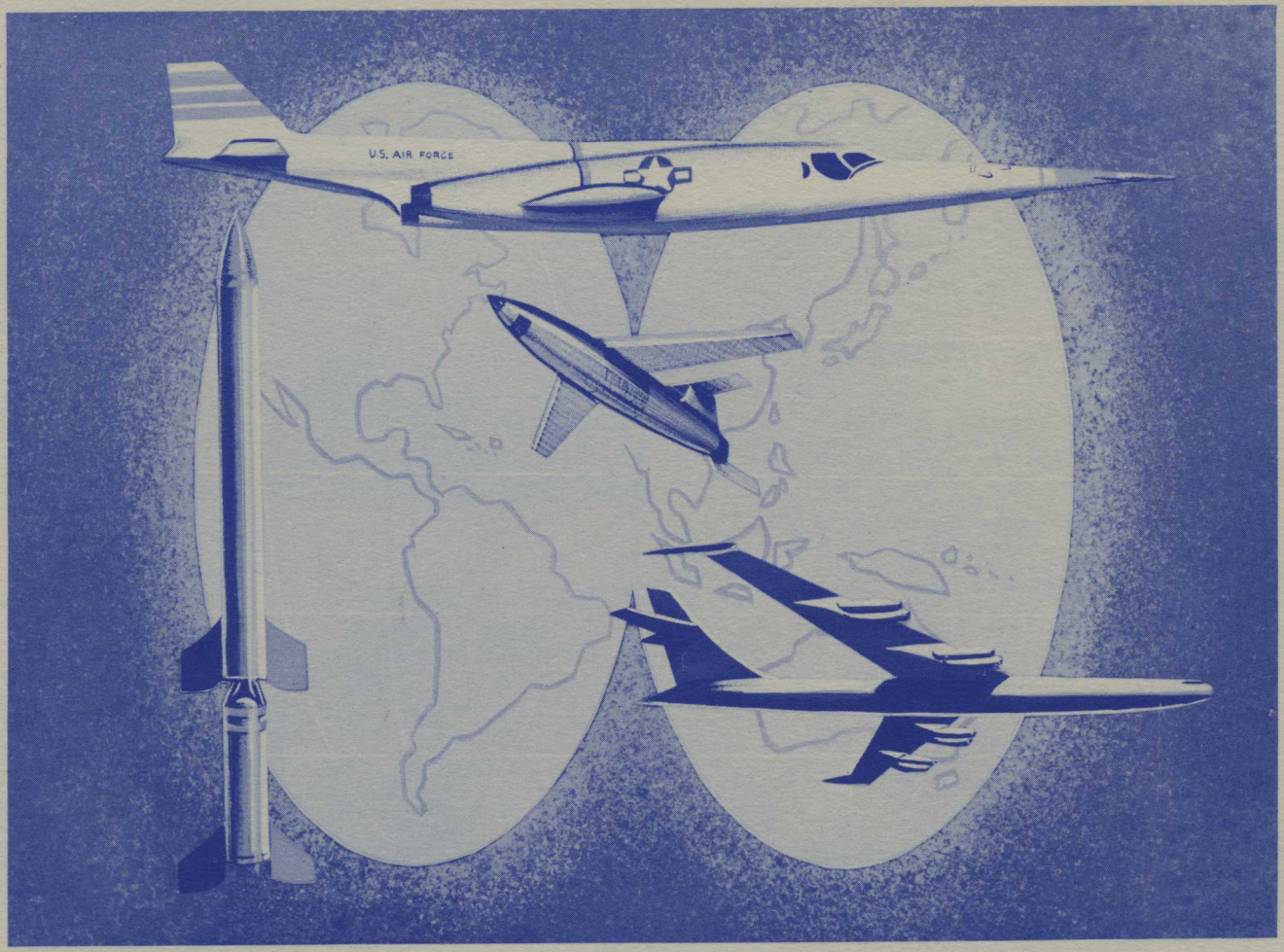
CIVIL AIR PATROL *ANNUAL REPORT*



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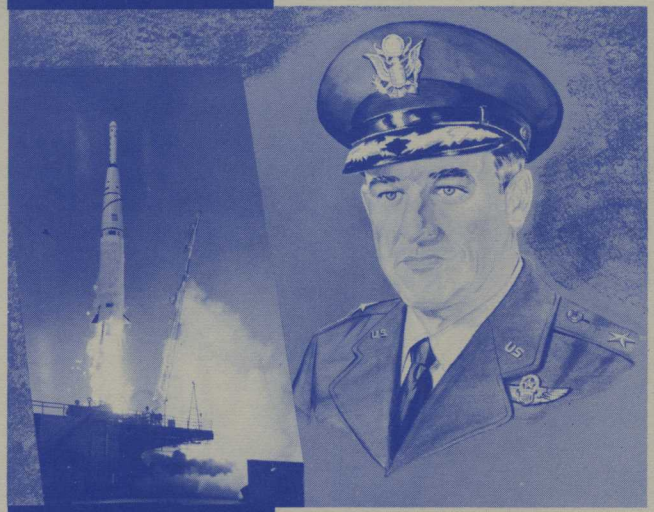

STEPHEN D. McELROY
Brigadier General, USAF
National Commander

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As of 31 December 1958

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FOREWORD

As in years past, the men and women of Civil Air Patrol performed their tasks in 1958 in a way to evoke justifiable pride in all Americans. Whether the call was to locate a missing aircraft or a lost child, or to bring relief to a threatened community—trained CAP volunteers, accepting the hazards involved, provided speedy relief.

Senior members of Civil Air Patrol also provided basic aviation instruction to thousands of cadets . . . developing in them a sense of social responsibility and an awareness of the implications of the Space Age.

In a real sense this record of 1958 is not only a report of accomplishments, but a report on CAP's ability to meet future goals. Many problems lie ahead, but I am certain that 1959 will be another effective year in Civil Air Patrol history.

STEPHEN D. McELROY
Brigadier General, USAF
National Commander

BEHIND US . . .

On 1 December 1958, Civil Air Patrol began its 18th year of voluntary services to the community and to the nation. Civil Air Patrol came to life seven days before Pearl Harbor to function as a part of the Office of Civilian Defense. CAP's wartime mission was to take over some of the home-front duties of Army pilots so as to free the latter for the serious business of preparing for war.

These duties included anti-submarine coastal patrol, patrol of southern borders, courier flying, tow-target and tracking service, missing aircraft search, recruiting for the Army Air Forces, cadet training, and others.

Civil Air Patrol did its wartime job so well that it was rewarded in 1946 with a Congressional Charter to incorporate and was given a postwar mission, spelled out in Public Law 476, 79th Congress, July 1, 1946, Sec. 2, par (b), as follows: "To provide aviation education and foster civil aviation in local communities and to provide an organization of private citizens with adequate facilities to assist in meeting local and national emergencies."

Two years later, on 26 May 1948, Congress enacted Public Law 557, 80th Congress, establishing the organization as a volunteer civilian auxiliary of the United States Air Force.

In the intervening years, Civil Air Patrol has accomplished a proud record of service for the USAF and the civilian community—a record made all the more remarkable because of its voluntary nature.

OPERATIONAL MISSIONS-1958

Operationally, CAP had a busy 1958. Some typical missions:

A railroad car carrying explosives blew up outside Mt. Pulaski, Ill., severing communications and transit routes. CAP units established temporary communications facilities for the community.

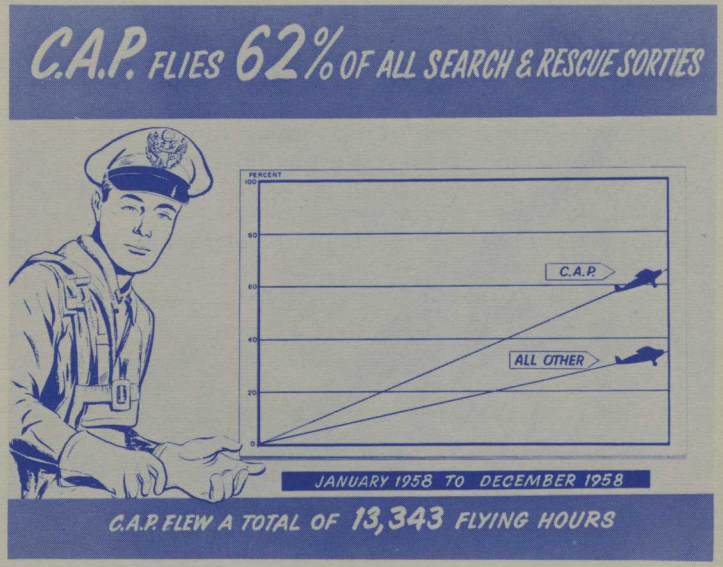
Floods in western and southern Illinois stranded many persons, cut off community contact with the outside world. CAP air-dropped food and supplies, set up communications centers.

In Casper, Wyoming, a carload of boys was reported missing. CAP found the boys, killed in an automobile accident.

When winter storms struck along the Delaware-Maryland line in March 1958, CAP mobile units furnished emergency power supply to pump water for large dairy herds, keep food storage lockers frozen, and handle other vital needs.

Members in Delaware were preparing for their annual search and rescue exercise one Sunday in April 1958 when an Air Force C-133 cargo transport crashed in the Ellendale State Forest, killing all four crew members. Three CAP aircraft, eight radio-equipped mobile units, and some 100 personnel headed for the crash scene within minutes after receiving the crash report. A test mission was turned into the real thing.

CAP aircrews flew 7,401 sorties for 13,343 hours in support of USAF-authorized missions under the control of the Continental Air Command. This was almost half of all flying hours expended on search and rescue coordinated by Continental Air Command in 1958. Requests for CAP search and rescue services came from county, state, and federal agencies—from sheriffs, state police, governors,



Civil Aeronautics Administration, Coast Guard, Army, Navy, and Air Force. These operations ran the gamut from finding lost skiers in the mountains of California to spotting missing airboats in Florida's Everglades.

On all Air Force-authorized missions, CAP pilots were reimbursed for gas and oil. It costs about $3.00 an hour to fly a CAP light plane. It would cost the Air Force $150.00 per hour to operate the SA-16—the basic Air Force search plane—counting just oil, gas, flight time and depot maintenance, and not crew salaries and expenses for a six-man crew.

Hundreds of additional search and mercy missions were independently undertaken by CAP members as a public

service for their local communities.

Air support to civil defense, airlift of medical supplies and food to stricken regions, aerial plotting of areas of radioactivity, courier and transportation service, and emergency radio communications are the missions that Civil Air Patrol has been called upon to perform. CAP's organized potential has been proven many times over in disaster relief, traffic surveillance, utility installation patrol and other tasks associated with civil emergencies. Many CAP wings, as a result, have been named task organizations in state emergency plans.

Thirty-eight wing and nineteen group effectiveness tests were conducted by USAF in 1958 on CAP's wartime capabilities. These tests were designed to point up CAP's effectiveness in search and rescue, civil defense, domestic emergency and disaster relief.

In 1958, CAP had 43 major accidents. Based on the year-end in-commission aircraft inventory of 780, the CAP aircraft accident rate came to 1 to 18. This compared to the CAA's overall light plane accident rate of 1 to 15. Pilot error was the primary cause of most of these accidents; however, supervisory error was a major contributing factor.

Adequate supervision of day-to-day aircraft operations is difficult because of the nature of CAP voluntary services. Each year several CAP aircraft are lost on the ground because of weather, lack of money for hangaring, or lack of hangar facilities. Also, the fact that most of CAP's aircraft have conventional rather than tricycle landing gear makes them particularly vulnerable to wind damage.

AIRCRAFT AND SUPPLIES

CAP's inventory of corporate-owned aircraft was increased by 31 L-17's during the year, bringing the total of corporate aircraft to 891. Of these, 780 were operationally ready.

The corporate-owned aircraft comprise the hard-core fleet upon which CAP must depend for its day-to-day operations. In this respect, several serious problems are looming up.

The overall number of operationally ready planes is not enough for conducting efficient operations. The number of planes being added to the corporate inventory is not enough to replace those lost to normal attrition. Most corporate aircraft are about 15 years old, are fabric-covered and are deteriorating rapidly because of parts shortages. Parts are becoming more difficult to obtain from either military or commercial sources.

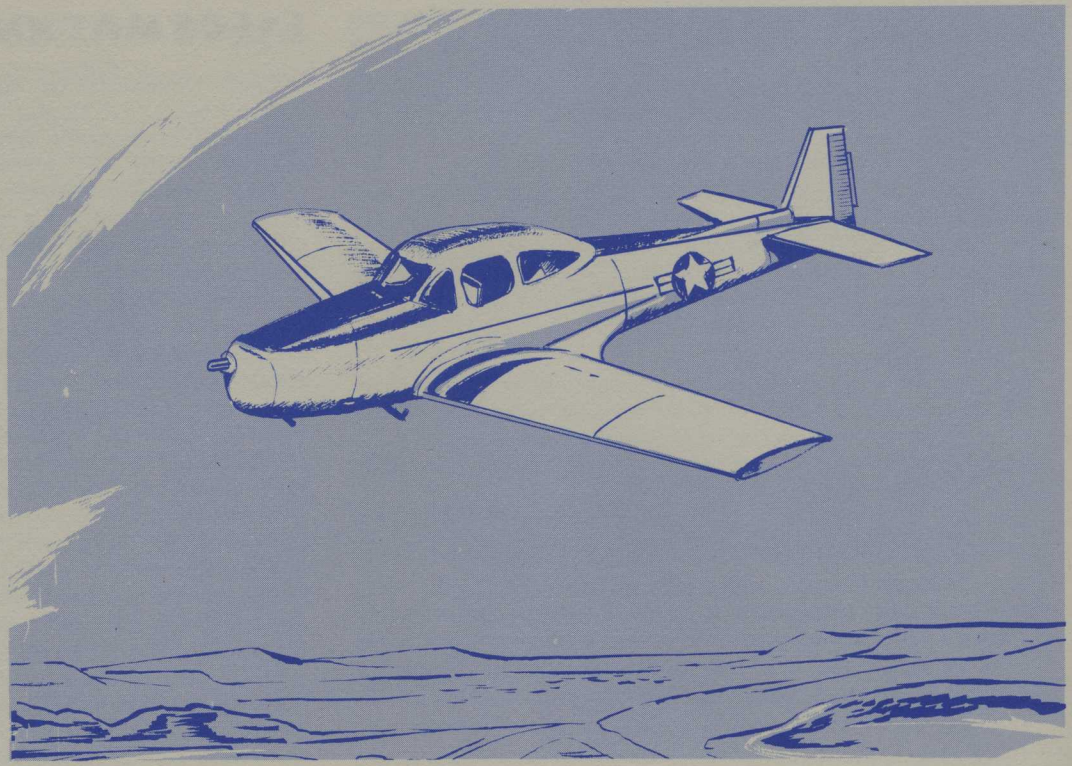
Some of these problems stem from the fact that CAP continues year after year to provide aircraft services, receiving reimbursement only for fuel and oil expenses on Air Force-directed missions—depreciation, insurance, hangaring, maintenance, crew subsistence, and housing costs are borne by the CAP and individual members.

While the aircraft picture looks dark—until such time as the corporation undertakes an aircraft replacement program—a ray of light can be seen. In time of emergency, we can count on the 3,670 member-owned planes. Also, in a growing number of instances, CAP members have been pooling their money and buying new aircraft as a club enterprise. These planes, too, would be available in an emergency.

During the year, we received from the Department of Defense 8,849 separate line items of property, consisting

31 NEW L17's GIVEN TO CAP

TOTAL CORPORATE AIRCRAFT 891



primarily of communications equipment, office supplies and equipment, field equipment, 1,000 vehicles of various kinds and, as mentioned previously, 31 L-17 aircraft with 20 serviceable supporting spare engines. We also took action during the year to dispose of a considerable amount of excess and unserviceable property, indicating that the CAP supply program was becoming more effective.

COMMUNICATIONS

We made good progress in our efforts to develop an effectively organized communications tool for use in time of emergency.

Civil Air Patrol continued to provide communications support in 1958 to the "phototrack" project engaged in recording earth satellite movements. The project, conducted by the Society of Photographic Scientists and Engineers, was initiated as part of the International Geophysical Year program. Data recorded by phototrack teams provide the means for measuring the earth's surface as well as the shape and effect of the earth's gravitational field. Satellite prediction data providing forecasts of satellite movements are received regularly by CAP's National Headquarters from the Smithsonian Astrophysical Observatory. This data is then re-broadcast over CAP net frequencies for pick-up and delivery to the phototrack observers.

The number of licensed CAP radio stations increased by 544 during the year, for a total of 10,944. Land stations increased from 2,784 to 2,934; airborne stations from 540 to 596. This net gain was especially significant since more than 2,000 stations were dropped from the program either because of inactivity or for violating CAP or FCC procedures and regulations.

Many CAP members have installed radio equipment in their personal automobiles and trucks. Vehicles so equipped are then able to move into isolated or disaster areas and establish immediate communications with their base of operations. Mobile networks generally operate on VHF (very high frequencies).

During the year, CAP mobile stations were increased to 7,414 sets, a gain of 360 over 1957. In addition, there has been a marked shift from HF to VHF operation. By the close of the year, most CAP units had moved closer to the desired VHF goal of 3:1.

Another indication of communications progress was in the decreased number of stations being reported for violating normal regulations and procedures. By December, official FCC notifications of CAP violations had dropped over 50 per cent.

THE MEMBERSHIP

CAP's major strength is in its volunteer membership. All make Civil Air Patrol a living force for community helpfulness. Since the organization can only be as good as the quality of the people in it, we tried throughout the year to maintain a high quality membership, even though it may have meant a drop in overall numbers from 74,360 to 70,322, as shown:

	1958		1957	
	MALE	FEMALE	MALE	FEMALE
Seniors	32,225	5,132	33,710	6,042
Cadets	25,775	7,190	28,104	6,504
TOTALS:	58,000	12,322	61,814	12,546

We streamlined our methods and shortened the time for eliminating undesirable members. We placed approval authority for personnel actions in the hands of those usually most familiar with the case—the wing commanders. In the case of new members, we established more realistic probation requirements and simplified processing and assignment procedures. Membership boards became mandatory at all levels.

In 1957, we started a reorganization to eliminate attached cadet squadrons and set up composite squadrons. This has increased the total number of units by 221, as shown:

	1958	1957
Regions	**8**	**8**
Wings	**52**	**52**
Groups	**189**	**174**
Sr. Sqdns	**316**	**371**
Cdt Sqdns	**380**	**371**
Comp Sqdns	**979**	**813**
Flights	**51**	**25**
TOTALS:	**1,975**	**1,754**

SENIOR TRAINING

A new senior training program was started in 1958. New members can now study the indoctrination and general training phases at home on their own time. This frees them to attend scheduled meetings on operational training and gain familiarity with unit participation in search and rescue missions, Civil Defense operations, and other senior activities.

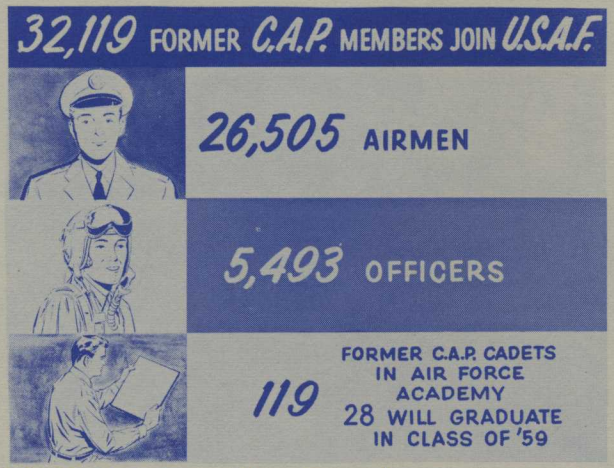
Two senior manuals were published during the year: **"Introduction to Civil Air Patrol,"** to be used in the indoctrination training phase; and **"The CAP Observer,"** for those who want to serve as observers on aerial search missions.

For seniors desiring to become CAP officers, the Air University's Extension Course Institute established a special 11-volume correspondence course. The standard OCS course consists of 26 volumes. The regular courses offered by ECI were also available to CAP members. There were 4,378 senior and cadet members enrolled in 51 of these courses by the end of the year.

CAP training programs offer an opportunity for military reservists to gain retention and retirement points by serving as instructors during the year or during the CAP summer cadet encampments. During the year, 123 Air Force reservists devoted 5,225 instructional hours to support CAP training programs; 8 Army reservists gave 368 hours; and 5 Navy reservists contributed 201 hours.

CADET ACTIVITIES

Civil Air Patrol's work with American youth is one of the organization's most vital functions. Activities for cadets are planned to provide them understanding of aviation and the problems of living in an air age that is rapidly becoming dominated by space technology. CAP also encourages its cadets to seek their future careers in aeronautical, scientific, and engineering fields. Incidentally, today there are about 35,000 alumni of the cadet program in the ranks of the Air Force. Also, over one-tenth of the student body of the Air Force Academy is composed of former CAP cadets.



Civil Air Patrol considers its cadet program to be extremely important because it is often apparent that the profound effects of aerospace power on our economy and national security are not well understood by large segments of the American public.

The cadet program normally runs approximately one year. After cadets complete the course and attend a summer encampment, they receive the CAP "diploma"—the certificate of proficiency, which is issued by the U.S. Air Force.

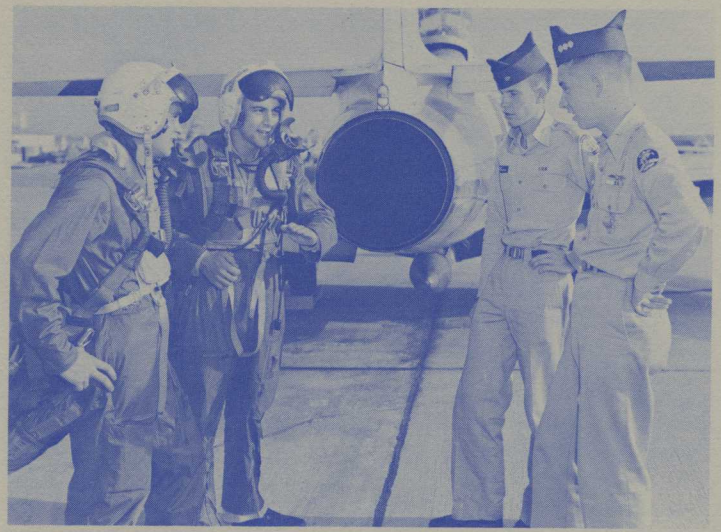
In 1958, there were 1,590 certificates awarded to cadets. In the same period, 47 CAP summer encampments, ranging from 8 to 15 days, were held at 37 Air Force bases and two Naval Air Stations. These were attended by over 9,500 cadets from the 52 wings.

Cadets who successfully complete their training, attend a summer encampment, and obtain the certificate of proficiency, become eligible for CAP college scholarships, participation in the International Air Cadet Exchange program (IACE), the CAP jet orientation course (for boys), the jet age orientation course (for girls), and attendance at the Congressional Dinner, which is held during even-numbered years in Washington, D. C. These special activities are open to outstanding cadets. Selections are based on stringent competitive criteria and are generally limited to one or two cadets from each wing.

Fifty-one male honor cadets attended the six-day CAP jet orientation course at Perrin AFB, Texas, early in July. In this course, cadets are permitted to navigate the aircraft themselves in their final period of instruction under the supervision of the instructor occupying the second seat.

Because of airlift problems caused by unrest in Lebanon last summer, Turkey, Greece, and Israel did not participate in the 1958 Exchange. The 15 U.S. cadets scheduled to visit these countries (five to each country) were diverted to other participating European nations. Airlift restrictions similarly prevented Exchange cadets from those nations from visiting the United States.

The 1958 Exchange involved 18 foreign nations: Great

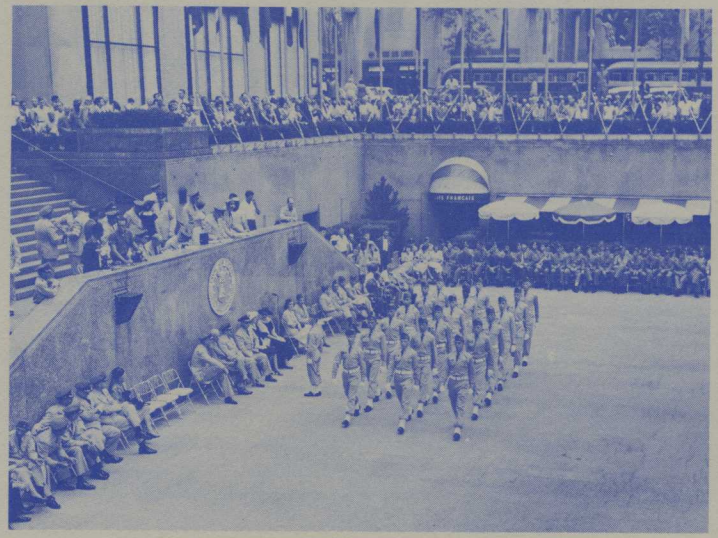


Britain, Canada, Belgium, Brazil, Chile, Cuba, Denmark, Norway, France, Italy, Mexico, The Netherlands, Peru, Portugal, Spain, Sweden, West Germany and Switzerland. Civil Air Patrol exchanged 145 hand-picked male cadets with 130 air-minded foreign young men. The Exchange was conducted on a 5-for-5 basis except for Canada and Great Britain, which exchanged 25 cadets each for an equal number of CAP cadets. In the United States, the foreign visitors were hosted by various CAP wings.

Originally started in 1947 between the Air Cadet League of Canada and the Civil Air Patrol, the International Air Cadet Exchange is designed to promote understanding among different peoples through the common interest of aviation.

Budgetary restrictions in 1958 brought about a change from the customary Intra-National Exchange of female cadets (between the territorial and the continental U.S. wings) to an inter-region exchange. This served as an opportunity for the participating girl cadets to make new CAP friends and visit new places in the states. Transportation needs were met through use of liaison aircraft, private aircraft or surface travel.

The Jet Age Orientation Course was a new program developed during 1958 for female cadets. It is designed to provide an orientation in career opportunities for women in aviation, both in the USAF and in commercial aviation. Fifty-two outstanding female cadets, one from each wing, were selected for participation.



The week-long program was conducted by USAF personnel from the Air University at Maxwell AFB, Alabama. CAP provided staff representation.

The new program has replaced the former annual girls' encampment at Lackland AFB, Texas.

Two of the 12 National Merit Scholarships given each year by the General Dynamics Corporation are reserved for honor CAP cadets. To be eligible, the cadets must meet the provisions of the National Merit Scholarship program.

The winners of the 1958 scholarships, both covering four-year engineering courses, were CAP Cadets Eric Ernst Therkelsen of Ypsilanti, Michigan, who will attend California Institute of Technology, and James I. Cochrane of Charlotte, North Carolina, who will receive his training at Georgia Institute of Technology. Both cadets had been selected to take part in the 1958 International Air Cadet Exchange program.

An eighteen-cadet member drill squad of the New York Wing won the 1958 CAP National Drill Competition in Rockefeller Center, New York. The New York unit competed against nine other units, the seven regional drill winners and the two territorial wing teams from Hawaii and Puerto Rico. Two of the regional winners were girl cadet squads from Iowa and California.

Augmented by selected drill team members from the other male units, the New York team went into four weeks of hard training at Bolling AFB for the International Drill Exhibition between CAP and a crack team from the Air Cadet League of Canada. The exhibition, an annual event between the two organizations, was held at the Minnesota State Fair on 24-25 August 1958.

AVIATION EDUCATION

Authorization to assign aviation education officers at regional, wing, group, and squadron levels was an especially significant event in 1958 in the aviation education field. The need for adult leaders for the cadet program has been critical. With the new authorization, National Headquarters launched a nationwide five-year program to obtain qualified personnel to fill these important jobs.

During the year, Civil Air Patrol cooperated with various universities and school departments throughout the country in conducting 41 aviation education workshops. One of the most successful was the Pacific Regional Workshop in Hawaii attended by over 200 teachers. The workshop is of interest

to CAP mainly to further our mission and to help develop staff people needed both by schools and by CAP to do a better job of aviation education.

CAP's activities in teacher training have also included support of aviation education in-service workshops conducted at night or on weekends during the regular school year for interested teachers. Some of these in-service projects have resulted in the recruitment of outstanding professional staff members for CAP units.

During 1958, National Headquarters provided 85,712 copies of its six aviation education texts to cadet members, squadrons, and high school aviation education classes. Total distribution since 1956, when some of the texts were first published, has been 271,090 copies. During the same three-year period, 4,182 color filmstrips based on the texts were made available to CAP units as visual aids for classroom instruction.

As 1958 drew to a close, a seventh text, "The Dawning Space Age," was nearing completion. Because of security factors and the rapid and frequent developments taking place in rockets, missiles, and astronautics, it has been necessary to make several revisions of this book prior to publication.

Additional aviation education materials of instruction were published during the year. Among the new items were "A Science Workbook for the Air Age"; "Social Aspects of the Air Age"; "Aviation Education—A Selected and Annotated Bibliography"; and "Aviation Education in Civil Air Patrol".

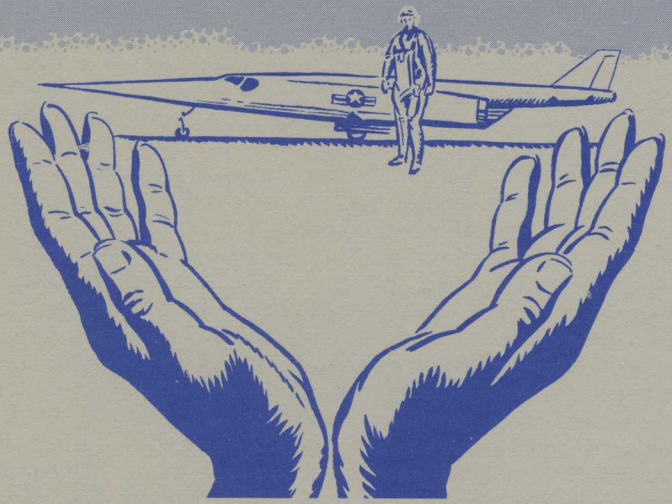
The year brought recognition of CAP's youth activities and aviation education programs from the American Legion. A jointly developed CAP-Legion program called for support by Legionnaires in sponsoring existing CAP squadrons; providing adult leadership for squadrons and meeting places; providing scholarships for teachers to attend workshops; donating CAP aviation education teaching kits to the local school; furnishing qualified speakers for CAP training meetings; and helping sponsor public meetings to discuss airpower problems of interest to the entire community.

An educational television film series was produced during the year by the North Central Liaison Office in cooperation with the Minneapolis public schools and the Link Foundation. The series, which featured well-known authorities in the fields of aviation and education, provided excellent instructional materials for teachers of aviation education. The series represented the first production on film of an aviation education in-service workshop.

The coordinated CAP-High School aviation education program, which started in 1948-49, continued its steady growth during 1958. Its objective is to obtain high school support for CAPs aviation education program. During the year, the number of schools participating in the program with CAP increased to over 350.

As the year drew to a close, plans were underway for the completion of a teacher education text entitled, "Education, Aviation, and the Space Age." National Headquarters was also getting into high gear for the 1959 National Workshop and CAP Staff College, scheduled for the summer at Montana State University, Missoula, Montana.

CAP CHAPLAINS



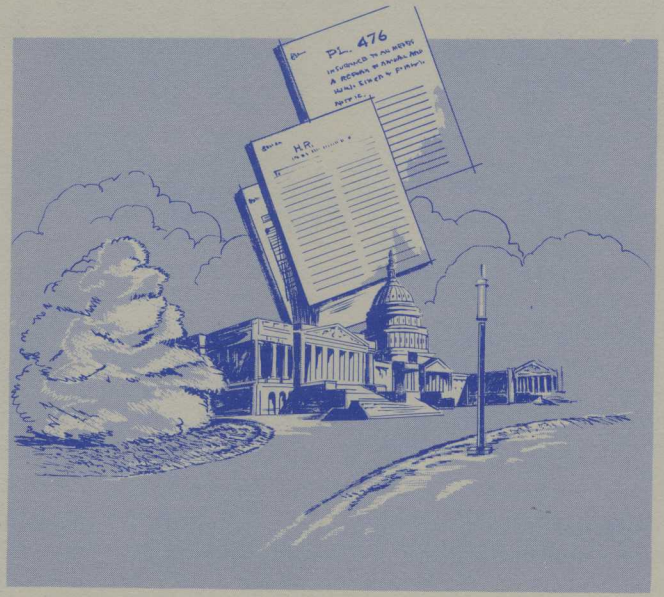
During 1958 the number of CAP Chaplains increased from 895 to 1,138. These dedicated clergymen gave well over 150,000 hours of their time to CAP service, often at personal sacrifice to their civilian ministerial duties.

Chaplains presented 4,202 character and citizenship lectures during the year, showed 735 moral and religious films, attended 7,723 meetings, provided 8,506 personal counseling periods, and gave 1,062 addresses to various organizations about Civil Air Patrol.

The activities of the past year show a healthy trend in the progress and growth of the CAP Chaplaincy. But there are still 800 units without chaplains and the procurement of a chaplain for each unit will remain a goal for the coming year.

LEGAL ACTIVITIES

As in other corporations the Civil Air Patrol is continually confronted with a great many legal problems which encompass almost the entire field of the law. However, the corporate management suffers a serious shortage of competent attorneys to handle these problems. As of the end of 1958, only 13% of the total units of the organization were being served by legal personnel. This absence of essential legal guidance was a critical matter. With its many operating units, Civil Air Patrol always faces the possibility of litigation and serious financial loss.



As a means of keeping its finger on the pulse of any claims that may involve the corporation, National Headquarters maintained a log of potential litigation actions. This made it possible to more effectively propose ways and means to the various units for protecting the corporation.

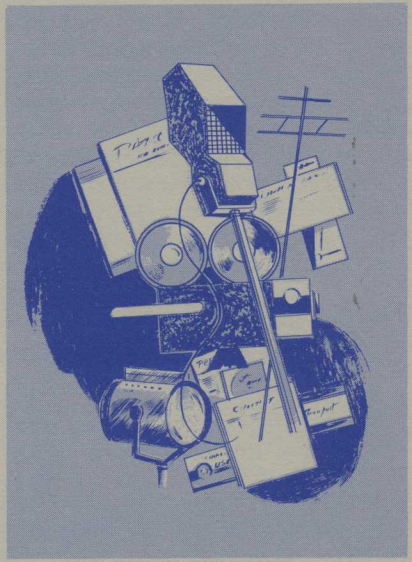
State Support

Twenty states and territories in recognizing the contributions of Civil Air Patrol to the general and public welfare, have appropriated funds to assist Civil Air Patrol wings in accomplishing their missions. Generally, the money has been used to defray within the state, the costs of administration, aviation education, training programs, aircraft maintenance and repair, and the purchase of radio and mobile equipment.

CAP WINGS RECEIVING STATE APPROPRIATIONS

WING	AMOUNT	FISCAL YEAR
Alabama	$30,000 a yr for 2 yrs	1957-59
Arizona	$12,000 a yr	1957-58
Arkansas	$22,000 for 2 yrs	1957-59
Colorado	$34, 465 for 2 yrs	1957-59
Connecticut	$8,000 a yr for 2 yrs	1957-59
Illinois	$76,000 for 2 yrs	1957-59
Louisiana	$20,000 a yr	1957-58
Minnesota	$10,000 a yr for 2 yrs	1957-59
Nevada	$6,000 a yr	Continuing
New Mexico	$30,000 for 2 yrs	1957-59
North Carolina	$30,000 for 2 yrs	1957-59
Pennsylvania	$30,000 for 2 yrs	1957-59
Rhode Island	$4,000 a yr	1957-58
South Carolina	$15,000 a yr	1957-58
South Dakota	$6,500 for 2 yrs	1957-59
Virginia	$10,000 a yr	Continuing
Wyoming	$5,800 for 2 yrs	1957-59
Hawaii	$15,000 a yr	Continuing
Puerto Rico	$20,000 a yr	1957-58
Alaska	$10,000 for 2 yrs	1957-59

INFORMATION SERVICES



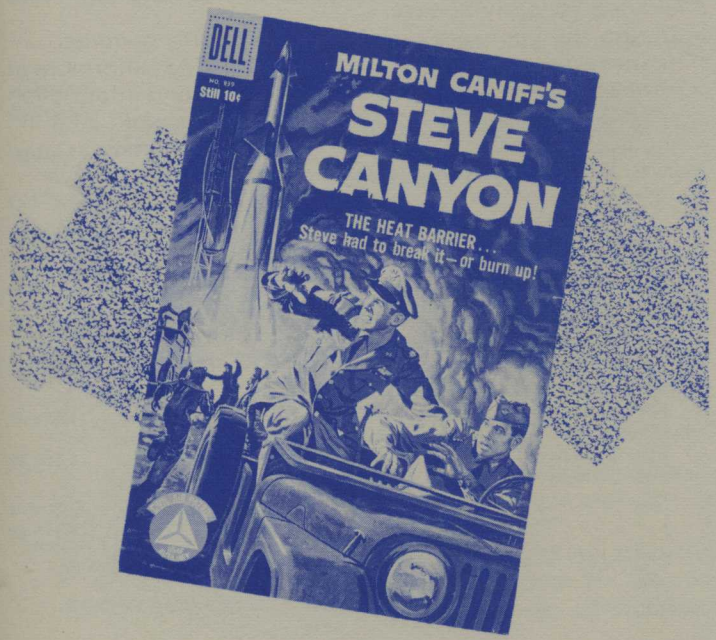
Our information services program was reorganized during the year to give greater emphasis to internal information and to community relations. We have adopted the proposition that in order to obtain public understanding and support for the objectives of CAP and USAF, we must direct our efforts towards keeping the CAP membership—and specifically the 1,400 information services officers in the field—properly informed of these objectives and programs. Through an informed membership, we attempt to successfully augment the third phase of the program—community relations.

The CAP story received good coverage throughout the nation's communities in 1958. This was evident in field reports from unit information officers on press, radio, television, and film activities; on news photos and publications; and on special projects, speeches and public appearances.

Civil Air Patrol lost a valuable internal information tool in mid-year when CONTACT, which carried a regular CAP news section, suspended publishing operations with the death of publisher E. H. Holmes. The last issue of the paper was dated June 26, 1958. Negotiations were opened with several publishers for a new CAP newspaper. By the close of the year, sufficient progress had been made to indicate that the publishing contract would be awarded to the Army Times Publishing Company, which also publishes the Air Force Times and the Navy Times.

More than thirty articles and stories about CAP were published in magazines and house organs in 1958. "This Is Your CAP," by Lt Colonel C. B. Colby, CAP, was published during the year by Coward-McCann, Inc., N.Y. Also, the latest Steve Canyon-CAP comic book, "Steve Canyon Breaking the Heat Barrier," rolled off the presses of the Dell Publishing Company. "AMBASSADORS WITH WINGS," the story of CAP's International Air Cadet Exchange, was released in mid-year. Narrated by film star, James Stewart, and produced as a public service by the Ex-Cell-O Corporation of Detroit, the film has been shown by approximately 430 TV stations to over 40,000,000 viewers. CAP's own newsreel was released during the year and prints were made available to the various wings for local TV and non-commercial public showing. Two commercial TV dramas about CAP operations went into production, one to become an episode in the nation-wide series, "Danger Is My Business;" the other for the Air Force sponsored series, "Flight." Both shows were scheduled for release in early 1959. Still another film, "Needle In The Sky," which concerns CAP's role in the U.S. Earth Satellite Program, was produced and scheduled for early release.

During the year, we distributed our fourth animated TV film spot and a 15-minute recording on CAP information, science education, and music. Several thousand information kits were distributed to field ISO's for use in publicizing the International Air Cadet Exchange program, summer encampments, CAP's 17th anniversary, and other special events. Information services support was also provided USAF in connection with Armed Forces Day, Air Force Academy recruiting, USAF Firepower Demonstrations, and other Air Force projects.



LOOKING AHEAD

Two important changes faced Civil Air Patrol as the year came to a close. Brigadier General Stephen D. McElroy, USAF, will replace Major General Walter R. Agee, USAF, as CAP's National Commander, effective 1 April 1959. General Agee planned to retire on 31 March after more than 31 years of active military service.

Civil Air Patrol will not be exactly new to General McElroy. As an AAF captain, he commanded an Anti-Submarine Command squadron during the early part of World War II. The sight of CAP light planes hunting U-boats off the Atlantic Coast was well known to him. Also, as the recent Chief of Staff of the Air Force Academy, he has taken a warm interest in the fine progress being made by the 119 former CAP cadets now attending the Academy.

Announcement was also made at the end of the year of the reassignment of Headquarters, Civil Air Patrol-USAF to the Continental Air Command for administrative and operational control. This change was to take effect 1 January 1959.

The Continental Air Command was selected by USAF to direct Headquarters, CAP-USAF activities because of its experience in handling reserve and other civil liaison matters for the Department of the Air Force. ConAC also has the responsibility of coordinating search and rescue and domestic emergency assistance in the inland region of the United States. These various functions will be facilitated through administrative control of Headquarters, CAP-USAF.

CIVIL AIR PATROL, INC.

STATEMENT OF CASH RECEIPTS AND DISBURSEMENTS

YEAR ENDED DECEMBER 31, 1958

RECEIPTS		
Membership Dues	$109,031.50	
Organization Charters	350.00	
Sale of Educational Books	51,049.14	
Received from National Publishing Company	1,719.32	
Interest on Savings Accounts	5,102.45	
Contribution Link Foundation	750.00	
Congressional Dinner Ticket Sales	2,775.93	
Refund International Cadet Exchange	2,086.92	
William Woods Plankinton Scholarship	1,000.00	
Miscellaneous Sales and Refunds	257.85	$174,123.11
Cash Disbursements (Schedule)		116,383.41
Excess of Receipts over Disbursements		57,739.70
Balance, Cash in Banks, December 31, 1957		171,458.95
Balance, Cash in Banks, December 31, 1958—Note 1		$229,198.65

CIVIL AIR PATROL, INC.
CASH DISBURSEMENTS
YEAR ENDED DECEMBER 31, 1958

Operations	$ 24,578.52
Aviation Education	1,435.18
Chaplain	10.50
Personnel	1,967.19
Adjutant	2,343.78
Information Services	885.82
Executive	34.96
Plans	18.00
Capital Equipment	3,453.42
Insurance	9,113.66
Revolving Fund	20,719.93
Congressional Dinner	7,450.90
Contact Magazine	22,078.45
1957 Budget Items Paid in 1958	9,281.69
Educational Scholarships	5,000.00
Advances for Investigation of Boat Operations	6,865.66
Other Miscellaneous Expenses	1,145.75
	$116,383.41

Note 1—A summary of cash in banks at December 31, 1958, follows:

Commerce Union Bank, Nashville, Tennessee:	
Checking Account	$ 10,181.83
Savings Account	101,000.45
Escrow Savings Account	4,018.29
Third National Bank, Nashville, Tennessee:	
Savings Account	11,870.33
Nashville Bank & Trust Company, Nashville, Tennessee:	
Savings Account	11,473.29
First American National Bank, Nashville, Tennessee:	
Savings Account	11,929.36
Broadway National Bank, Nashville, Tennessee:	
Savings Account	11,958.91
First National Bank of Arlington, Arlington, Virginia:	
Savings Account	11,102.82
Williamson County Bank, Franklin, Tennessee:	
Savings Account	11,107.26
First National Bank at Orlando, Orlando, Florida:	
Savings Account	11,696.22
Harpeth National Bank, Franklin, Tennessee:	
Savings Account	11,153.39
Anacostia National Bank, Washington, D. C.:	
Checking Account	21,706.50
	229,198.65

NATIONAL HEADQUARTERS
BOLLING AIR FORCE BASE
WASHINGTON 25, D. C.

REGIONAL COMMANDERS

As of 31 December 1958

COLONEL SEYMOUR J. SIMON, CAP, Northeastern Region

COLONEL DAVID S. HARTER, CAP, Middle East Region

COLONEL JOHN O. SWARTS, CAP, (Actg), Great Lakes Region

COLONEL PAUL W. TURNER, CAP, Southeastern Region

COLONEL MALCOLM McDERMID, CAP, (Actg), North Central Region

COLONEL JAMES L. CAMP, CAP, Southwestern Region

COLONEL ERNEST E. ALLABY, CAP, Rocky Mountain Region

COLONEL HOWARD B. FREEMAN, CAP, Pacific Region

WING COMMANDERS

As of 31 December 1958

COLONEL ERNEST C. NALL, CAP, Alabama
COLONEL DEWITT R. GREGORY, CAP, Arizona
COLONEL ARTHUR K. WATKINS, CAP, Arkansas
COLONEL CHARLES L. ASHLOCK, CAP, California
COLONEL CHARLES F. HOWARD, CAP, Colorado
COLONEL JAMES F. KAVANAGH, CAP, Connecticut
COLONEL LOUISA S. MORSE, CAP, Delaware
COLONEL JOSEPH F. MOODY, CAP, Florida
COLONEL LEX D. BENTON, CAP, Georgia
LT COLONEL JOHN FARRAR, CAP, (Actg), Idaho
(TEMP) COLONEL JAMES J. MITCHELL, CAP (Actg), Illinois
COLONEL STANLEY H. ARNOLT, CAP, Indiana
(TEMP) COLONEL HAL D. ROGERS, CAP (Actg), Iowa
COLONEL JAMES J. O'CONNOR, CAP, Kansas
(TEMP) COLONEL CARLOS O. PUCKETT, CAP (Actg), Kentucky
COLONEL WILLIAM D. HAAS, CAP, Louisiana
COLONEL NORTON H. LAMB, CAP, Maine
COLONEL WILLIAM D. TURNER, CAP, Maryland
COLONEL JOHN B. SLATE, CAP, Massachusetts
(TEMP) COLONEL MELVIN E. BEEBE, CAP (Actg), Michigan
(TEMP) COLONEL RICHARD T. MURPHY, CAP (Actg), Minnesota
COLONEL WALTER G. JOHNSON, CAP, Mississippi
COLONEL JOHN O. LADD, CAP, Missouri
MAJOR DAVID E. COY, CAP (Actg), Montana
COLONEL F. JOSEPH DONOHUE, CAP, National Capital
COLONEL H. JAMES GROVE, JR., CAP, Nebraska
COLONEL RAYMOND A. SMITH, CAP, Nevada
COLONEL HARRY M. RODD, CAP, New Hampshire
COLONEL NANETTE M. SPEARS, CAP, New Jersey
COLONEL J. GIBBS SPRING, CAP, New Mexico
LT COLONEL WILLIAM K. ALLEN, CAP (Actg), New York
(TEMP) COLONEL DONALD H. DENTON, CAP (Actg), North Carolina
COLONEL STANLEY C. FRANK, CAP, North Dakota
COLONEL LYLE W. CASTLE, CAP, Ohio
COLONEL JOHN W. FURROW, JR., CAP, Oklahoma
COLONEL CHARLES R. CHICK, CAP, Oregon
COLONEL PHILLIP F. NEUWEILER, CAP, Pennsylvania
COLONEL EDWARD A. MERCIER, CAP, Rhode Island
COLONEL RANDOLPH W. BATTLE, CAP, South Carolina
COLONEL RUPERT P. BRZICA, CAP, South Dakota
COLONEL ALFRED M. WADDELL, CAP, Tennessee
COLONEL SIDNEY S. PERRYMAN, CAP, Texas
COLONEL JOSEPH S. BERGIN, CAP, Utah
COLONEL DUANE H. BENHAM, CAP, Vermont
COLONEL ALLAN C. PERKINSON, CAP, Virginia
(TEMP) COLONEL JOSEPH K. PRINCEN, CAP (Actg), Washington
COLONEL H. LEON HAGER, CAP, West Virginia
COLONEL RICHARD C. JAYE, CAP, Wisconsin
COLONEL ROBERT W. MORRISON, CAP, Wyoming
COLONEL HARRY E. STIVER, CAP, Alaska
COLONEL BENJAMIN F. DILLINGHAM, CAP, Hawaii
COLONEL CLARA E. LIVINGSTON, CAP, Puerto Rico

CIVIL AIR PATROL

AUXILIARY UNITED STATES AIR FORCE