

CIVIL AIR PATROL annual report ★★★

1959

PERMANENT FILE COPY
DO NOT DESTROY



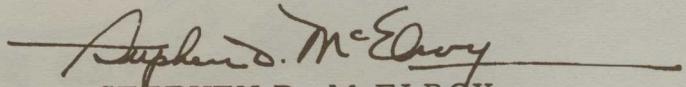
Published by National Headquarters
CIVIL AIR PATROL - USAF
Ellington Air Force Base, Texas

NATIONAL HEADQUARTERS
CIVIL AIR PATROL
AUXILIARY OF THE UNITED STATES AIR FORCE
Ellington Air Force Base, Texas

MEMORANDUM TO: Each Member of Congress

In compliance with provisions of Public Law 476 of the 79th Congress, I am forwarding herewith the annual report of the Civil Air Patrol for 1959.

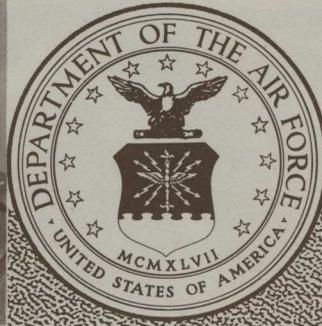
I trust that this report will prove to be both interesting and informative and I look forward to receiving any comments you may wish to make.


STEPHEN D. McELROY
Brigadier General, USAF
National Commander

FOREWORD

THE YEAR 1959 was a period of change and progress. On 1 January headquarters CAP-USAF was placed organizationally under the Continental Air Command highlighting closer affiliation and coordination with USAF. On 8 August the National Headquarters opened for business in its new home at Ellington AFB, Texas in a building far more suitable for serving the needs of CAP-USAF by virtue of design and location than the old Bolling AFB facility. The Corporation received a new chief executive officer when Colonel D. Harold Byrd replaced General Carl Spaatz who retired in April after many years of service as National Chairman. In 1959 Major General Walter Agee retired from active service and Brig. Gen. McElroy was assigned to replace him as the National Commander. It was also during 1959 that the Air Force decided to retire its C-45 aircraft from the inventory. This action, which would require a realignment of Air Force resources, was announced to the National Executive Board early in November. These were changes occasioned by time and progress. In Civil Air Patrol during this period one vital factor remained unchanged, the unshaken loyalty and faith of the vast majority of the Civil Air Patrol membership in the mission and role of the CAP.

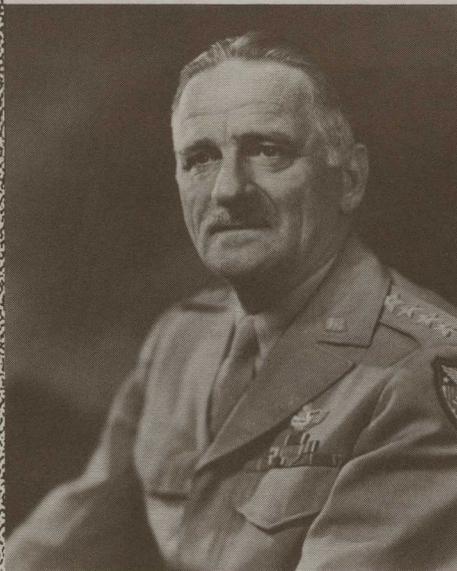
The report is factual. It shows gains and losses. It is a statistical report of an organization which was very much alive as it completed its 18th year.



Stephen D. McElroy
Brigadier General, USAF
National Commander

The National

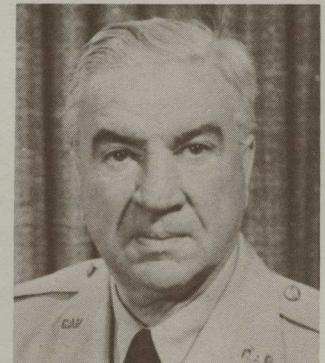
(as of



General Carl A. Spaatz,
USAF (Ret.),
Honorary Chairman
Washington, D. C.



Colonel Harry B. Dyer,
CAP,
Chief Financial Officer
Nashville, Tennessee



Colonel Roy St. Lewis,
CAP,
Legal Counselor
Washington, D. C.



Colonel Paul W. Turner,
CAP,
Southeastern Region
Nashville, Tennessee



Colonel Vee L. Phillips,
CAP,
North Central Region
Minneapolis, Minnesota



REGIONAL DIRECTOR



CAP REGIONAL

NORTHEASTERN Region: Colonel Seymour J. Simon, CAP,
Smithtown, L.I., New York

MIDDLE EAST REGION: Colonel David S. Harter, CAP,
Camden, South Carolina

GREAT LAKES REGION: Colonel John O. Swarts, CAP,
Madeira, Ohio

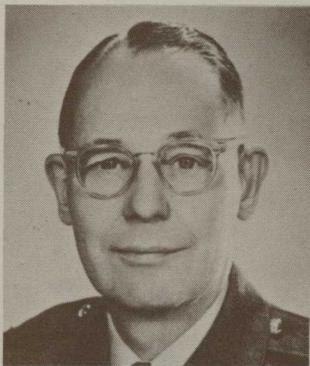
SOUTHEASTERN REGION: Colonel F. Ward Reilly, CAP,
Lookout Mountain, Tennessee



Colonel D. Harold Byrd,
CAP,
Chairman
Dallas, Texas

Executive Board

31 December 1959)



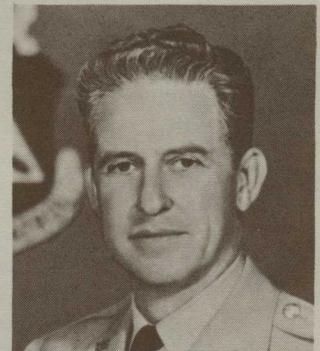
Colonel Elbert C. Isom,
CAP,
Northeastern Region
New Caanan, Connecticut



Colonel A. Paul Fonda,
CAP,
Middle East Region
Washington, D. C.



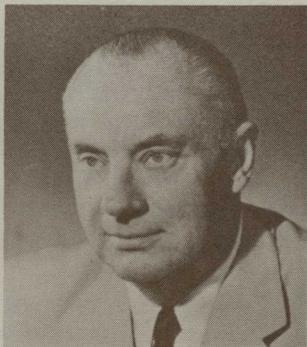
Colonel Stanley H. Arnolt,
CAP,
Great Lakes Region
Warsaw, Indiana



Colonel
William C. Whelen,
CAP,
Vice Chairman
Nashville, Tennessee



Colonel
Sidney S. Perryman,
CAP,
Southwestern Region
Seymour, Texas



Colonel
Charles Boettcher, II,
CAP,
Rocky Mountain Region
Denver, Colorado



Colonel J. Reed Capps,
CAP,
Pacific Region
San Francisco, California

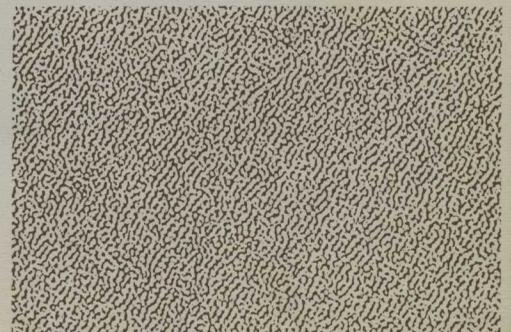
COMMANDERS

NORTH CENTRAL REGION: Colonel Malcolm McDermid, CAP,
Minneapolis, Minnesota

SOUTHWESTERN REGION: Colonel James L. Camp, CAP,
Dallas, Texas

ROCKY MOUNTAIN REGION: Colonel Ernest E. Allaby, CAP,
Lowry AFB, Colorado

PACIFIC REGION: Colonel Herbert Barnett, CAP (Acting),
San Francisco, California





CAP WING COMMANDERS



(as of 31 December 1959)

ALABAMA:	Colonel Ernest C. Nall, CAP, Birmingham, Alabama
ALASKA:	Colonel (Temp) James E. Carter, CAP, (Acting), Anchorage, Alaska
ARIZONA:	Colonel (Temp) William O. Moore, CAP, (Acting), Tucson, Arizona
ARKANSAS:	Colonel Arthur K. Watkins, CAP, Little Rock, Arkansas
CALIFORNIA:	Colonel Charles Louis Ashlock, CAP, San Francisco, California
COLORADO:	Colonel Charles F. Howard, CAP, Denver, Colorado
CONNECTICUT:	Colonel James F. Kavanagh, CAP, Branford, Connecticut
DELAWARE:	Colonel Louisa S. Morse, CAP, Wilmington, Delaware
FLORIDA:	Colonel Joseph F. Moody, CAP, Orlando, Florida
GEORGIA:	Colonel (Temp) Robert L. O'Neill, CAP, Atlanta, Georgia
HAWAII:	Colonel Benjamin F. Dillingham, CAP, Honolulu, Hawaii
IDAHO:	Colonel John Farrar, CAP, Twin Falls, Idaho
ILLINOIS:	Colonel James J. Mitchell, CAP, Naperville, Illinois
INDIANA:	Colonel (Temp) Donald H. Lessig, CAP, (Acting), Warsaw, Indiana
IOWA:	Colonel Hal D. Rogers, CAP, Des Moines, Iowa
KANSAS:	Colonel James J. O'Conner, CAP, Wichita, Kansas
KENTUCKY:	Colonel (Temp) James A. Denham, CAP, (Acting), Paris, Kentucky
LOUISIANA:	Colonel William D. Haas, CAP, Bunkie, Louisiana
MAINE:	Colonel Norton H. Lamb, CAP, Portland, Maine
MARYLAND:	Colonel (Temp) Eugene S. Bibb, CAP, (Acting), Friendship International Airport, Maryland
MASSACHUSETTS:	Colonel John B. Slate, CAP, Wakefield, Massachusetts
MICHIGAN:	Colonel Melvin E. Beebe, CAP, Adrian, Michigan
MINNESOTA:	Colonel Richard T. Murphy, CAP, St. Paul, Minnesota
MISSISSIPPI:	Colonel Walter G. Johnson, CAP, Jackson, Mississippi
MISSOURI:	Colonel J. Orville Ladd, CAP, Maryville, Missouri
MONTANA:	Lt. Colonel John T. Vance, CAP, (Acting), Helena, Montana
NATIONAL CAPITAL:	Colonel F. Joseph Donohue, CAP, Washington, D. C.
NEBRASKA:	Colonel H. James Grove, Jr., CAP, Omaha, Nebraska
NEVADA:	Colonel Raymond A. Smith, CAP, Reno, Nevada
NEW HAMPSHIRE:	Colonel Harry M. Rodd, CAP, Concord, New Hampshire
NEW JERSEY:	Colonel Nanette M. Spears, CAP, East Orange, New Jersey
NEW MEXICO:	Colonel J. Gibbs Spring, CAP, Albuquerque, New Mexico
NEW YORK:	Colonel (Temp) Jess Strauss, CAP, (Acting), New Rochelle, New York
NORTH CAROLINA:	Colonel Donald H. Denton, CAP, Charlotte, North Carolina
NORTH DAKOTA:	Colonel Stanley C. Frank, CAP, Fargo, North Dakota
OHIO:	Colonel Lyle W. Castle, CAP, Cincinnati, Ohio
OKLAHOMA:	Colonel Mace Spangler, CAP, Oklahoma City, Oklahoma
OREGON:	Colonel Charles R. Chick, CAP, Portland, Oregon
PENNSYLVANIA:	Colonel Phillip F. Neuweiler, CAP, Allentown, Pennsylvania
RHODE ISLAND:	Colonel Edward A. Mercier, CAP, Pawtucket, Rhode Island
SOUTH CAROLINA:	Colonel (Temp) John R. Taylor, CAP, Columbia, South Carolina
SOUTH DAKOTA:	Colonel Rupert P. Brzica, CAP, Sioux Falls, South Dakota
TENNESSEE:	Colonel Alfred M. Waddell, CAP, Memphis, Tennessee
TEXAS:	Colonel Benjamin F. Lowell, CAP, Wichita Falls, Texas
UTAH:	Colonel Joseph S. Bergin, CAP, Salt Lake City, Utah
VERMONT:	Colonel Duane H. Benham, CAP, Rutland, Vermont
VIRGINIA:	Colonel Allan C. Perkinson, CAP, Blackstone, Virginia
WASHINGTON:	Colonel Joseph H. Princen, CAP, Seattle, Washington
WEST VIRGINIA:	Colonel H. Leon Hager, CAP, Hamlin, West Virginia
WISCONSIN:	Colonel (Temp) Richard H. Reynard, CAP, (Acting), Beloit, Wisconsin
WYOMING:	Major Daniel C. Leach, CAP, (Acting), Cheyenne, Wyoming
PUERTO RICO:	Colonel Clara E. Livingston, CAP, San Juan, Puerto Rico

PART I



INTRODUCING THE YEAR 1959...

A new era for Civil Air Patrol began on 1 January 1959 when, by General Order #71 of 12 December 1958, the responsibilities for the accomplishment of the Headquarters CAP - USAF mission were transferred to the Commander, Continental Air Command, Lieutenant General William E. Hall.

On top of this "paper" introduction to the new year came the appointment on 1 April 1959 of Brigadier General Stephen D. McElroy, USAF, as CAP's new national commander, succeeding Major General Walter R. Agee, USAF, who retired 31 March after three years and three months in office. General McElroy became the sixth national commander of Civil Air Patrol since the organization was formed 1 December 1941.

The National Executive Board of the Civil Air Patrol Corporation in its meeting at Colorado Springs in April 1959 unanimously passed a resolution authorizing the national commander to seek a new location for the national headquarters which would be in keeping with the dignity and requirements of the organization. A number of possible sites were reviewed. In August, Headquarters USAF ordered the move to Ellington AFB, Texas. The national headquarters opened its doors for business on 8 August 1959 at its new location.

OPERATIONS...

From wings in the Zone of the Interior and our units in Alaska, Hawaii and Puerto Rico, 1959 produced impressive reports of the response of CAP in meeting emergency situations where these trained volunteers met the requirements of this part of their mission.

A child, lost in the Maine woods, found safe by CAP. Similarly, a northwoods hunter is lost, and found by CAP.

Forestry wardens asked Civil Air Patrol to assist in observing serious forest fires near Pistol Pond, Maine. A parachute jumper's chute failed; his body was found and evacuated by a CAP rescue team.

In Louisiana, CAP members assisted National Guardsmen in the anti-aircraft tracking exercises and conducted numerous missions on a local level searching for mission aircraft, hunters and fishermen, and

stood by on Civil Defense flood evacuation alerts.

During 1959, the various squadrons of the Alaska Wing performed 57 Air Force-authorized missions and 14 for the U. S. Coast Guard. Many aircraft searches and mercy missions highlighted the year. Missing wolf hunters in the ice and snow out of Fairbanks were the objects of one mission which was closed, then reopened, and successfully completed with hunters and aircraft found safe. Aircraft from the Kenai Squadron Alaska Wing evacuated a medical patient from Anchor Point to facilities at Anchorage; several other patients were taken from remote spots to hospital care. The Anchorage Squadron delivered fresh-water-filled Lister bags to Seldovia in a vital mercy mission. The Juneau and Ketchikan Squadrons assisted the Coast Guard in aerial searches for overdue boats and boatsmen in Alaskan waters.

In Colorado, in addition to searches for missing planes and persons, the Governor asked CAP to assist in searching for lost sheep.

Colorado Wing also had a sombre note in 1959. Two pilots and two cadets were killed in line of duty. First fatality was Lt. Colonel Paul D. Weller, CAP, attempting to land in rough terrain near a downed Air Force plane. His observer was injured but is back in active CAP work. The second pilot, S/Sgt Fred J. LaVine, flying a light CAP plane, disappeared while searching for a missing aircraft. Prolonged searches by members of CAP, civilian volunteers and personnel from USAF and the U. S. Army failed to find LaVine or his plane. Cadets Norman W. Wilbarger and Darrell L. White were killed in a jeep accident near Walden en route to interrogate loggers regarding the missing plane.

In other states, CAP participated in flood patrol and traffic control at disaster or emergency scenes.

During 1959 the Civil Air Patrol flew 8,401 sorties for a total of 15,444 hours in support of



USAF authorized Search and Rescue missions. This amounted to 60 per cent of all flying hours expended on search and rescue missions coordinated by CONAC during 1959. The following table shows the ever increasing participation by CAP in the inland search and rescue effort.

Year	Missions	Sorties	Hours Flown
1956	160	6,323	12,321
1957	156	7,413	13,129
1958	157	7,401	13,343
1959	201	8,401	15,444

Fifty-seven (57) wing and forty-eight (48) group effectiveness tests were conducted by USAF in 1959 on CAP's general capabilities. These tests indicate CAP's effectiveness in search and rescue, civil defense, domestic emergency and disaster relief. In these effectiveness tests, 2,596 sorties and 7,960 hours were flown at an average of three hours per sortie. Participating were 8,683 senior members and 6,995 cadets.

SAFETY...

In recognition of the importance of a positive and aggressive safety program, both for flight and for ground operations, the National Commander established an Office of Safety in the National Headquarters in mid-1959. Comprehensive reporting of accidents, collating of information, analysis of problem areas and recommendations of corrective and preventative measures are the responsibility of the newly appointed Director of Safety, a trained USAF Safety Officer. This officer reports directly to the Commander on safety matters. Two safety publications, issued on a monthly basis, went out to the field units beginning this year.



NEWSLETTER



NUMBER 4

I. SUMMARY:

High velocity winds, possibly from a *wister, lifted the CAP aircraft, breaking tie-downs. *wister had been

1 April 1960

CAP CADET ACTIVITIES...



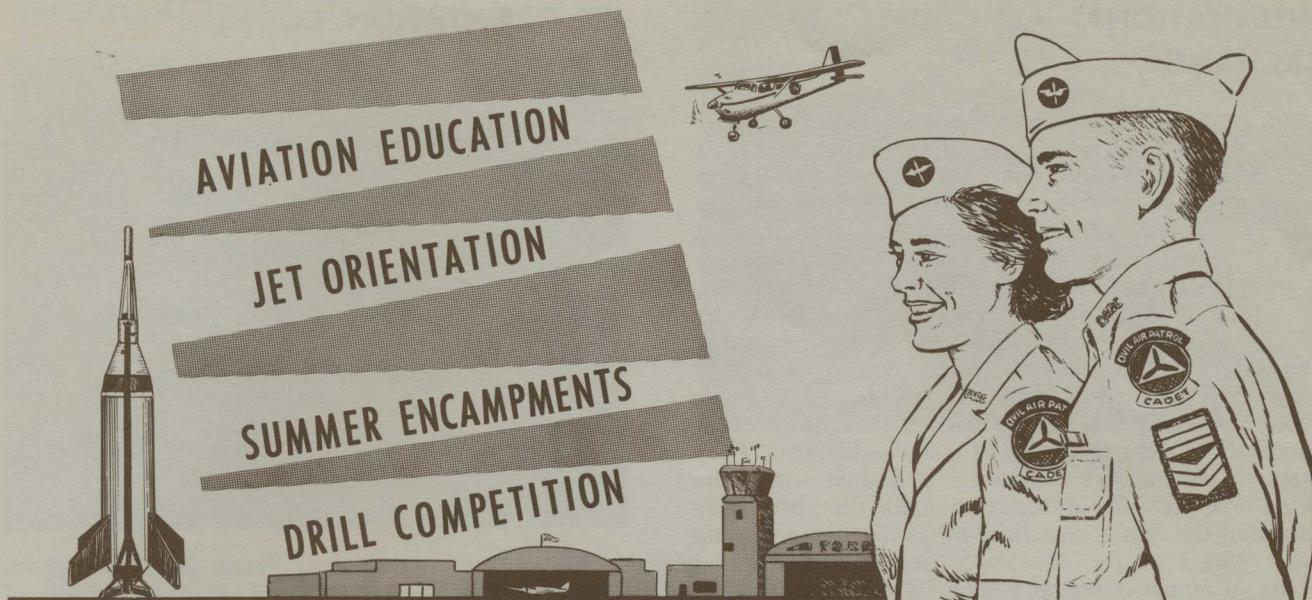
CERTIFICATES OF PROFICIENCY.

In 1959, 2,717 Certificates of Proficiency were awarded to CAP members. This is approximately 500 more certificates than any previous year. This certificate denotes successful completion of a comprehensive training program covering a wide range of subjects from military drill to "Problems in Air Power," as they relate to our way of life in the aerospace age. The USAF has recognized the value of the CAP training to the extent of granting certain priorities to qualified CAP members. Holders of a Certificate of Proficiency are eligible to enlist in the Air Force or the Air National Guard as an Airman Third Class. In AFROTC units, where qualified applicants exceed the quota, CAP members holding a Certificate of Proficiency will receive priority consideration if they are as well qualified as other applicants. Currently, female CAP cadets may apply for USAF Officers Candidate School and the Certificate of Proficiency may be used in lieu of two years of college providing the applicant meets all other requirements.

SUMMER ENCAMPMENTS.

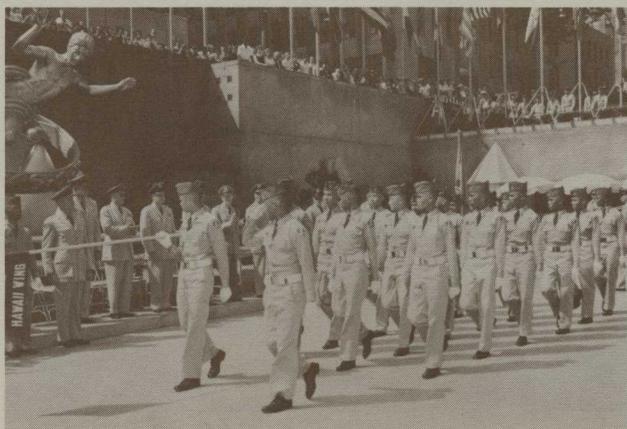


During the 1959 Summer Encampment Program 39 U. S. Air Force bases hosted 49 separate summer encampments for 8,702 CAP members. 7,073 of these CAP members were provided air transportation to and from the encampments. This airlift was supported by 358 U. S. Air Force aircraft flying a total of 1502 hours. Also during the summer encampments 3,443 CAP members were given orientation flights in 144 USAF aircraft. The total flying time on these orientation flights was 416 hours.



NATIONAL DRILL COMPETITION.

The ten winning drill teams, one from each of the eight regions, Puerto Rico and the District of Columbia, competed for honors in Rockefeller Plaza, New York City, on 29 July 1959. The teams were airlifted to New York City by the Air Force. Ten teams totaling 250 cadets competed. Winner of the competition was the team representing the Hawaii Wing.



INTERNATIONAL DRILL EXHIBITION.

The Hawaiian winners of the National Drill Competition performed before thousands of Canadians in Toronto on 29 August 1959 in the International Drill Exhibition. The team was supplemented by 16 other crack drilling personnel from the Hawaii Wing who were flown to Bolling AFB for 30 days of additional drill training by Air Force experts before flying in Air Force planes to represent the CAP during the exhibition. The airlift of the Hawaii team to and



from Hawaii was sponsored by the Air Force with MATS performing the mainland-island hop and commercial airlines, paid by the Air Force, providing the airlift from Travis AFB, California to Bolling AFB, and Air Force planes providing the round trip from Bolling to Toronto.



INTERNATIONAL AIR CADET EXCHANGE.

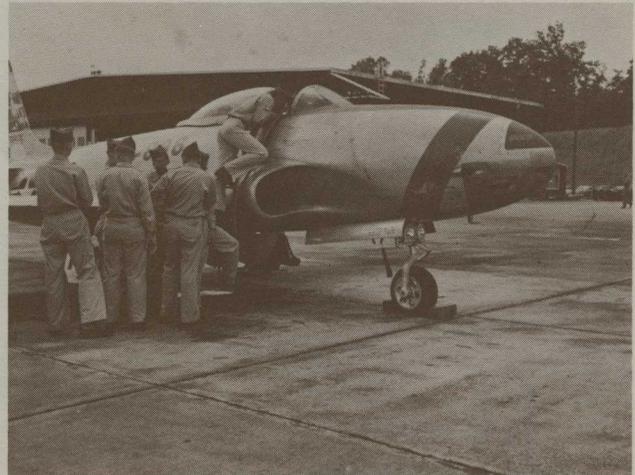
In 1959, 280 U. S. and foreign cadets took part in the IACE program. Except for Canada and Great Britain, on a 25-cadet basis for each, the exchange was on a five-for-five basis. One CAP officer and one Air Force officer accompanied each United States group going abroad and two adult escorts accompanied each visiting group to the United States. The foreign cadets were flown into New York, by MATS and other command airlifts, where they spent three days in the Waldorf-Astoria. Transportation in New York City was furnished by Mitchel AFB. From New York City the foreign cadets were flown commercially to their host wings for a ten-day visit. They went to the nation's capital for four days where the Air Force provided transportation for the visit. They attended the Space Age Briefing at the Pentagon and were guests of the Air Force at the International Party, a dinner-dance at Bolling AFB Officers' Club with music by the Bolling Air Force Base Band. The 1959 IACE visits while in the various states was financed by the Civil Air Patrol Corporation and with donations from industry and public-minded individuals. Expenses of U. S. members, while visiting in the overseas countries, were borne by the sponsoring foreign agency. The cost of commercial and MATS air travel and TDY and per diem costs for the Air Force escort officers was borne by the U. S. Air Force. The IACE was held the last two weeks of July through the first two weeks in August.

The CAP host wings for the 1959 foreign exchange were:

Belgium	New York	Mexico	Tennessee
Brazil	Michigan	Netherlands ..	Oklahoma
Canada	Virginia	Norway	Connecticut
Chile	New Mexico	Peru	Iowa
Denmark	Florida	Portugal..New	Hampshire
France	West Virginia	Spain	Illinois
Great Britain..	Minnesota	Sweden	Montana
Greece	Alabama	Switzerland ..	California
Israel	New Jersey	Turkey	Nebraska
Italy	Delaware		



JET ORIENTATION COURSE.



This course conducted at Perrin Air Force Base, Texas, 10-16 August 1959 provided one week of academic and flying training on jet type aircraft. One male honor cadet from each of the 52 wings was selected to attend this course. Most of the CAP members attending this course were flown to Perrin AFB in USAF aircraft. The only cost to the Civil Air Patrol members was a charge for meals taken in the Air Force dining halls.



JET AGE ORIENTATION COURSE.

The Jet Age Orientation Course for girl cadets was held 22-29 August 1959 at Maxwell Air Force Base, Alabama. One girl honor cadet selected from each of the 52 wings learned about the medical, administrative, personnel and technical fields open to women in aviation and the Air Force. They also made orientation flights in MATS aircraft and Air Force jet trainers. In this course, as in the male Jet Orientation Course, all expense with the exception of paying for the participants' meals was borne by the U. S. Air Force.

SPECIAL ACTIVITIES.

Annually, 104 female cadets participate in an Inter-Regional Exchange, with the Air Force providing the airlift, and in some cases they visit local Air Force bases. The Air Force also provides for special cadet visits to the Air Museum, the Air Academy, and to various Air Force bases during the year to keep the cadets advised on life in the Air Force, career opportunities available, background for aviation education and a reward for outstanding work. Numerous orientation flights are conducted each year for CAP units, depending upon availability of Air Force base facilities.



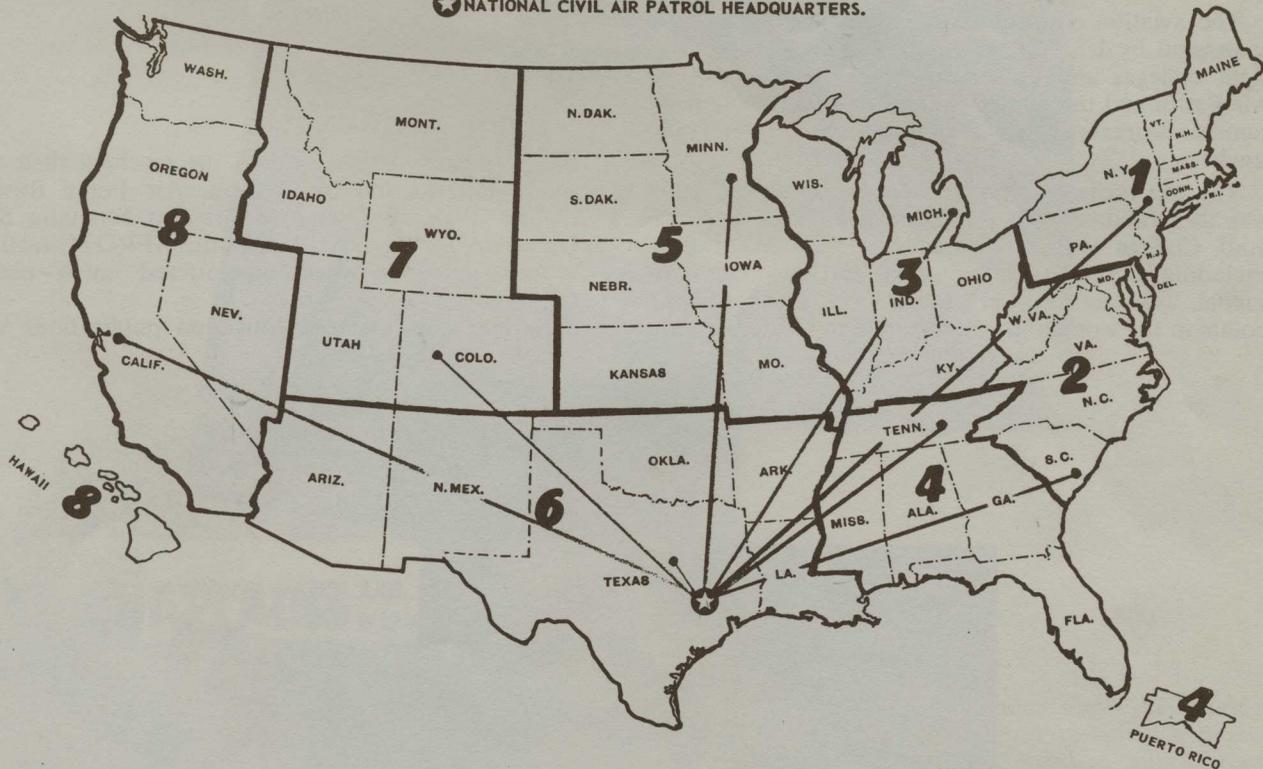
CAP COMMUNICATIONS...



1. NORTHEASTERN REGION
2. MIDDLE EASTERN REGION
3. GREAT LAKES REGION
4. SOUTHEASTERN REGION

5. NORTH CENTRAL REGION
6. SOUTHWESTERN REGION
7. ROCKY MOUNTAIN REGION
8. PACIFIC REGION

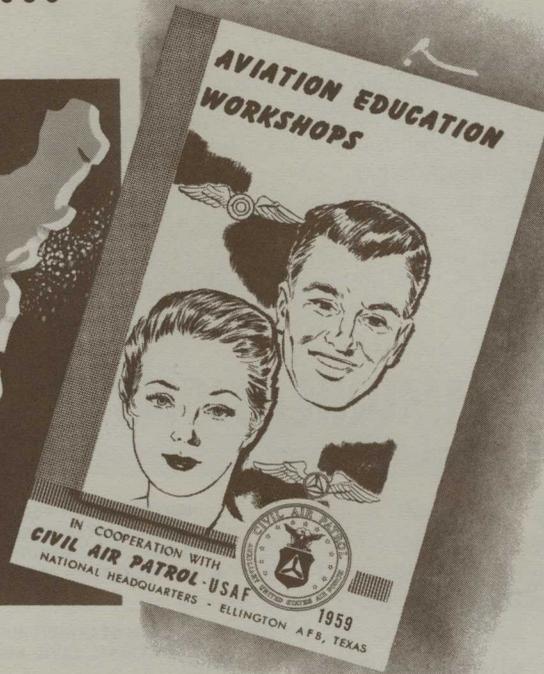
★ EACH STATE WITHIN A REGION REPRESENTS 1 WING.
★ NATIONAL CIVIL AIR PATROL HEADQUARTERS.



A ground radio station was installed at the new national headquarters to serve the communications network of the CAP's regions and a new antenna "farm" was installed to enhance radio transmission and reception by the headquarters station. The Air Force provides eight regional Philco technical representatives and one senior technical representative at national headquarters as well as airman technicians

to provide technical advice and assistance to CAP members in the communications effort. At the end of 1959, the number of licensed CAP radio stations increased by 2,268 to a total of 13,212. Land stations increased from 2,934 to 3,808; aircraft stations from 596 to 1,187 and mobile stations increased from 7,414 to 8,217. An average of 250 licenses are processed each month.

CAP AVIATION EDUCATION...



The aviation education workshop program, jointly sponsored by USAF-CAP, continues to grow. Forty-eight colleges and universities in 1959 joined Civil Air Patrol and the United States Air Force to sponsor summer workshops which enrolled more than 2,500 teachers.

The top project in aviation education during 1959 was the National Aviation Education Workshop and Staff College with a combined attendance of 300, excluding the instructional staff and resource personnel. The teachers were flown from nearby pickup points to the workshop and returned in USAF aircraft.

Many of these flights offered the teachers their first actual introduction to aviation. Air Force Reserve Officer Training Center facilities at Montana State University for the NAEW, like the AFROTC facilities at other campus workshops offered much-needed support.

Several new aviation education publications were



developed to meet the increased training demands generated by the Post-Sputnik era. The two latest training manuals, AEROSPACE ORIENTATION and LEADERSHIP IN MANAGEMENT, ADMINISTRATION AND STAFF ORGANIZATION, were designed primarily for senior members. The book AEROSPACE ORIENTATION replaced THE PROBLEMS OF AIR POWER which originally was required study for all new senior members of Civil Air Patrol.

Colleges and universities, as well as teachers and school administrators participating in summer workshops, have on many occasions indicated that a need existed for a basic workshop text. To meet this need, Civil Air Patrol published EDUCATION, AVIATION AND THE SPACE AGE, designed primarily for use in teacher training at the college level. This highly functional handbook for the modern teacher has been well received by deans and directors of college and university summer sessions.

The most significant new publication to be circulated during the latter part of 1959 was the latest cadet manual, entitled THE DAWNING SPACE AGE. This entirely new textbook, designed to bring

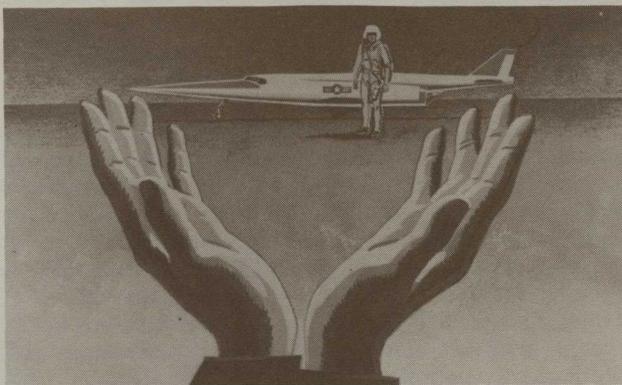
CAP cadets up to date on the latest developments in rockets, missiles, and astronautics, becomes a mandatory part of the cadet program on 1 July 1960.

The coordinated high school program showed steady and continued growth during 1959, with the largest percentage of increase taking place in New York City where ten high schools formed CAP squadrons. The so-called curriculum enrichment program, which was inaugurated a little over two years ago, has shown the most rapid growth of all education programs being encouraged by Civil Air Patrol. Several thousand of the nation's schools using aviation education materials to supplement their courses in science, mathematics, and social studies are now availing themselves of the educational service being provided by Civil Air Patrol.

The close of the year 1959 marked the end of a decade which can be characterized as one which saw the aviation education program of Civil Air Patrol come of age. The contribution made toward teacher training and a richer, fuller school curriculum, not to mention the motivation of Civil Air Patrol cadets toward careers in science and related fields, has certainly made a lasting impact on the nation and its school systems.



CAP CHAPLAINS...



GENERAL:

Primary emphasis throughout the CAP chaplain program for the year has been a complete re-evaluation in an effort to make qualitative improvement. Emphasis this year has been made in the area of improving ways of accomplishing assigned responsibilities. A principal emphasis in this regard has been that of the Character and Citizenship Training Curriculum offered by the CAP chaplain to his cadet groups in the Certificate of Proficiency requirement. The national headquarters staff and the National Commanders Chaplain committee have actively engaged in the collection of materials and ideas for converting the old

lecture series to a youth-centered participation-type learning process.

Major changes in the type of chaplain training conferences have been made this year. The first steps have been taken toward making these conferences, workshops and field-sharing laboratories. All chaplain conferences below national level have now been deleted to make way for what is called the "Local Area Chaplain Conference." These gatherings consist largely of two-state groupings. This has resulted in greater attendance of chaplains from the operational level. Either the national air chaplain or his deputy attend each of these conferences.

CAP INFORMATION PROGRAM...



STATISTICS:

During 1959 CAP chaplains conducted 1,617 religious services with 42,330 persons attending, gave 3,730 character and citizenship lectures to 73,521 people, and attended 6,692 CAP meetings. They gave 2,303 public relations addresses to 63,871 persons about Civil Air Patrol, showed 690 films, held 9,106 consultations for 13,388 persons, made 1,801 visits to CAP units and members' homes, contacting 7,885 CAP members and prospective members. Civil Air Patrol chaplains gave over 46,930 hours of their time to CAP service.

CAP NEWSPAPER.

In March, a contract was entered into with the Army Times Publishing Company of Washington, D. C. to enter the Army-Navy-Air Force Times family of newspapers and publish a national newspaper, CAP TIMES. The first 16-page issue grew from a circulation of 27,000 in March to 42,000 in December 1959. Most issues were 16 pages, but some consisted of 20; the 18th anniversary issue, December, was 32 pages. This newspaper is prepared monthly in the Office of Information at national headquarters.

MOTION PICTURES.

The 27-minute black and white documentary film of CAP's 1957 international air cadet exchange program, AMBASSADORS WITH WINGS, was again promoted in 1959. This film was narrated by movie actor Jimmy Stewart (now a Brigadier General, USAF, Reserve). As a result of the promotion in 1959 an estimated 10 million saw the film.

NEEDLE IN THE SKY.

A 15-minute black and white film, was promoted in 1959. Ninety-three prints were distributed among CAP's 52 wings. Additional prints were sent to the Air Force Film Library in St. Louis. CAP's assistance and public relations work with the "Operation Moonwatch" phase of the International Geophysical Year helped promote the acceptance of this film. This film was donated to CAP by General Electric Small Lamps Division and Bankers Life of New York. It was produced at no cost to CAP headquarters other than the professional services of its own public relations staff.

A new 14-minute black and white documentary film, THE CAP STORY, written and produced by national headquarters, went into production late in 1959. The film tells the CAP story from its origin until its entry into the amateur rocketry age.

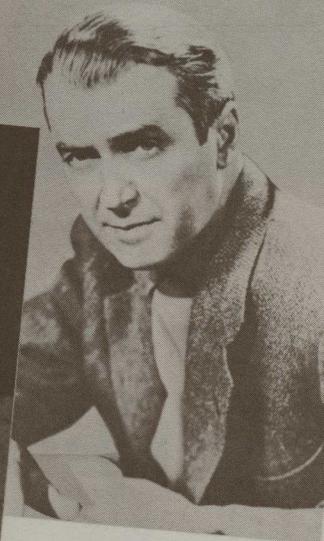
Ninety-three prints of WELCOME ABOARD, a documentary film, were distributed to the 52 CAP wings. This is a 10-minute film of the first CAP cadet encampment at a naval air station. It was written and produced by national headquarters.

See "Ambassadors with Wings"

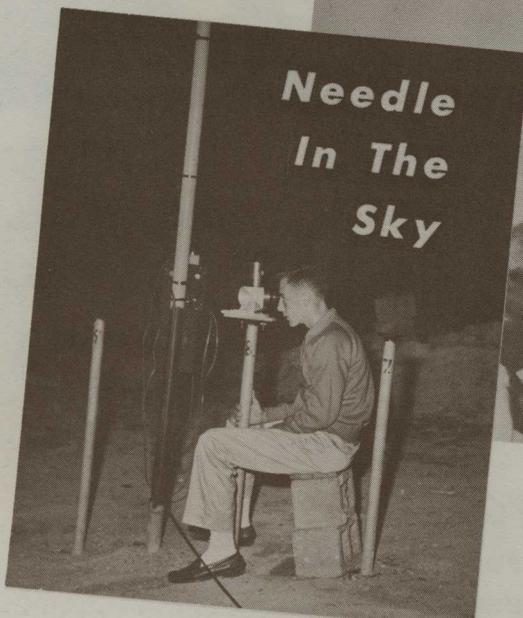
27 minute, 16 mm documentary motion picture about the International Air Cadet Exchange

Produced as a public service by
PURE-PAK DIVISION, EK-CELLO CORPORATION

In cooperation with
CIVIL AIR PATROL, AUXILIARY, UNITED STATES AIR FORCE



Needle In The Sky



POSTERS.

Testimonial statements and official photographs were obtained and 2,500 sets of five "prestige" posters were printed and distributed to all Civil Air Patrol units, major air commands and other national activities. Posters include statements and pictures of the President of the United States, Secretary of the Air Force, Chairman of the Joint Chiefs of Staff, Chief of Staff of the Air Force, and Director of the Federal Bureau of Investigation.

PRESS, MAGAZINES AND BOOKS.

1. CAP information officers throughout the organization maintained a lively press relations program throughout the year. Thousands of clippings were filed with national headquarters from large and small newspapers from coast to coast. Noteworthy is the coverage of CAP's 18th anniversary in December.

2. AIR RESERVIST Magazine, official Continental Air Command publication, began devoting a full page each month to Civil Air Patrol activities. Circulation is 425,000 monthly.

3. SPEED AGE MAGAZINE published an article on CAP and amateur rocketry prepared by the Office of Information, Headquarters CAP-USAF.

4. The first issue of the AIR FORCE BLUE BOOK, first annual volume of its kind to be published, devoted a chapter to CIVIL AIR PATROL, ALWAYS VIGILANT.

5. Among published commercial books which dealt extensively with CAP were THIS IS YOUR CIVIL AIR PATROL, by C. B. Colby; THERE IS ADVENTURE IN JET AIRCRAFT, by Julian May, containing a foreword by Brig. Gen. Stephen D. McElroy, USAF, National Commander, CAP; and POPULAR MECHANICS youth series book.

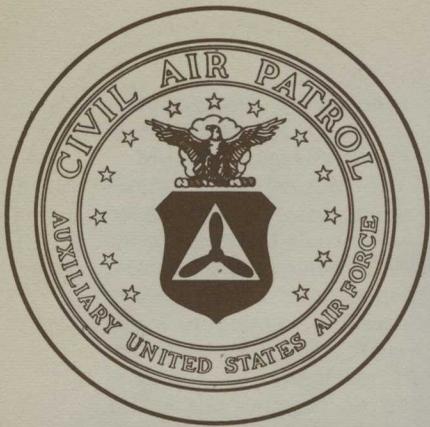
RADIO, TELEVISION, MUSIC.

1. Two commercially produced film episodes, part of the "Flight" and "Danger Is My Business" TV series were promoted by CAP in cooperation with CBS and NBC.

2. CAPsule records, 2500 pressings, were distributed to all CAP wings. These recordings are short popular musical selections by well-known artists interspersed with public service announcements concerning CAP.

3. CAP's official march, "THE CAP IS ON THE GO" with lyrics by Capt. Robert Mills, CAP, vice president of Mills Music Company and music by Josef Myrow, A.S.C.A.P. was recorded by the U. S. Air Force Band and the "Singing Sergeants."





1959 IN

★ Membership:

SENIORS.	35,380
CADETS.	35,379
TOTAL	70,759

★ Pilots:

.....	8,433
OBSERVERS	1,344

★ Aircraft:

CORPORATE-OWNED	910
MEMBER-OWNED	3,434
TOTAL	4,344

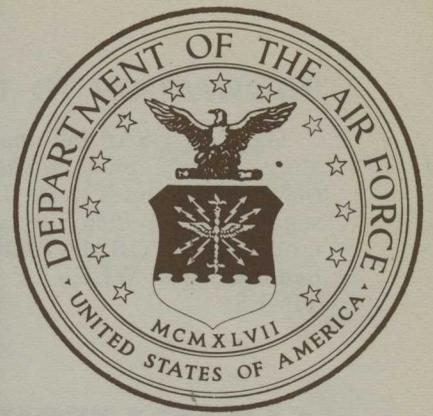
★ Communications:

FIXED RADIO STATIONS.	3,808
MOBILE RADIO STATIONS.	8,217
AIRBORNE RADIO STATIONS	1,187
TOTAL	13,212

★ Ground Support:

VEHICLES (ALL TYPES).	3,467
----------------------------	-------





REVIEW

★ Activities:

SARCAP EXERCISES:

105 FOR. 7,960 HRS.

REDCAP MISSIONS:

SORTIES 8,401

TOTAL HOURS 15,444

PERSONS RESCUED 399

TRAINING COURSES COMPLETED BY:

SENIORS 23,632

CADETS 20,218

FLIGHT SCHOLARSHIP AWARDS 117

INTERNATIONAL AIR CADET EXCHANGE:

NUMBER OF CADETS

TO 19 COUNTRIES 135

ENCAMPMENTS:

AFB HOSTS 39

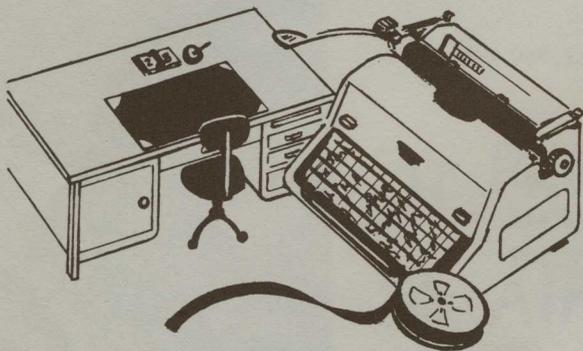
CADETS ATTENDING 8,702



INFORMATION TO THE FIELD.

The CAP-USAF information staff distributed literature, posters, photographs, radio spots, TV spots, film, and brochures to all CAP units. Information and suggestions for their use also were provided in the monthly INFORMATION NEWSLETTER, the headquarters WEEKLY BULLETIN and CAP TIMES.

CAP MATERIEL...



During the year CAP received from the Department of Defense, 6,710 separate line items of property consisting of office equipment and supplies, communication equipment, 432 vehicles of numerous types, 1 L-19, 2 L-5's, 2 Gliders, 2 H-3 Helicopters, and accepted delivery of 26 L-17's.

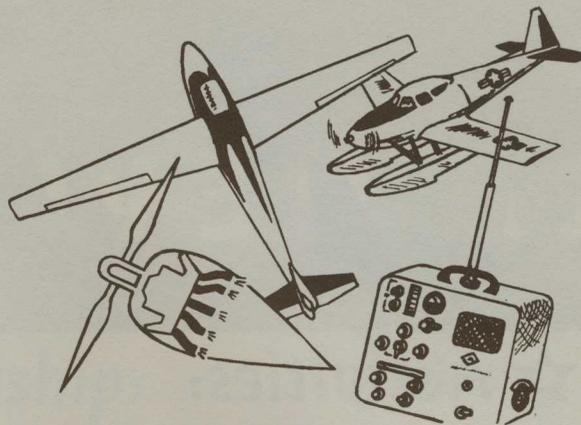
Approximately 700 line items of L-17 aircraft spare parts were screened at Marietta Air Force Station, Pennsylvania, to determine CAP requirements.

Fifty-six 0-290-11 (125 hp) Lycoming engines, believed to be suitable for either the L-21 or PA-18 type aircraft were received from the Department of the Army and have been allocated to the CAP regions.

Eleven sets of skis, both nose and main, for L-17 type aircraft were acquired and have been allocated.

Model aircraft, approximately 64 types, have been acquired and issued to CAP for training purposes. Purpose of the model aircraft is to familiarize CAP members with the configuration of various aircraft to improve proficiency in search and rescue and aircraft recognition.

Disposal of CAP property acquired as a surplus and in excess donation from sources within the Department of the Defense can now be achieved through sale with the proceeds derived from the sale of such property forwarded through channels to the National Headquarters, Civil Air Patrol Depository Account. The Chief Financial Officer will rebate a minimum of 50 per cent of each such receipt to the wing through which the proceeds were forwarded. In any case where the costs of sales warrant further rebate, the National Finance Committee will consider such claim

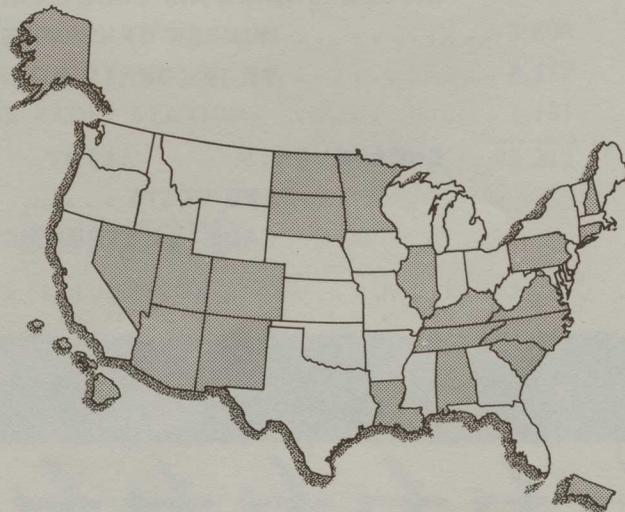


by the wing and allocate an additional sum not to exceed 100 per cent of the total sales receipt.

As of 31 December 1959, there were 910 corporate-owned aircraft.

STATE AND TERRITORIAL SUPPORT OF CAP...

Civil Air Patrol wings receiving state appropriations rose from 20 to 23 in 1959 despite the withdrawal of Wyoming. Added to the roster of those who recognize the contributions of CAP to the general and public



welfare are Kentucky, North Dakota, Tennessee and Utah. The money is used to defray, within the United States and Puerto Rico, the costs of administration, aviation education, training programs, aircraft maintenance and repair and the purchase of radio and mobile equipment.

CONTRIBUTING STATES AND TERRITORY

Wing	Amount	Fiscal Year
Arkansas.....	*\$ 5,300	(for 1 Jul-Dec 1959)
Alabama.....	\$30,000 per year	1957-59
Arizona.....	17,000 per year	1959-60
Colorado.....	21,024 per year	1959-60
Connecticut.....	7,200 per year	1957-59
Illinois.....	76,000 for 2 years	1957-59
Kentucky.....	10,000 per year	1958-60
Louisiana.....	15,000 per year	1958-59
Minnesota.....	10,000 per year	1959-60
Nevada.....	6,000 per year	Continuing
New Hampshire.....	14,000 for 2 years	1957-59
New Mexico.....	7,500 per year	1959-61
North Carolina.....	15,000 per year	1957-61
North Dakota.....	36,200 for 2 years	1959-61
Pennsylvania.....	30,000 for 2 years	1957-59
South Carolina.....	15,000 per year	Continuing
South Dakota.....	7,000 for 2 years	1959-61
Tennessee.....	5,000 per year	Continuing
Utah.....	5,000 for 2 years	1959-61
Virginia.....	10,000 per year	Continuing
Alaska.....	15,000 per year	1959-60
Hawaii.....	15,000 per year	1958-59
Puerto Rico.....	20,000 per year	1959-60

*This was an interim contribution for the first six months of FY 1960. For FYs 1957-1959, Arkansas contributed \$22,000. Total amount reinstated has not been reported to CAP-USAF.

CAP MEMBERSHIP...

	MALE	FEMALE	TOTAL
Seniors.....	30,153	5,227	35,380
Cadets.....	27,878	7,501	35,379
Total Membership.....			70,759

CAP UNITS...

Regions.....	8
Wings.....	52
Groups.....	194
Senior Squadrons.....	214
Cadet Squadrons.....	341
Composite Squadrons.....	990
Flights.....	80
Total.....	1,879



SMITH & SMITH
Certified Public Accountants
625 THIRD NATIONAL BANK BUILDING
NASHVILLE 3, TENN.

LOYD SMITH, JR.
T. W. D. SMITH

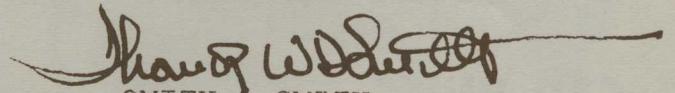
March 3, 1960

National Board
Civil Air Patrol, Inc.
Ellington Air Force Base
Houston, Texas

Gentlemen:

In our opinion, the accompanying statement of cash receipts and disbursements and related schedules and notes, present fairly the financial transactions of Civil Air Patrol, Inc., Colonel Harry B. Dyer, Chief Financial Officer, for the year ended December 31, 1959, and its' cash position on that date. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

Yours very truly,


SMITH & SMITH
Certified Public Accountants

CIVIL AIR PATROL, INC.

FINANCIAL STATEMENT — YEAR ENDING 31 DECEMBER 1959

CASH RECEIPTS	
Membership Dues	\$150,321.00
Organization Charters	293.00
Sale of Educational Books	19,500.00
Interest on Savings Account	7,416.24
Refund International Cadet Exchange, 1959	3,088.45
Refund International Cadet Exchange, 1958	2,885.19
Sale of Scrap	1,839.99
Refund Scholarship Fund	500.00
Contribution	2,387.25
Miscellaneous Refunds and Receipts	332.10
	\$188,563.22
CASH DISBURSEMENTS (Schedule)	
Excess of Receipts over Disbursements	149,738.20
Balance, Cash in Banks, December 31, 1958	38,825.02
Balance, Cash in Banks, December 31, 1959	229,198.65
	\$268,023.67

CASH DISBURSEMENTS

Operations	\$ 38,102.29
Command	73.25
Plans	4.50
Legal	6.30
Chaplain	47.37
Administrative Service	1,571.31
Personnel	2,200.47
Aviation Education	1,104.93
Information Services	2,131.90
Civil Air Patrol Times	19,090.31
Insurance	8,219.90
Revolving Fund	48,180.21
Educational Scholarship	4,000.00
1958 Budget Items Paid in 1959	2,913.47
Payments to Regional Hdq.	9,600.00
Charges for Moving Headquarters	6,464.88
Payments for Investigation of Boat Operation	1,860.43
Air Force Academy Plaques	1,500.00
National Headquarters Library Equipment	797.00
Other Expenditures	1,869.68
	\$149,738.20

SUMMARY OF CASH IN BANKS, DECEMBER 31, 1959

Commercial Union Bank, Nashville, Tennessee	
Checking Account	\$ 2,672.86
Savings Account	144,532.29
Escrow Savings Account	6,568.83
Harrisburgh National Bank, Houston, Texas	
Checking Account	13,237.00
Depository Account	1,000.00
First City National Bank, Houston, Texas	
Disbursement Account	5,000.00
Third National Bank, Nashville, Tennessee	
Savings Account	12,229.10
Nashville Bank and Trust Co., Nashville, Tennessee	
Savings Account	11,820.05
First American National Bank, Nashville, Tennessee	
Savings Account	12,289.92
Broadway National Bank, Nashville, Tennessee	
Savings Account	12,320.35
First National Bank of Arlington, Arlington, Va.	
Savings Account	11,414.57
Williamson County Bank, Franklin, Tennessee	
Savings Account	11,442.95
Harpeth National Bank, Franklin, Tennessee	
Savings Account	11,490.50
First National Bank of Orlando, Orlando, Florida	
Savings Account	12,005.25
	\$268,023.67



PART II

Following are selected excerpts from the annual operations and activity reports for 1959 submitted by CAP regions and wings. These excerpts are designed to give units in the field an idea of some of the activities of their fellow members.



“ . . . made contact with five universities for the purpose of establishing aviation education workshops during the summer of 1960 . . . Three universities accepting were Loyola . . . Southwestern Louisiana College . . . Northwestern State Teachers College . . . Two cadets received major national scholarship awards . . . first medal of valor was awarded to a Louisiana cadet.”
—*Louisiana.*



All-around training during the year is reported of high caliber and participated in extensively by seniors and cadets. “. . . Registered Guide Course given by Maine Warden Service . . . National Rifle Association Hunting Safety Course.” The till was helped considerably by numerous fund-raising activities and through donations by several well-to-do members.—*Maine.*



“ . . . new improvements in wing operation put into effect . . . inventory report improved . . . new materiel officer assigned and current inventory assured in the future . . . staff now full strength except for coordinator of women . . . completing plans for our own Maintenance of Aircraft Department . . . regular meetings between wing staff and group staff . . . very favorable results in terms of coordination and better understanding . . .” —*Massachusetts.*



“ . . . excellent commendation from Booz, Allen and Hamilton . . . on the FAA survey which took place on eight weekends during January and July of 1959.” Governor Meyner sent a letter of appreciation to the wing for a “job well done.” Wing commander classifies condition of the wing as “excellent” and reports that renewals for 1960 are on a par with 1959.—*New Jersey.*



New York Wing has signed a contract with New York Civilian Defense Commission providing for the utilization of CAP within the state during national emergency. It is hoped that state aid to the CAP wing will be forthcoming. Nassau Group has given a total of seven 13-week courses with 1,350 teachers graduated. Future planning for New York Wing includes mission pilot and observer schools, OCS, radiation monitoring and survey, underwater diving teams, survival schools, communications schools, mission commanders schools.—*New York.*



“ . . . expansion and improvement of the cadet program. Seven new high school cadet squadrons were activated and cadet enrollment increased by approximately 40% to reach a total of 2,500 . . . this wing has organized its cadet squadrons around students of aviation education courses in the high schools . . . teachers of this course key personnel in our program . . . teachers are appointed squadron commanders . . . Several supervisors and principals of high schools have joined CAP. Nearly all teachers . . . are eligible for certificates of proficiency.” Wing Commander Clara E. Livingston, Col., CAP, believes that the best approach to cadet training is through the acceptance of aviation education courses as an elective in high schools where the quality and standard of training is placed in the capable hands of professional teachers. “. . . It is important to offer an ‘advanced course’ to follow the Phase II program . . .”—*Puerto Rico*.



Alaska Wing held its first aviation workshop. It was a combined effort of CAP-USAF-University of Alaska and was a complete success. Alaska’s first group was born in southeast Alaska, headquarters in Juneau, and another group is in the formative state in the northern area of Alaska with future headquarters to be in Nome. Deactivation of the last search and rescue squadrons of USAF in Alaska has increased the already tremendous search and rescue task of the Alaska Wing. (Alaska Wing is to be congratulated on its neat, well-composed annual report brochure and the POLARIS PATROL, an excellent detailed account of search missions authorized by the Air Force and U. S. Coast Guard.)—*Alaska*.



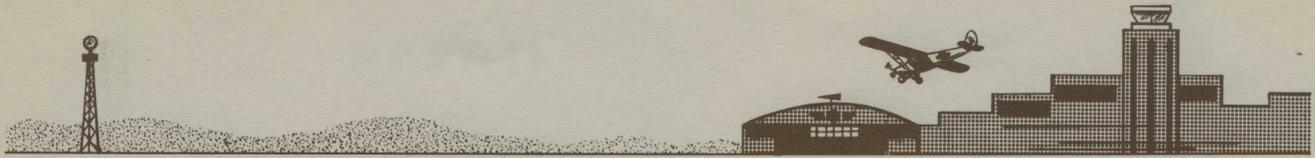
“ . . . concerted efforts were made by the liaison officer and wing commander to visit and inspect units of Georgia Wing.” Twenty-eight units were visited in addition to attending scheduled regional, group, regular SARCAPS and observing actual search missions. Additional training courses were initiated in all units, some for the first time. “Four new units were added . . .”—*Georgia*.



To select cadets from the wing to participate in the annual International Air Cadet Exchange, Florida calls upon retired Air Force general officers to serve as members of the selection board. Fourteenth Air Force reports that Florida Wing has been alerted for a minimum of two search missions per week.—*Florida*.



“ . . . system of operating search and rescue missions by appointing a mission commander stationed in the area of operations . . . with maximum support from wing headquarters has proved to be very satisfactory in four of our most recent missions.”—*Arizona*.



Minnesota Wing reports participation in a 73-day REDCAP. "Moved into a new headquarters . . . addition of a 'Rescue Control Room' . . . in which is housed a base radio station and the walls are adorned with charts and other matters pertinent to proper conduction of SARCAPS and REDCAPS . . . our intention to control all such missions for this area with Deputy Mission Commanders controlling ground and air units in the field. . . . Commissioner of Aeronautics . . . currently working with State Department on a program of public education so that we may increase our capability in the event emergencies arise . . . maintain direct liaison with the State Department of Civil Defense . . . We materially assisted said Department during OPERATION ALERT in May 1959 by flying photo missions, personnel lift and simulated mercy flights."—*Minnesota*.



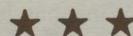
The Southwestern Region Trophy was established and awarded for the first time in 1959 Stimulated competition among wings and over-all effectiveness is expected. During the year Southwestern Region also established a scholarship for the National Aviation Education Workshop.—*Southwestern Region*.



"Wing has good support from the squadrons. Renewals are considerably ahead of last year at this time. Four new squadrons have been chartered, three of which are showing exceptional progress—the fourth and last squadron to be chartered is improving rapidly. Financial condition of wing is satisfactory."—*Missouri*.



". . . Membership renewals for both seniors and cadets for the 1960 membership year have exceeded the percentage of past years . . . Drill team represented Middle East Region at National Drill Competition in New York." On 1 November wing headquarters was moved from Florence to the state capital, Columbia.—*South Carolina*.



Noting an increase in cadet enrollment of almost 100% is indicative that "we are well on the way to a goal of 1000 cadets by the end of 1960." The cadet encampment, held jointly at Memphis by Kentucky and Tennessee Wings with the latter in command, was the most successful encampment conducted by Tennessee. Wing reports considerable help by the Air Force in repairing and re-licensing corporate-owned aircraft. The funds were furnished by the CAP unit."—*Tennessee*.



“... A lot has been accomplished toward getting the aviation program in the schools and to date there are four high schools in the state participating in the program.” A Wing Bulletin was published during 1959 and “we plan to continue it during 1960.” Idaho Wing is hoping to see a definite upswing in 1960 of “cadet certificates of proficiency due to the aviation education programs in the schools.”—*Idaho*.



“The Colorado Wing, Civil Air Patrol has been instrumental in getting an Aviation Education program instituted in twelve schools in the State of Colorado. Many of these schools use the Civil Air Patrol textbooks used in the educational program for our Civil Air Patrol cadets.”—*Colorado*.



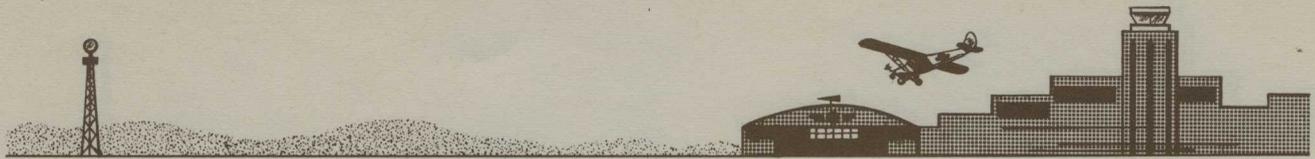
Regional headquarters continued to hold a region radio net each Thursday night. This facility has grown in popularity and service and is now listened to by members throughout the region as a source of up-to-date information and special features. On one of his visits to Nashville the Commander addressed the troops of the region over this net. Colonel Paul W. Turner, who was elected to the National Executive Board, and Colonel Harry B. Dyer, who became National Finance Officer, had to relinquish their region assignments to take on these responsibilities.—*Southeastern Region*.



“... ended 1959 in the best all-around operating condition in our history . . . incorporating new methods and requirements . . . Unit Membership Boards to screen thoroughly applications of both new and renewal members and to recommend denials of membership to those persons who clearly are undesirable . . . inactivated two squadrons during 1959 . . . and activated three new squadrons.” Past Wing Commander Colonel Harold F. Wood established a “rotating” trophy for the cadet drill teams winning the 1959 and subsequent wing competitions.—*Alabama*.



“... there was an increase in member-owned aircraft of 20%; an increase in hours of indoctrination. . . . 300% for seniors and 50% for cadets; increase in CAP missions flown 400%; increase in USAF-authorized missions flown 400%; and there were 13 missions other than USAF-authorized flown, as compared with none in 1958.” Increased emphasis on the senior portion has increased Montana’s capacity to assist in search and rescue. There was a decline in cadet aviation education during the year but a balanced program is forecast despite a somewhat depleted wing staff.—*Montana*.



“Three Distinguished Service Awards and two Exceptional Service Awards were presented to Nebraska Wing personnel. . . . Of special interest were the appointment of Lt. Colonel Francis M. Casey to the Nebraska Aeronautics Commission . . . the interest shown by American Legion, Omaha Post, in CAP activities, as evidenced by their support of the IACE and assistance with the party for Omaha Composite Squadron cadets receiving their Certificates of Proficiency.”—*Nebraska.*



“. . . A former mule barn and hayloft has been remodeled into 4,000 square feet of office space for the California Wing and Air Force liaison staff. Three new group headquarters were established in 1959 and three additional groups are contemplated in 1960. Three cadet squadrons are now working on a glider program; one of them, on the edge of the Mojave Desert, has a glider kit and is building his own glider.” During the year California Wing surveyed 121 airports for the Federal Aviation Administration at its request.—*California.*



“A highly integrated communications system has become the key to good search capability in our wing. Our senior training will receive greater attention in 1960 in conjunction with development of rescue skills. The Wing is in generally good financial condition having been awarded its first state appropriation during 1959. Morale is generally high. One cadet and one senior squadron are in the progress of being organized.”—*North Dakota.*



DWIGHT D. EISENHOWER

(PRESIDENT OF THE UNITED STATES OF AMERICA)

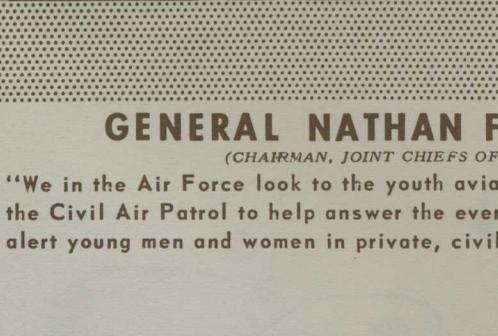
"The outstanding work of the Civil Air Patrol is a matter of record and pride. In their public service mission, these volunteers have earned a hearty 'well done.' I endorse the Civil Air Patrol and urge all our citizens to support this worthy organization."



DUDLEY C. SHARP

(SECRETARY OF THE AIR FORCE)

"The Civil Air Patrol is a major element of American airpower with its light plane operational force and its national youth program. . . In their outstanding performance of duty the members of the CAP reflect great credit upon themselves and the uniform they wear."



GENERAL NATHAN F. TWINING

(CHAIRMAN, JOINT CHIEFS OF STAFF)

"We in the Air Force look to the youth aviation education program of the Civil Air Patrol to help answer the ever-increasing demand for alert young men and women in private, civil and military aviation."



GENERAL THOMAS D. WHITE

(CHIEF OF STAFF, UNITED STATES AIR FORCE)

"As a volunteer group which has come to the aid of scores of Americans through search and rescue operations, and provides an opportunity for youth to obtain an aviation education, the Civil Air Patrol should be proud of a job well done."



J. EDGAR HOOVER

(DIRECTOR, FEDERAL BUREAU OF INVESTIGATION, U.S. DEPARTMENT OF JUSTICE)

"The service the Civil Air Patrol has rendered our nation. . . reflects most creditably upon the ideals and goals of its founders. . . I believe that its cadet program is a unique contribution in the fight against juvenile delinquency."



Keeps pace with those

who keep the peace

