,000.

A half-hour script prepared and distributed by Broadcast Music, Inc. to its 3,200 subscriber radio stations accounted for \$190,000 in public service time.

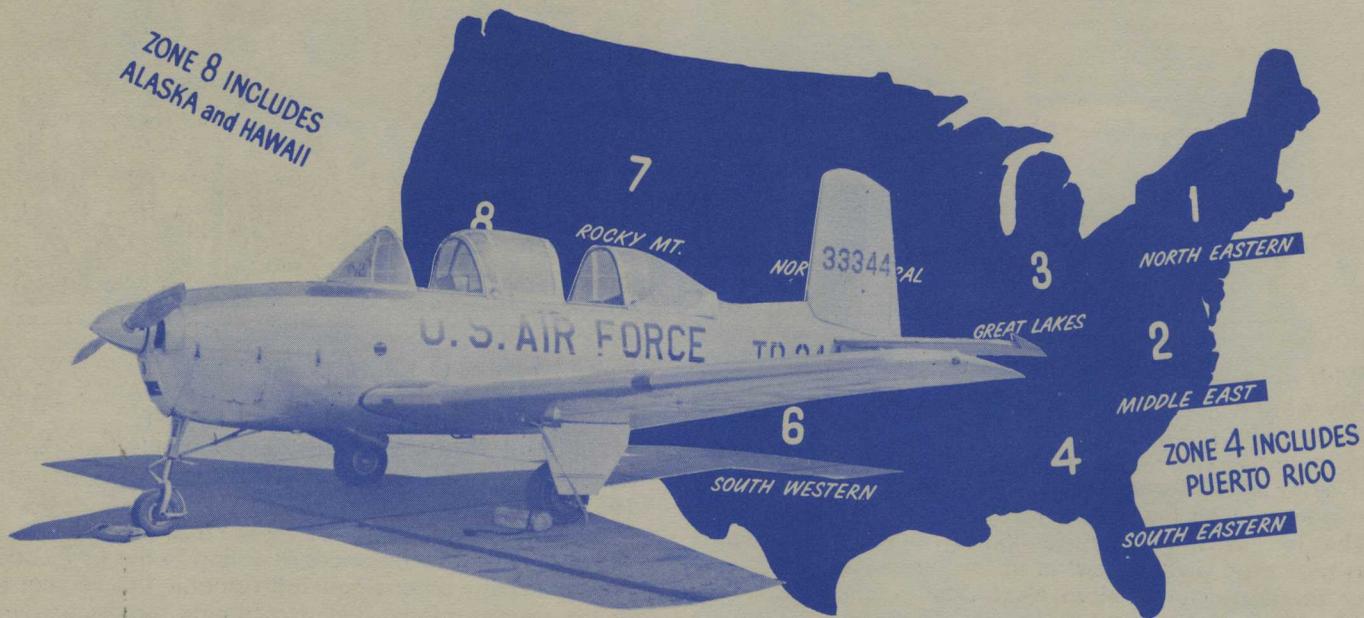
Major TV and radio network shows in which Civil Air

Patrol participated during 1957 included TODAY, MONITOR, COLLEGE NEWS CONFERENCE, YOUTH WANTS TO KNOW, TONIGHT, and DO YOU TRUST YOUR WIFE.

The Civil Air Patrol film, "Sky Sentinels," produced and released in 1956 was shown 231 times on television in 1957.

Civil Air Patrol gained a new cadet in 1957, a young lady who has directed more attention to the CAP cadet program than any other single individual in the 16-year history of the organization. She is a blonde bundle of dynamite named "Poteet Canyon," kissin' cousin of the Air Force's most famous lieutenant colonel, Steve Canyon. The comic strip adventures of Poteet and a new Steve Canyon character, CAP Cadet Scooter McGruder, appears in 607 newspapers daily and Sunday with an estimated daily readership of 30,000,000.

SUPPLY AND MAINTENANCE



Civil Air Patrol units across the country were faced with a new responsibility during 1957, that of routine maintenance and relicensing of corporate aircraft. In many instances where Civil Air Patrol corporate aircraft were based

long distances from Air Force installations, or when the manpower capability of the support base already was over-committed to Air Force requirements, CAP units were faced with major overhauls.

Supplies of spare parts for the World War II L-4, L-5 and L-16 aircraft which make up the bulk of CAP's corporate inventory were almost completely exhausted during 1957. This situation presented still another problem area if CAP were to maintain its operational capability.

The number of serviceable Civil Air Patrol aircraft available is decreasing at such a rate that unless replacement aircraft become available in the immediate future, corporation-controlled flying will be reduced to such an extent that a number of the more desirable programs must be curtailed or discontinued. An adequate replacement program that will insure a continuing operational capability utilizing corporate aircraft is one of the greatest problems which confronted Civil Air Patrol in 1957.

As one means of solving this problem, National Headquarters urged the development of a sound financial program within each wing to insure availability of sufficient funds to defray major maintenance costs.

Civil Air Patrol received donable property from the Department of Defense during 1957 which had an original acquisition value of \$5,521,000. Even though this property was not new, the fair value still was considerable. Property included 692 vehicles of various types which were necessary in the effective operation of CAP's search and rescue and disaster relief programs; office equipment; some aircraft spare parts; and communications equipment.

Only 13 additional aircraft were acquired from the military services during the year. The small number was attributable to the rapid phase-out of liaison type aircraft from the military and the establishment of Army and Air Force Aero clubs which use these types of aircraft.

THE CHAPLAINCY



Learning to live in an air age and preparing to live in a space age requires an increasingly specialized type of education and training since airpower must be coupled with moral power if we hope to survive. The moral training of Civil Air Patrol cadets is a most important area of our total CAP program.

During 1957, the number of chaplains serving CAP units increased from 821 to 895 despite the fact that 275 inactive chaplains were dropped from the roles. CAP chaplains gave approximately 120,000 hours of their time, much of it at a real personal sacrifice to their civilian ministry, to this vital moral training program.

The National Commander urged every effort to achieve the desired nucleus of chaplains for every Civil Air Patrol region, wing, group and squadron.

LEGISLATION



Draft legislation was prepared and introduced into Congress in January and February 1957 (H.R. 3232 and S. 1233) which was designed to authorize appropriation of federal funds to assist Civil Air Patrol in its efforts to provide aviation education and training for its cadet members and to further motivate the youth of our country to seek training and careers in the aeronautical sciences and related technologies.

The funds were to be used in establishing flight scholarships for outstanding Civil Air Patrol cadets, the flight training to be conducted by recognized fixed-base operators and flight schools across the nation.

Although the benefits sought by this legislation were widely recognized, the Bureau of the Budget could not look with favor upon the use of public funds for such an undertaking by Civil Air Patrol. At the close of the first session in the 85th Congress, no further action had been taken on this legislation.

In view of subsequent aeronautical developments, Civil Air Patrol firmly believes that the motivation of qualified youths toward scientific and technological careers is now even more urgent. Civil Air Patrol is organized and

equipped to accomplish this and is willing to assist in any way possible to further this aim.

Efforts to obtain federal legislation authorizing a National Civil Air Patrol Day resulted in Congressional action recommending non-passage of such legislation on the basis that CAP as an Air Force Auxiliary is adequately recognized through its participation in a single day set aside for all the Armed Forces, associates and auxiliaries — Armed Forces Day.

At least 17 states and territories, in recognition of the contribution of the Civil Air Patrol to the public welfare, authorized state appropriations to help support their individual wings.

CAP WINGS RECEIVING STATE APPROPRIATED FUNDS

WING	AMOUNT	FISCAL YEAR
Alabama	\$30,000 a yr for 2 yrs	1957-1959
Arizona	\$12,000 a yr	1957-1958
Connecticut	\$8,000 a yr for 2 yrs	1957-1959
Illinois	\$76,000 for 2 yrs	1957-1959
Louisiana	\$20,000 a yr	1957-1958
Minnesota	\$10,000 a yr for 2 yrs	1957-1959
Nevada	\$6,000 a yr	Continuing
New Mexico	\$15,000 a yr for 2 yrs	1957-1959
North Carolina	\$30,000 for 2 yrs	1957-1959
Pennsylvania	\$30,000 for 2 yrs	1957-1959
Rhode Island	\$4,000 a yr	1957-1958
South Carolina	\$15,000 a yr	1957-1958
South Dakota	\$6,500 for 2 yrs	1957-1959
Virginia	\$10,000 a yr	Continuing
Wyoming	\$5,800 for 2 yrs	1957-1959
Hawaii	\$15,000 a yr	Continuing
Puerto Rico	\$20,000 a yr	1957-1958
Alaska	\$10,000 for 2 yrs	1957-1959

PERSONNEL



Civil Air Patrol's personnel system underwent a major facelifting in 1957, with each operation emerging mechanized and streamlined.

Originally intended to be phased in over a four-year period, it was found that if funds were made available the Personnel Section could be geared to the new system immediately. Funds were granted from the Civil Air Patrol National Treasury and the necessary equipment was purchased and installed.

A new identification card for all senior members was designed to combine the features of the separate identification and membership cards previously used.

A system of mailing identification cards direct to members was put into effect eliminating the delay previously encountered.

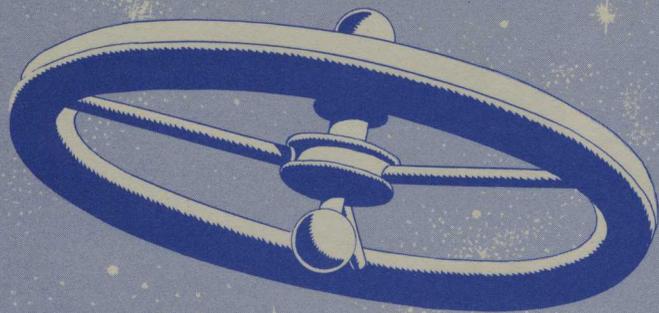
Personnel structure of CAP also underwent a facelifting with a general tightening up and elimination of "dead-wood." The total number of CAP units was reduced through the formation of composite squadrons where senior squadrons with attached cadet squadrons formerly existed.

Quality rather than quantity was the watchword in the membership program and at the end of 1957 CAP had 74,361 members as opposed to 76,839 at the end of 1956. The membership breakdown follows:

	1957		1956	
	Male	Female	Male	Female
Senior	33,711	6,042	35,213	5,081
Cadets	28,104	6,504	29,163	7,382
TOTAL	61,815	12,546	64,376	12,463



A MESSAGE FROM THE NATIONAL COMMANDER:



The challenge of the space age is one our nation cannot afford to avoid. In this respect the Civil Air Patrol will contribute its full share.

Operational assistance to the U. S. Earth Satellite Program, begun in 1957, will be continued and expanded as required.

The Civil Air Patrol's Aviation Education Program already is geared to preparing young men and women for technical and scientific careers in aviation as it applies to space as well as aviation as we know it today. In both the basic fundamentals are the same.

As it becomes necessary this program will be enriched with additional material relating directly to problems of this new age.

The citizens of this nation can be assured that the members of the Civil Air Patrol will continue to use their skills, their resources and their efforts in the public interest, be it on a local or national basis.

WALTER R. AGEE
Major General, USAF



CIVIL AIR PATROL, INC.

FROM JANUARY 1, 1957 TO JANUARY 1, 1958

Bank balances as of January 1, 1957.....		\$202,940.42
RECEIPTS		
Membership dues	\$107,521.00	
Charters	987.00	
Sale of educational books.....	54,953.56	
National Publishing Co.....	7,669.50	
William Woods Plankinton Fund.....	1,000.00	
Miscellaneous Refunds	1,598.03	
Interest on savings accounts.....	5,293.52	179,022.61
		<u>381,963.03</u>
Less Disbursements		210,504.08
		<u>171,458.95</u>

Bank Balances as of January 1, 1958		
Commerce Union Bank, Nashville, Tenn. (Checking).....	\$	10,251.08
Commerce Union Bank, Nashville, Tenn (Savings).....		68,699.04
Commerce Union Bank, Nashville, Tenn. (Escrow).....		2,907.82
Third Nat'l Bank, Nashville, Tenn. (Savings).....		11,522.09
Nashville Bank & Trust Co., Nashville (Savings).....		11,136.71
First American Nat'l Bank, Nashville (Savings).....		11,579.37
Broadway Nat'l Bank, Nashville, Tenn. (Savings).....		11,608.06
First Nat'l Bank of Arlington, Va. (Savings).....		10,794.11
Williamson County Bank, Franklin, Tenn. (Savings).....		10,781.41
Harpeth National Bank, Franklin, Tenn. (Savings).....		10,826.17
First National Bank of Orlando, Fla. (Savings).....		11,353.09
		<u>\$171,458.95</u>

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



C.A.P. ESTABLISHED MAY 26, 1948 AS THE
CIVILIAN AUXILIARY OF THE U.S.A.F. BY
PUBLIC LAW-557 80th CONGRESS

WING COMMANDERS

As of December 1957

Colonel Ernest C. Nall
Alabama Wing, CAP
Colonel DeWitt R. Gregory
Arizona Wing, CAP
Colonel Arthur K. Watkins, Actg
Arkansas Wing, CAP
Colonel Clement A. Lattimore
California Wing, CAP
Colonel Robert M. Jackson, Actg
Colorado Wing, CAP
Colonel Raymond E. Drouin
Connecticut Wing, CAP
Colonel Louisa S. Morse
Delaware Wing, CAP
Colonel Joseph F. Moody
Florida Wing, CAP
Colonel Lex D. Benton
Georgia Wing, CAP
Colonel Wilson Kellogg
Idaho Wing, CAP
Colonel E. Mortimer Gherman
Illinois Wing, CAP
Colonel Stanley H. Arnolt
Indiana Wing, CAP
Colonel Robert J. Wade
Iowa Wing, CAP
Colonel James J. O'Connor
Kansas Wing, CAP
Colonel Houston H. Doyle
Kentucky Wing, CAP
Colonel William D. Haas
Louisiana Wing, CAP
Colonel Norton H. Lamb
Maine Wing, CAP

Colonel A. Paul Fonda
Maryland Wing, CAP
Colonel John B. Slate
Massachusetts Wing, CAP
Colonel Walter C. Gernt
Michigan Wing, CAP
Colonel Malcolm McDermid
Minnesota Wing, CAP
Lt Colonel William T. Phelps, Actg
Mississippi Wing, CAP
Colonel John O. Ladd
Missouri Wing, CAP
Colonel Clarence R. Anthony, Actg
Montana Wing, CAP
Colonel F. Joseph Donohue
National Capital Wing, CAP
Colonel H. James Grove, Jr.
Nebraska Wing, CAP
Colonel Raymond A. Smith
Nevada Wing, CAP
Colonel Harry M. Rodd
New Hampshire Wing, CAP
Colonel Nanette M. Spears
New Jersey Wing, CAP
Colonel J. Gibbs Spring
New Mexico Wing, CAP
Colonel Alfred W. Sutter, Actg
New York Wing, CAP
Colonel Stanhope Lineberry, Actg
North Carolina Wing, CAP
Colonel Stanley C. Frank
North Dakota Wing, CAP
Lt Colonel Lyle W. Castle, Actg
Ohio Wing, CAP
Colonel John W. Furrow, Jr., Actg

Oklahoma Wing, CAP
Colonel Charles R. Chick
Oregon Wing, CAP
Colonel Phillip F. Neuweiler
Pennsylvania Wing, CAP
Colonel Edward A. Mercier
Rhode Island Wing, CAP
Colonel Randolph W. Battle
South Carolina Wing, CAP
Colonel Rupert P. Brzica
South Dakota Wing, CAP
Colonel Alfred M. Waddell
Tennessee Wing, CAP
Colonel Sidney S. Perryman
Texas Wing, CAP
Colonel Joseph S. Bergin
Utah Wing, CAP
Colonel Duane H. Benham
Vermont Wing, CAP
Colonel Allan C. Perkinson
Virginia Wing, CAP
Colonel David Mozes
Washington Wing, CAP
Colonel Lewis W. Talbott
West Virginia Wing, CAP
Colonel Richard C. Jaye
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Wyoming Wing, CAP
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Puerto Rico Wing, CAP

