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**1960 ANNUAL REPORT • CIVIL AIR PATROL, INCORPORATED**

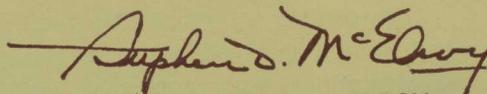


NATIONAL HEADQUARTERS  
CIVIL AIR PATROL  
AUXILIARY OF THE UNITED STATES AIR FORCE  
Ellington Air Force Base, Texas

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 1960.

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



Stephen D. McElroy  
Brigadier General, USAF  
National Commander and  
Administrator, Civil Air Patrol

### **THE MISSION OF CIVIL AIR PATROL . . . .**

. . . . is to employ voluntarily its resources of manpower and equipment in search and rescue . . . to fulfill its role of readiness to meet local and national emergencies . . . to motivate the youth of America to the highest ideals of leadership and public service . . . and to further this nation's air and space supremacy through a systematic aerospace education and training program.

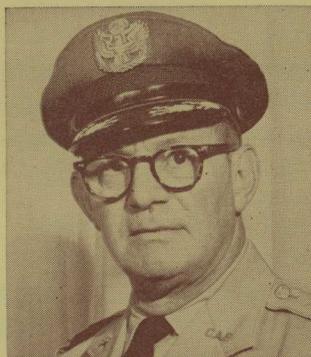
## THE NATIONAL BOARD (as of December 31, 1960)

The National Board is composed of the chairman, the National Executive Committee, Region Commanders (8), and Wing Commanders (52).



William C. Whelen, Colonel  
CAP, Chairman,  
Jacksonville, Florida

### National Executive Committee



Paul W. Turner, Colonel  
CAP, Vice Chairman;  
Southeastern Region,  
Nashville, Tennessee



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



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



Elbert C. Isom, Colonel  
CAP, Northeastern Region,  
Stamford, Connecticut



David S. Harter, Colonel  
CAP, Middle East Region,  
Camden, South Carolina



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



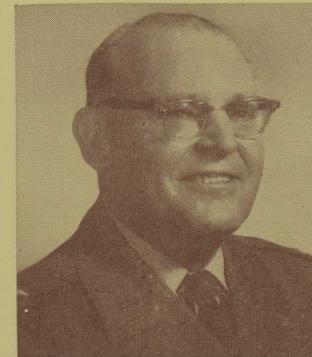
Rupert P. Brzica, Colonel  
CAP, North Central Region,  
Sioux Falls, South Dakota



Benjamin F. Lowell, Colonel  
CAP, Southwestern Region,  
Wichita Falls, Texas



Ernest E. Allaby, Colonel  
CAP, Rocky Mountain Region,  
Denver, Colorado



Willoughby G. Dye, Colonel  
CAP, Pacific Region,  
Portland, Oregon

Honorary Chairman of the National Board is General Carl A. Spaatz, USAF (Ret.).

### Region Commanders

Northeastern Region: Seymour J. Simon, Colonel, CAP, Smithtown, L.I., New York  
Middle East Region: Stanhope Lineberry, Colonel, CAP, Charlotte, North Carolina  
Great Lakes Region: John O. Swarts, Colonel, CAP, Madeira, Ohio  
Southeastern Region: F. Ward Reilly, Colonel, CAP, Lookout Mountain, Tennessee  
North Central Region: Malcolm McDermid, Colonel, CAP, Minneapolis, Minnesota  
Southwestern Region: George J. Race, Colonel, CAP, Dallas, Texas  
Rocky Mountain Region: Robert M. Jackson, Colonel, CAP, Sterling, Colorado  
Pacific Region: Howard B. Freeman, Colonel, CAP, San Francisco, California

### Wing Commanders

Alabama	Ernest C. Nall, Colonel, CAP, Birmingham, Alabama
Alaska	James E. Carter, Colonel, CAP, Anchorage, Alaska
Arizona	William O. Moore, Colonel, CAP, Tucson, Arizona
Arkansas	Leo F. Halter, Lt. Colonel, CAP, Conway, Arkansas
California	Herbert Barnett, Colonel, CAP, San Francisco, Calif.
Colorado	Charles F. Howard, Colonel, CAP, Denver, Colorado
Connecticut	James F. Kavanagh, Colonel CAP, Branford, Conn.
Delaware	Louisa S. Morse, Colonel, CAP, Wilmington, Del.
Florida	Joseph F. Moody, Colonel, CAP, Orlando, Florida
Georgia	Robert L. O'Neill, Colonel, CAP, Atlanta, Georgia
Hawaii	Benjamin F. Dillingham, Colonel, CAP, Honolulu, Hawaii
Idaho	John Farrar, Colonel, CAP, Twin Falls, Idaho
Illinois	James J. Mitchell, Colonel, CAP, Naperville, Illinois
Indiana	Donald H. Lessig, Colonel, CAP, Warsaw, Indiana
Iowa	Hal D. Rogers, Colonel, CAP, Des Moines, Iowa
Kansas	James J. O'Conner, Colonel, CAP, Wichita, Kansas
Kentucky	James A. Denham, Colonel, CAP, Paris, Kentucky
Louisiana	William D. Haas, Colonel, CAP, Bunkie, Louisiana
Maine	George W. Swain, Colonel, CAP, Cape Cottage, Maine

Maryland	William Patterson, Colonel, CAP, Cockeysville, Md.
Massachusetts	John B. Slate, Colonel, CAP, Wakefield, Mass.
Michigan	Melvin E. Beebe, Colonel, CAP, Adrian, Michigan
Minnesota	Richard T. Murphy, Colonel, CAP, St. Paul, Minn.
Mississippi	William E. Clancy, Lt. Colonel, CAP, Jackson, Miss.
Missouri	J. Orville Ladd, Colonel, CAP, Maryville, Missouri
Montana	John T. Vance, Colonel, CAP, Helena, Montana
National Capital	Joseph Donohue, Colonel, CAP, Washington, D. C.
Nebraska	Peter J. Stavneak, Lt. Colonel, CAP, Omaha, Neb.
Nevada	Raymond A. Smith, Colonel, CAP, Reno, Nevada
New Hampshire	Conrad A. Lacaillade, Colonel, CAP, Nashua, N. H.
New Jersey	Nanette M. Spears, Colonel, CAP, East Orange, N. J.
New Mexico	Homer L. Bigelow, Jr., Colonel, CAP, Santa Fe, New Mexico
New York	Jess Strauss, Colonel, CAP, New Rochelle, N. Y.
North Carolina	Donald H. Denton, Colonel, CAP, Charlotte, N. C.
North Dakota	Stanley C. Frank, Colonel, CAP, Fargo, North Dakota
Ohio	Robert H. Herweh, Colonel, CAP, Cincinnati, Ohio
Oklahoma	Mace Spangler, Colonel, CAP, Oklahoma City, Okla.
Oregon	Charles R. Chick, Colonel, CAP, Portland, Oregon
Pennsylvania	Phillip F. Neuweiler, Colonel, CAP, Allentown, Pa.
Puerto Rico	Clara E. Livingston, Colonel, CAP, Dorado, Puerto Rico
Rhode Island	Edward A. Mercier, Colonel, CAP, Pawtucket, R. I.
South Carolina	John R. Taylor, Colonel, CAP, Lancaster, S. C.
South Dakota	John E. Page, Lt. Colonel, CAP, Sioux Falls, S. D.
Tennessee	James F. H. Bottom, Colonel, CAP, Memphis, Tenn.
Texas	Marcus R. Barnes, Colonel, CAP, Kilgore, Texas
Utah	Joseph S. Bergin, Colonel, CAP, Salt Lake City, Utah
Vermont	Duane H. Benham, Colonel, CAP, Rutland, Vermont
Virginia	Allan C. Perkinson, Colonel, CAP, Blackstone, Va.
Washington	Joseph H. Princen, Colonel, CAP, Seattle, Wash.
West Virginia	Carl S. Hanifin, Colonel, CAP, Charleston, W. Va.
Wisconsin	Richard H. Reynard, Colonel, CAP, Beloit, Wis.
Wyoming	Robert N. Maupin, Colonel, CAP, Cheyenne, Wyo.

## PROLEGOMENA

*If wrinkles must be written upon our brows, let them not be written upon the heart. The spirit should not grow old.*

—James A. Garfield

Approaching the end of its teens, Civil Air Patrol in 1960 prepared new programs, new stimuli for its own teen-age members — the CAP cadets. It aimed at increased membership, called for renewed vigor by its seniors and cleared the way for a vast number of private aviators to join its ranks and swell the task force of civilians trained to cope with emergencies.

Civil Air Patrol entered its twentieth year of service to the nation on December 1, 1960.

Individuals, ranging from celebrities of show business to figures of national, state and community acclaim, began adding their names to the roster of CAP contributing patrons, signifying their interest and support to the civilian Air Force auxiliary.

The nineteenth year of Civil Air Patrol ended with a pattern for progress firmly established.

# S

## NEW CONCEPTS ARE BORN

For Civil Air Patrol leaders, 1960 was a year of review and evaluation. A realistic appraisal of all phases of the Civil Air Patrol program has resulted in the formation of new policies and concepts.

Of significant importance was Civil Air Patrol's demonstrated willingness to cooperate and assist the Civil Defense effort at state, county and community level. At the National Board meeting April 25-26, 1960, it was resolved by the National Board that CAP wing commanders are authorized to execute agreements for and in the name of Civil Air Patrol, Incorporated, with respective State Civil Defense Agencies to designate duties, responsibilities and relationships in preparation for and during local Civil Defense emergencies.

At the July 1960 meeting of the National Executive Committee a resolution was adopted to implement a recruiting and retention plan to increase senior membership. This plan is designed to stimulate the interest of aircraft owners, pilots, educators, clergymen, prominent citizens, public office holders, and parents of CAP cadets. The initial phase of this plan is the enrollment of eligible and interested personnel as Contributing Patrons. Literature and periodicals designed to encourage increased participation in CAP activities was to be distributed to them. A one-year goal of 26,000 Contributing Patrons was established.

Renewed interest and determination to attain the objectives and goals of the cadet program were evidenced at the National Board meeting of October 15, 1960. The National Board pledged to double the CAP cadet membership in 1961.

The Emergency Services program was adopted by CAP in October 1960. This innovation allowed for a new type of member into Civil Air Patrol. He is the owner-pilot specialist; an aircraft owner and experienced pilot who would be obligated to participate only in emergency missions called for by the Air Force or other agencies. This program is designed to attract the sportsman-pilot aircraft owner who wishes to assist during emergencies, but because of personal or business commitments is unable to participate in all phases of the CAP program previously required of regular members.

The CAP-USAF liaison structure acquired more strength during 1960. Regional liaison office manning was increased from eight to seventeen personnel and additional Headquarters CAP-USAF manning was

authorized. This reorganization was due primarily to the loss of air transportation facilities at wing level, which seriously curtailed the activities of wing liaison officers and resulted in an increased workload at regional liaison offices and Headquarters CAP-USAF. The C-45 aircraft assigned to each wing (state) were phased out of the CAP-USAF liaison program and were replaced by C-47 and U-3A aircraft assigned to regional liaison offices. Fifteen C-47 and eight U-3A aircraft are assigned to Headquarters CAP-USAF, regional liaison offices, and the Alaska, Hawaii, and Puerto Rico Wing liaison offices.

## **E**MERGENCIES PROVE CAPABILITIES

Since its formation nearly 20 years ago, Civil Air Patrol has earned the reputation of being a valuable civilian asset in emergency.

This reputation began with a war, when adults flying private planes became the forerunners of CAP today. Interest in aviation broadened as time went on and CAP's leaders looked to the future; they saw that youth must be prepared to fill their jobs.

Civil Air Patrol as an organization remained intact when peace came and, after a few years, its training and educational potential was recognized. The CAP Cadet Training Program evolved in 1946 as the result of congressional legislation called the Enabling Act which was established "to provide aviation education and training especially to its senior and cadet members."

With the addition of young men and women to Civil Air Patrol came a new spirit to communities throughout the country. It was an *esprit* of youth and their elders, organized and trained together as a civilian corps dedicated to civic responsibilities.

Consistent with previous years, 1960 was fraught with occasions when CAP was summoned to help other agencies, military and civilian.

Hurricane Donna, the nation's most violent storm in 75 years, provided perhaps the best example of CAP teamwork, not only within its own organization, but within communities themselves and with Civil Defense and other agencies. Cadets of Civil Air Patrol, from Key West up the eastern seaboard to Maine, manned CAP radio nets and relayed messages to and from disaster areas. Red Cross and Civil Defense agencies in some cases used CAP facilities to reach

their own headquarters. Squadrons supplied power with their mobile emergency generators to hospitals, and in one farm area, to community freezers where thousands of dollars worth of food was saved from spoiling.

Vaccine was flown in a CAP plane to Naples, Florida, in the heart of storm devastation. Many aircraft were damaged by the hurricane but advance use of available shelter kept some planes operable for use immediately after the blow had passed. They searched for many hours in some areas, looking for bodies and valuable equipment that had been set adrift. Air reconnaissance helped those on the ground to find downed power lines and debris. Police departments, sheriffs' offices, Civil Defense, National Guard, Red Cross and CAP worked around the clock to right the topsy-turvy havoc nature wrought.

The traditional search and rescue segment of Civil Air Patrol's overall mission of service showed a continuing increase during 1960 in number of flights and time spent in the air. These statistics include one search for a single plane that involved 16 CAP state wings. The search was for a Cessna 182, flown by a prominent Oklahoma City businessman who left Teterboro, N.J., airport for home without filing a flight plan. The availability of CAP flying units in the vast area gave them the lion's share of the ten-day search.

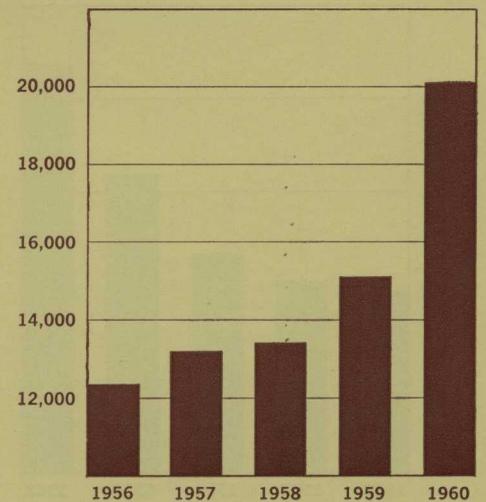
Scores of spectacular incidents of search and rescue on the ground and in the air are on record for the year, too voluminous for listing in this report.

Civil Air Patrol flew 9,873 sorties for a total of 20,072 hours in support of USAF-authorized search and rescue and domestic emergency missions. Of these hours, 2,130 were flown by the Alaska Wing. The CAP was credited with 60 per cent of all flying hours expended on search and rescue and domestic emergency missions coordinated by Continental Air Command during 1960. The following table shows the increasing participation by CAP in this humanitarian effort:

<u>Year</u>	<u>Missions</u>	<u>Sorties</u>
1956 .....	160	6,323
1957 .....	156	7,413
1958 .....	157	7,401
1959 .....	201	8,401
1960 .....	216	9,873

Fifty wing effectiveness tests were conducted by USAF during the year to measure CAP's capabilities in search and rescue, Civil Defense, and domestic emergencies. A total of 2,301 sorties and 3,954 hours were flown in the conduct of these effectiveness tests. Participating were approximately 4,070 senior members and 3,050 cadets.

HOURS FLOWN IN SEARCH AND RESCUE



# R

## AE **ROSPACE EDUCATION EXPANDS**

The Office of Aerospace Education at national headquarters expanded its staff and facilities during the year. It now occupies a new facility known as the Aerospace Education Center, which houses the DCS/Aerospace Education and his administrative staff, the Editorial and Curriculum Division with the headquarters library, the Audio-Visual Division, and the Civil Air Patrol Bookstore.

Air Force-Civil Air Patrol cooperated with 60 colleges and universities (48 in 1959) in sponsoring Aerospace Education Workshops throughout the United States during 1960. Assistance included planning, airlift for orientation tours, field trips, AFROTC officer assignments, instruction, and program development. More than 3,000 teachers returned to the classroom from these workshops with a background in aerospace education along with ways and means of enriching classroom instruction with aerospace materials and activities. Thousands of youngsters are reaping the benefits of teaching for their futures in a world dominated by aerospace activities.

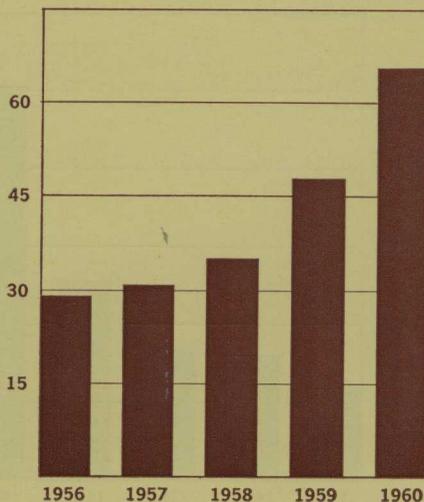
The number of schools conducting an elective aerospace education course resulting from CAP-USAF efforts increased to more than 500 schools in 1960.

The North Central Association of Colleges and Secondary Schools approved the Civil Air Patrol aerospace education program for use in the public schools. The recognition by the North Central Association brings added prestige amongst education leaders for the CAP aerospace education program.

WATCAP, the World Air Tour, Civil Air Patrol, was successfully completed during 1960. WATCAP was a traveling aerospace education workshop in action, sponsored by Mankato State College, Minn., in cooperation with Civil Air Patrol. WATCAP was planned to examine the leading educational, cultural, religious, and aviation centers of the world. Activities varied from briefings on aviation activities in each country by the U. S. Air Attache, visits to aero clubs, and inspection of local schools, to a briefing at NATO Headquarters in Paris.

The new publication AEROSPACE AGE SCIENCE, a handbook for teachers, was published and made widely available to schools. The book titled THE DAWNING SPACE AGE was supplemented by an instructor guide, workbook, and audio-visual guide as teaching aids.

SUMMER WORKSHOPS FOR TEACHERS



The national examination for the book was also made available through the wing headquarters. A new AEROSPACE EDUCATION COURSE SYLLABUS, designed as a guide for an elective, two semester, high school course, was also published. A total of 78,378 books and other materials of instruction were distributed during the year.

Captain Frank G. Brewer, Jr., CAP, presented the 1960 Brewer Awards for outstanding contributions in aerospace education in Atlantic City. The winners were Cadet 2nd Lt. Margaret Gibson, CAP, Selma, Alabama (cadet category); Lt. Colonel Harry C. Copeland, CAP, Syracuse, New York (senior member category); and Dr. Jordan Larson, Mount Vernon, New York (other category).

Cooperative efforts with the American Legion and the National Aviation Education Council are being devoted to a nation-wide campaign in the interest of acquainting all citizens with the problems and challenges of new developments in aeronautics and space. Intensified demands for educational consultation and for joint participation with various national and state educational agencies are being met. Civil Air Patrol continues to make a unique contribution to the nation's awareness and understanding of the great aerospace venture.

The national contributions of the CAP aerospace education are making a lasting impact in the areas of teacher education, an enriched school curriculum, and the motivation of students toward careers in science and related fields.

# V

## YOUNG VOLUNTEERS LEARN BY DOING

**International Air Cadet Exchange.** In 1960, 260 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 United States Air Force

Band. The 1960 IACE visits while in the various states were 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, 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 of August.

The CAP host wings for the 1960 foreign exchange were:

Belgium	Idaho
Brazil	Arkansas
Canada	Nebraska
Peru*	Montana
Denmark	Minnesota
France	New York
Great Britain	Massachusetts
Greece	Kentucky
Israel	Kansas
Italy	Oregon
Netherlands	North Carolina
Norway	North Dakota
Peru*	Nevada
Portugal	Indiana
Spain	Washington
Sweden	Maryland
Switzerland	South Carolina
Turkey	Arizona

Chile did not participate as originally scheduled due to the earthquake devastation in their country.

*\* Peru agreed to accept the cadets originally scheduled to visit Chile and, in turn, sent two groups to the United States.*

**National Drill Competition.** The ten winning drill teams, one from each of the eight regions, Puerto Rico, and Hawaii, competed for honors at the U. S. Air Force Academy, 1960. The teams were airlifted to Colorado Springs by the Air Force. Ten teams, totaling 250 cadets, competed. The first place winner of the competition was the girls' drill team representing the Colorado Wing. The Hawaii drill team won second place and another girls' drill team from the Ohio Wing placed third.

**Jet Orientation Course.** This course conducted at Perrin Air Force Base, Texas, August 7-13, 1960 provided one week of academic

and flying training in jet 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 August 21-27, 1960 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 participants' meals was borne by the U. S. Air Force.

**Summer Encampments.** During the 1960 Summer Encampment Program, 41 U. S. Air Force bases hosted 47 separate summer encampments for 7,107 CAP members, most of whom were provided air transportation to and from the encampments. This airlift was supported by U. S. Air Force aircraft.

**Regional Exchanges.** Annually, 104 female cadets participate in an interregional 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.

**Certificates of Proficiency.** In 1960, 2,433 Certificates of Proficiency were awarded to CAP members. This is 276 certificates less than were issued in 1959. 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.

## **L** **RADIO NET NEARLY 14,000 STATIONS**

A new high frequency was assigned to the AF-CAP Liaison Officer net. This action has improved radio communications to the point where daily contacts are made between Headquarters CAP-USAF and all regional liaison offices. The Air Force provides nine Philco communications advisors and airman radio operators to give technical advice and assistance to the CAP communications program.

The number of licensed CAP radio stations increased from 13,212 to a total of 13,817. Land stations increased from 3,808 to 4,356; mobile stations, from 8,217 to 8,294; and aircraft stations decreased from 1,187 to 1,167. An average of 250 license applications are made each month.

## **C** **INCREASED SURPLUSES FROM DOD**

Civil Air Patrol received from Department of Defense excess stocks property with an *original* acquisition cost totaling \$6,297,324.54 and from DOD surplus stocks \$6,179,892.35 for a grand total of \$12,477,216.89. Of this total, \$3,137,041.55 was received from the Army, \$807,712.65 from the Navy and \$8,532,462.69 from the Air Force.

A total of 9,584 line items of property were received. They were 572 vehicles of various types, 37 aircraft (10 — L-20's and 27 — C-45's), office machines, equipment and supplies, communications equipment, clothing and other miscellaneous supplies.

Requests made for excess and surplus property totaled 2,688, and 1,940 of these were honored. The remaining 748 were canceled due to withdrawal of property or prior allocation to other agencies.

Property disposed of either by sale, survey or turn-in to a military disposal agency numbered 1,127 line items. Its estimated acquisition value was \$1,097,734.96. This included 134 vehicles and 20 aircraft and other items unusable to the CAP.

As of December 31, 1960, there were 927 corporate-owned aircraft.

Fifteen requests were submitted to the appropriate District Engineer, U. S. Army Corps of Engineers, acquiring Department of Defense real estate for Civil Air Patrol.

Stringent controls on the use of Civil Air Patrol vehicles were published in a change to CAP Regulation 77-1. In essence, it stipulates that only qualified senior members or cadets, accompanied by a qualified senior member, are authorized to operate CAP vehicles.

With the reorganization of the liaison structure effective July 1, 1960, authorization has been received for the assignment of a supply officer and a noncommissioned officer in each region. With these additional people, technical assistance to CAP members will be more readily available and emphasis will be placed on the disposal of unusable property by CAP.

## **E** SAFETY PROGRAM GAINS

The Office of Safety integrated flying and ground safety programs in 1960. In order to concentrate effort, however, flying safety officers and ground safety officers continue to operate as entities and separate newsletters are sent to units. Although there is a definite reduction in accident frequency, the exact amount cannot be determined accurately due to the continued unreliability of accident and flying time reporting. Four safety regulations and a simplified reporting system were developed to increase the effectiveness of the accident prevention program.

Federal, state, and private agencies continue to assist CAP in its accident prevention efforts. Civil Aeronautics Board has authorized CAP participation in its investigations of CAP aircraft accidents. The first national CAP Aviation Safety Seminar was planned for March 1961 in cooperation with the Flight Safety Foundation under a grant from the Link Foundation.

An annual rotating award, the Paul Turner Trophy, was established this year for meritorius achievements in accident prevention and will be awarded at this seminar.

### STATISTICS — 1960

Aircraft Accidents . . . . .	31
Results: Four deaths; \$56,000 damages.	
Vehicle and personnel accidents . . . . .	21
Results: Two deaths; \$3,000 damages.	

# 1960 IN

	<u>1959</u>	<u>1960</u>
OPERATIONS:		
SARCAP Exercises:		
Number of exercises . . . . .	105	50
for		
Number of hours . . . . .	7,960	3,954
REDCAP Missions		
Sorties . . . . .	8,401	9,873
Total hours . . . . .	15,444	20,072
Persons rescued . . . . .	399	107
International Air Cadet Exchange:		
Number of cadets . . . . .	135	130
to		
Number of countries . . . . .	19	17
Encampments:		
AFB hosts . . . . .	39	41
Cadets attending . . . . .	8,702	7,107
Separate encampments . . . . .	48	47
EDUCATION:		
Certificates of Proficiency . . . . .	2,717	2,433
Seniors . . . . .	211	224
Cadets . . . . .	2,506	2,209
Aerospace Text Book Sales (vols.) . . . . .	67,736	78,378
Work Books . . . . .	94,200	132,608



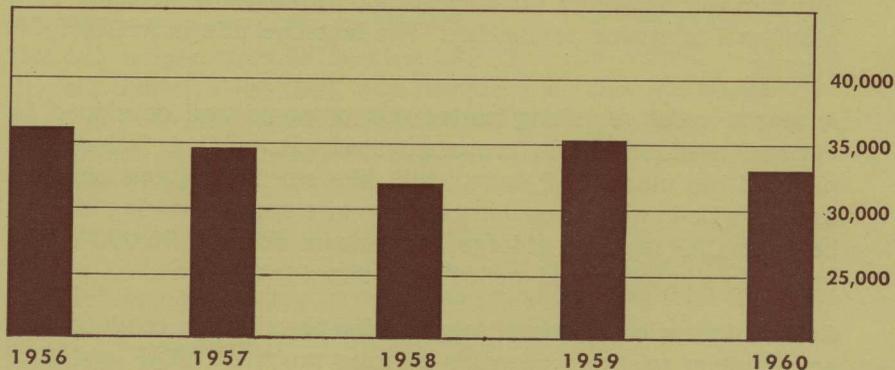
SENIOR MEMBERSHIP



# REVIEW

	<u>1959</u>	<u>1960</u>
MEMBERSHIP:		
Organizational Units:		
Regions .....	8	8
Wings .....	52	52
Groups .....	194	209
Senior squadrons .....	214	211
Cadet squadrons .....	341	344
Composite squadrons .....	990	1,067
Flights .....	80	77
Total .....	<u>1,879</u>	<u>1,968</u>
AIRCREW MEMBERS:		
Pilots .....	8,433	9,615
Observers .....	1,344	1,670
AIRCRAFT:		
Corporate-owned .....	910	927
Member-owned .....	3,434	3,444
Total .....	<u>4,344</u>	<u>4,371</u>
GROUND SUPPORT:		
Vehicles (all types) .....	3,467	3,602
COMMUNICATIONS:		
Fixed Radio Stations .....	3,808	4,356
Mobile Radio Stations .....	8,217	8,294
Airborne Radio Stations .....	1,187	1,167
Total .....	<u>13,212</u>	<u>13,817</u>

CADET MEMBERSHIP



# C

## TELLING THE CIVIL AIR PATROL STORY

The CAP TIMES, official house organ, is written and edited at the national headquarters and published in cooperation with the Army-Navy-Air Force Times family of newspapers in Washington, D. C. The monthly publication, which has grown from 16 pages and a circulation of 27,000, now is circulated to some 50,000 subscribers and a select list of approximately 500. The monthly publication consists of 20 to 24 pages each issue.

The monthly NEWSLETTER of the Office of Information is distributed to unit information officers via commanders to guide them in furthering local and national information projects. With the NEWSLETTER instructions go millions of pamphlets in a regular monthly distribution. The latest information material from USAF, CONAC, SAC, AF Recruiting, MATS, AF Academy, Air University, and Federal Aviation Agency is channeled directly to CAP's 1968 units.

THE CAP STORY, a 14-minute documentary film, was written and produced by national headquarters. It was narrated by cinema actor Brigadier General Jimmy Stewart, AFRes. Distributed to each wing and rotated to subordinate CAP units, THE CAP STORY documents the history of Civil Air Patrol. It is designed for public showing to civic organizations, clubs and for TV programing.

The Office of Information arranged for camera crews from three of the USAF Air Photographic and Charting Service units in the United States to join their own photographers in documenting CAP's 1960 National Drill Competition, Jet Orientation Course, Jet Age Orientation Course, representative summer encampments and the International Air Cadet Exchange. APCS crews in Europe also filmed U. S. and foreign exchange cadet activity. It is planned that this film will be edited for quarter-hour viewing and narrated by a prominent television personality. The tentative title is ACCENT ON YOUTH.

A special cadet recruiting poster was prepared and developed by national headquarters in cooperation with Paramount Pictures. It pictured two model CAP cadets with film star Jerry Lewis and was used as a tie-in with a new Jerry Lewis movie and the naming of Jerry Lewis as CAP recruiter-at-large. Paramount donated 50,000 of the multicolored posters and mailed them direct to CAP units.

CAP's information officers throughout the organization conducted an active press relations program utilizing much of USAF and CAP

material in their local releases, publications and internal information programs.

A feature story prepared by the Office of Information was published each month in the AIR RESERVIST Magazine, official publication of Continental Air Command. Circulation is 425,000, including Civil Air Patrol.

Especially noteworthy was the coverage of CAP's 19th anniversary in December. Special CAP cartoons with "Steve Canyon" and "Smilin' Jack" were prepared for the anniversary press kits by their artists, Milton Caniff and Zack Mosley. Some 2,500 kits with 16 items each were distributed.

The 1961 AIR FORCE BLUE BOOK contained a chapter, "The CAP, Civilians on Duty," prepared late in 1960 by the Office of Information. The chapter was reprinted by CAP for general distribution.

A half million copies each of two new pamphlets, written and designed by the Office of Information, were distributed to the field. One of the pamphlets, ACCENT ON YOUTH, was printed by CONAC; the other pamphlet, AS A MATTER OF FACT, was printed by CAP.

In 1960, articles developed by the Office of Information were published in AIR FORCE AND SPACE DIGEST, HIGH SCHOOL NEWS SERVICE, AMERICAN LEGION AIR REVIEW, NEA JOURNAL, in the CONGRESSIONAL RECORD and other magazines, encyclopedias, almanacs, house organs, and periodicals.

A presentation of CAP's Key to International Good Will to General Douglas MacArthur by representatives of the foreign and United States exchange cadets was arranged in New York at the General's Waldorf-Astoria suite.

Television slides with CAP testimonials by President Eisenhower and J. Edgar Hoover and a picture of CAP aircraft, along with three 20-second CAP film spots prepared in 1959, were distributed to 500 television stations throughout the United States and Puerto Rico. Radio and television public service announcements were sent to some 3,500 radio stations and 500 television outlets.

Arrangements were made for the official march, THE C.A.P. IS ON THE GO, to be distributed to each CAP unit. The march, written by Captain Robert Mills, CAP, vice president of Mills Music, Incorporated, was recorded by the Air Force Band and the Singing Sergeants. Distribution of the 45 rpm record was made to 3,500 radio and 500 television stations.

Arrangements were completed with Brown & Bigelow for printing of 25,000 CAP 20th Anniversary calendars, to be available May 1, 1961. Calendars include six color paintings depicting CAP activities, suitable for framing; calendar year to be December 1961 through November 1962.

## MORE CH PLAINS JOIN

An extensive visitation program by the national chaplain to local area chaplain conferences during the year was effective. Twenty-five separate local area conferences were held throughout the 52 wings with an approximate increase of 50% in attendance over the old regional chaplain conference approach. This close contact with the working elements within the CAP chaplaincy by the office of the national chaplain was acclaimed as being of practical value in offering guidance and a more complete understanding of the over-all chaplain program.

The "CAP Chaplain Applicant Kit," a concise manual outlining procedures for appointment as a CAP chaplain, was prepared and distributed to the field. This kit has accomplished two objectives. It has streamlined application procedures and established a workable quality control policy.

Administrative procedures and suspense control in the office of the national chaplain have been carefully studied and improved, resulting in more efficient processing of chaplain reports and rosters. A realistic and accurate appraisal of the CAP chaplain program can now be made.

During 1960 there was a 10.6% increase of appointed chaplains over 1959. CAP chaplains conducted 1,849 religious services with 32,506 persons attending, gave 3,425 character and citizenship lectures to 54,936 people and attended 7,400 meetings. They gave 1,735 public address lectures to 67,671 persons about Civil Air Patrol, showed 563 films, held 6,296 consultations for 6,759 persons, made 1,923 visits to CAP units and members' homes, contacting 6,117 CAP members and prospective members. Civil Air Patrol chaplains devoted more than 48,681 hours of their time to CAP service.

# P

## THE FINANCIAL PICTURE

The number of Civil Air Patrol wings receiving state appropriations remained at 23, the same number contributing in 1959. Alabama, which supported its wing with \$30,000 a year for 1957 through 1959, withdrew, and West Virginia was added to the roster, providing \$7,500 for one year.

This money is used by CAP to defray, within the United States and Puerto Rico, a portion of the costs of administration, aerospace education, training programs, aircraft maintenance and repair and for the purchase of radio and mobile equipment.

<u>Wing</u>	<u>Amount</u>	<u>Duration</u>
Alaska	\$32,500 per year	1 year
Arizona	20,260 per year	1 year
Arkansas	22,000 for 2 years	2 years
Colorado	21,000 per year	1 year
Connecticut	7,200 per year	2 years
Hawaii	15,000 per year	Continuing
Illinois	37,250 per year	2 years
Kentucky	10,000 per year	2 years
Louisiana	15,000 per year	1 year
Minnesota	10,000 per year	2 years
Nevada	12,000 per year	Continuing
New Hampshire	8,500 per year	2 years
New Mexico	7,500 per year	1 year
North Carolina	15,000 per year	2 years
North Dakota	36,200 for 2 years	2 years
Pennsylvania	30,000 for 2 years	2 years
Puerto Rico	20,000 per year	1 year
South Carolina	15,000 per year	1 year
South Dakota	7,000 per year	1 year
Tennessee	6,000 per year	1 year
Utah	5,000 for 2 years	2 years
Virginia	10,500 per year	2 years
West Virginia	7,500 per year	1 year

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

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

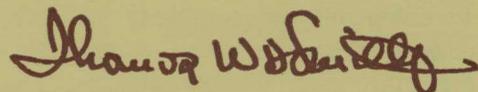
National Board  
Civil Air Patrol, Inc.  
Ellington Air Force Base  
Houston, Texas

February 14, 1961

Gentlemen:

In our opinion, the accompanying statement of cash receipts and disbursements and related schedules and note, present fairly the financial transactions of Civil Air Patrol, Inc., Colonel Harry B. Dyer, Chief Financial Officer, for the year ended December 31, 1960 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.

Respectfully submitted,



SMITH & SMITH  
Certified Public  
Accountants

**SCOPE OF EXAMINATION**

Our examination was conducted by the method of sampling and testing the organization's accounting records and by inquiries directed to responsible organizational personnel, depositories, and others.

Certain of the principle procedures and tests which were undertaken are as follows:

Cash receipts appearing on the records of original entry were traced to the depositories. Cancelled checks were examined and compared with the cash disbursement records. Vendor's invoices, statements, and other supporting documents were also examined in support of cash disbursements. Bank balances were reconciled with the records and confirmations of these balances were requested from the depositories.

## CIVIL AIR PATROL, INC.

### STATEMENT OF CASH RECEIPTS AND DISBURSEMENTS FOR THE YEAR ENDED DECEMBER 31, 1960

RECEIPTS			
Membership Dues and Charters.....	\$139,035.00		
Sale of Educational Books.....	61,172.02		
Sale of Scrap.....	10,171.36		
Sales Paper Stock Fund.....	1,022.93		
Sale of Uniforms.....	5,542.00		
Interest on Savings Accounts.....	8,875.85		
Contributions — Brewer Trophy.....	1,178.35		
Refund International Cadet Exchange 1960.....	3,371.32		
Miscellaneous Refunds and Receipts.....	37.91		
	Total Receipts	\$230,406.74	
CASH DISBURSEMENTS (Schedule).....		167,572.00	
Excess of Receipts over Disbursements.....		\$ 62,834.74	
Balance, Cash in Banks, December 31, 1959.....		268,023.67	
Balance, Cash in Banks, December 31, 1960 — Note 1.....		\$330,858.41	
Less: OBLIGATED FUNDS			
Unpaid 1960 Budget Items.....	\$ 7,941.33		
Authorized Budget for 1961.....	148,500.00		
National Headquarters Working Funds.....	11,000.00		
Scholarship Escrow Fund.....	6,767.35		
Reserve Fund (1960 Dues & Interest).....	147,910.85	322,119.53	
	Unallocated Balance	\$ 8,738.88	

## CIVIL AIR PATROL, INC.

### CASH DISBURSEMENTS YEAR ENDED DECEMBER 31, 1960

Command.....	\$ 170.28
Aviation Education.....	2,827.22
Inspector General.....	495.85
Comptroller.....	122.61
Chaplain.....	35.58
Judge Advocate.....	1.50
Plans.....	35.20
Personnel.....	3,467.91
Information Services.....	7,792.73
Materiel.....	1,156.02
Administrative Services.....	9,160.37
Communications.....	117.52
International Cadet Exchange 1960.....	39,224.24
Civil Air Patrol Times.....	23,326.21
Insurance.....	14,047.66
Educational Scholarships.....	4,000.00
Refund to Wings — Salvage.....	4,893.03
1959 Budget Items Paid in 1960.....	15,922.47
Payments to Regional Headquarters.....	9,600.00
Revolving Fund.....	21,045.04
Paper Stock Fund.....	906.18
Uniform Fund.....	5,542.00
Awards.....	1,284.75
Accounting Services.....	947.63
Other Expenditures.....	1,450.00
	\$167,572.00

**NOTE 1** — A summary of cash in banks at December 31, 1960 follows:

Commerce Union Bank, Nashville, Tennessee	
Checking Account . . . . .	\$ 4,046.60
Savings Account . . . . .	103,736.20
Escrow Savings Account . . . . .	6,767.35
Harrisburg National Bank, Houston, Texas	
Savings Account . . . . .	10,100.00
Depository Account . . . . .	21,636.91
First City National Bank, Houston, Texas	
Disbursement Account . . . . .	6,071.18
Third National Bank, Nashville, Tennessee	
Savings Account . . . . .	12,598.71
Nashville Bank and Trust Co., Nashville, Tennessee	
Savings Account . . . . .	12,177.30
First American National Bank, Nashville, Tennessee	
Savings Account . . . . .	12,661.37
Broadway National Bank, Nashville, Tennessee	
Savings Account . . . . .	12,692.72
First National Bank of Arlington, Arlington, Virginia	
Savings Account . . . . .	11,729.47
Williamson County Bank, Franklin, Tennessee	
Savings Account . . . . .	11,788.79
Harpeth National Bank, Franklin, Tennessee	
Savings Account . . . . .	11,837.79
First National Bank of Orlando, Orlando, Florida	
Savings Account . . . . .	12,368.13
North Carolina National Bank, Charlotte, North Carolina	
Savings Account . . . . .	10,100.17
Hamilton National Bank, Chattanooga, Tennessee	
Savings Account . . . . .	10,075.00
Northwestern National Bank of Minneapolis, Minneapolis, Minnesota	
Savings Account . . . . .	10,100.19
First National Bank in Dallas, Dallas, Texas	
Savings Account . . . . .	10,100.00
Mountain States Bank, Denver, Colorado	
Savings Account . . . . .	10,025.00
Pacific National Bank of San Francisco, San Francisco, California	
Savings Account . . . . .	10,095.53
Eastern National Bank of Long Island, Smithtown, New York	
Savings Account . . . . .	10,075.00
The First National Bank of Chicago, Chicago, Illinois	
Savings Account . . . . .	10,075.00
	\$330,858.41



