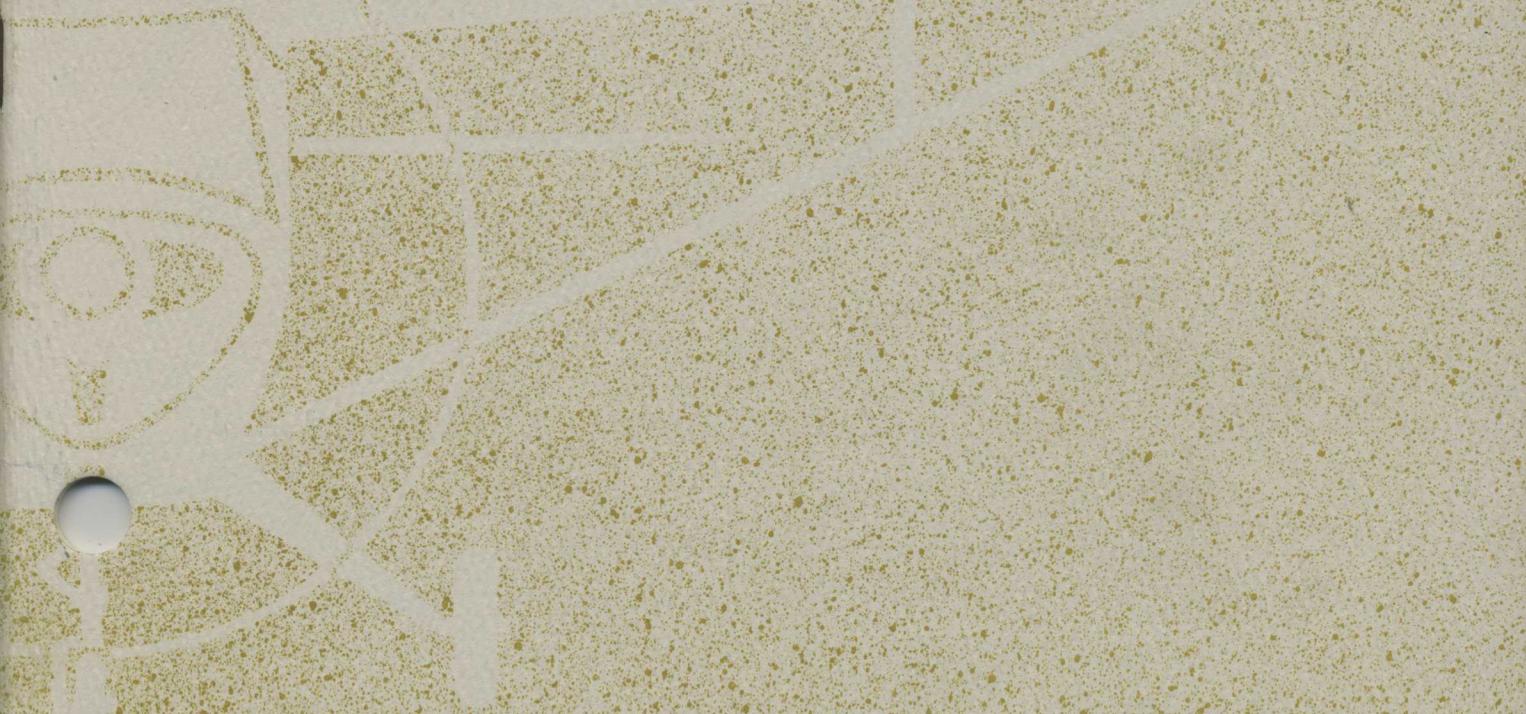
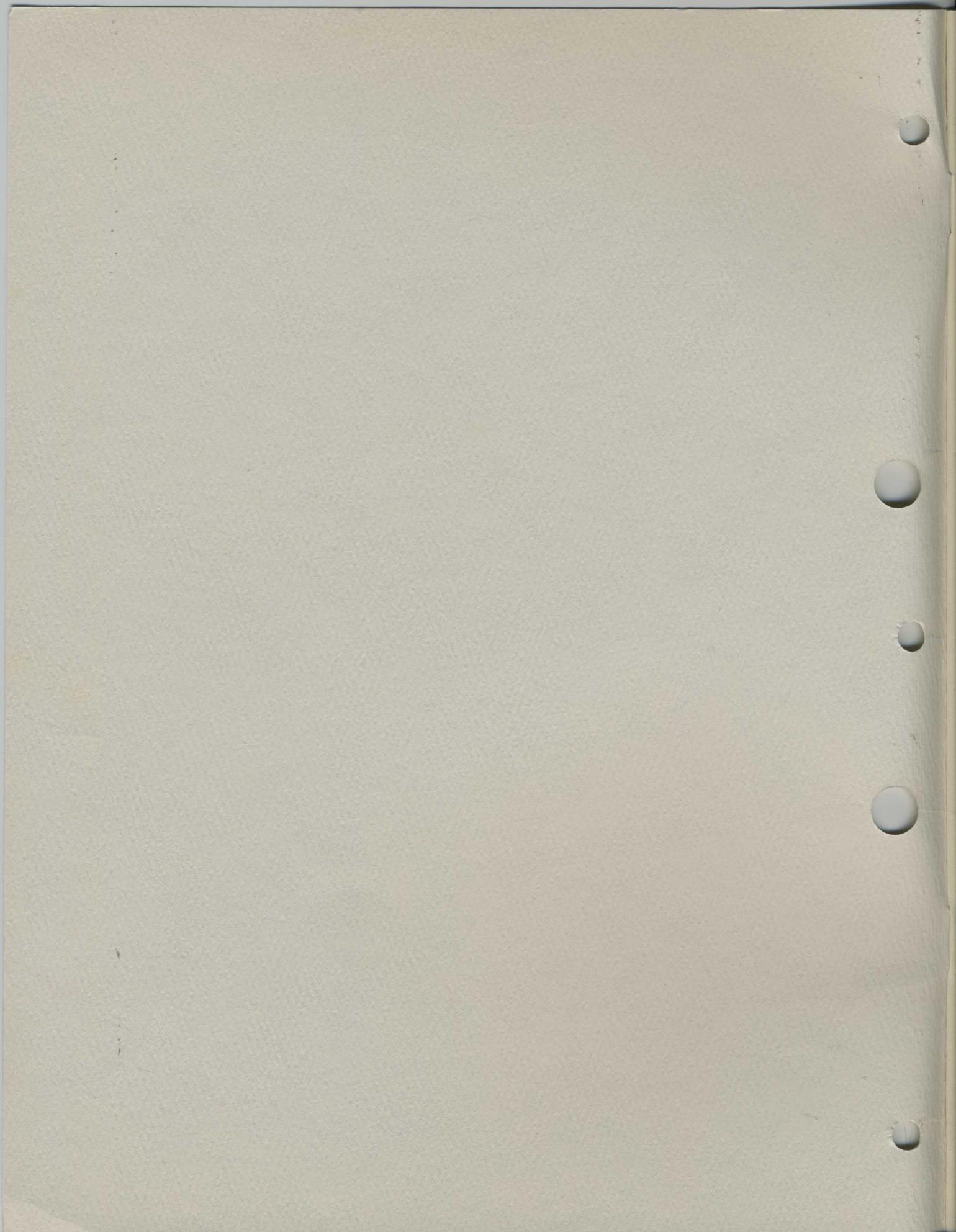


67  
Prepared



1965

*The Civil Air Patrol Annual Report*



NATIONAL HEADQUARTERS  
CIVIL AIR PATROL  
1000 W. WASHINGTON, CHICAGO, ILL. 60601  
MEMORANDUM FOR EACH MEMBER OF CONGRESS

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

*. . . 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.*

*John W. Mason*  
JOHN W. MASON, Chairman, USAF  
National Commander

MEMORANDUM FOR EACH MEMBER OF CONGRESS

## THE MISSION OF CIVIL AIR PATROL

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NATIONAL HEADQUARTERS  
CIVIL AIR PATROL

- USAF AUXILIARY -

Ellington Air Force Base, Texas

MEMORANDUM for Each Member of Congress

The Civil Air Patrol was organized on December 1, 1941. This volunteer, civilian flying organization performed its wartime tasks so well that aviation leaders believed that it should continue in existence after the end of the war.

On July 1, 1946, President Harry S. Truman signed Public Law 476, 79th Congress, which chartered CAP as a private corporation. In 1948, the 80th Congress enacted legislation making CAP an auxiliary of the United States Air Force.

This is Civil Air Patrol's report on its twenty-fourth year of service, submitted in compliance with the public law.

I welcome any comments you may wish to make.

*Joe L. Mason*

JOE L. MASON, Colonel, USAF  
National Commander

## TABLE OF CONTENTS

MEMORANDUM FOR EACH MEMBER OF CONGRESS .....	1
YEAR IN REVIEW .....	3
VITAL STATISTICS .....	5
FINANCIAL STATEMENT .....	6
SENIOR ACTIVITIES .....	8
COMMUNICATIONS .....	10
CADET ACTIVITIES .....	11
AEROSPACE EDUCATION AND TRAINING .....	14
INFORMATION .....	16
CAP CHAPLAINCY .....	17
SUPPORT FOR CAP .....	18
STATE APPROPRIATIONS .....	19
NATIONAL EXECUTIVE COMMITTEE .....	20
CAP WING COMMANDERS .....	21
NATIONAL COMMANDER'S EVALUATION .....	22

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Since the earliest periods in our nation's history, our citizens have formed vigilance committees for one reason or another. Such committees many years ago served the purpose of keeping order or punishing crime when ordinary law enforcement agencies failed to do so.

Today, I consider each one of you a vigilante, but in a completely honorable and useful sense. Since the Civil Air Patrol's inception during the significant years of World War II, its members have maintained a constant vigil that has given American citizens a sense of security. This is a wonderful feeling and we owe you a debt of gratitude for making it possible.

Please accept my best wishes for many more years of useful service to our nation.

— LYNDON B. JOHNSON

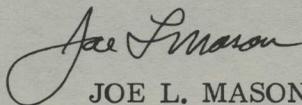
## Year in Review

The year 1965 marked the beginning of a new era for the Civil Air Patrol. The first CAP National Flight Program was conducted at Elmira, New York. This activity, designed as an incentive program for outstanding CAP cadets was comprised of three courses: powered flight, glider pilot, and soaring orientation. The Schweizer Corporation was host for the glider phase while the Elmira Aeronautical Corporation provided the powered flight training. A total of 92 cadets attended the three courses. The new Cadet Flying Encampment was an outstanding success and the flying program will be expanded in 1966. This new program is expected to enhance CAP's role as a leader in general aviation.

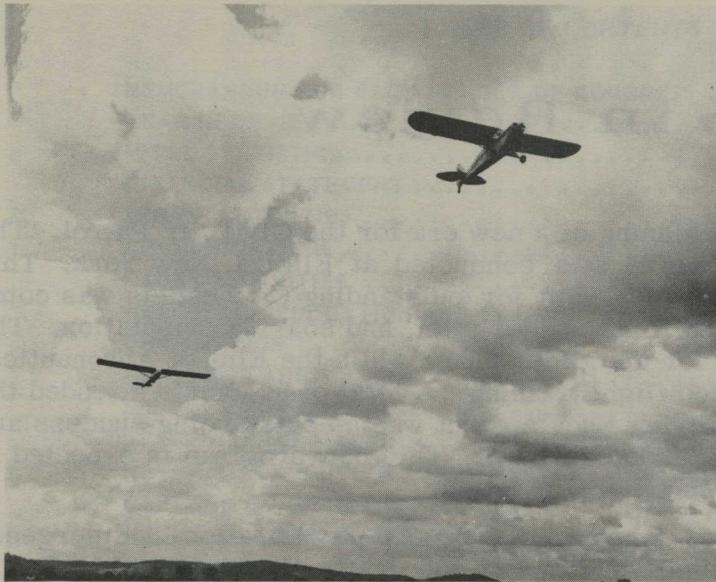
A highlight of the past year was CAP's record participation in Emergency Services Activities. CAP members flew 22,405 hours in support of U. S. Air Force authorized search and rescue missions in the Continental United States and Alaska. This effort represents 69% of all hours flown in search and rescue during the year.

A significant development in CAP's efforts to promote the growth of general aviation was the creation of a joint Federal Aviation Agency/Civil Air Patrol Co-ordinating Committee. The primary objective of the committee is to identify areas of cooperation and to initiate actions necessary to insure close working relations between the two organizations. An executive of FAA will participate in all future CAP National Executive Committee meetings as an advisor on general aviation matters. FAA and CAP are now working together in several areas to include the CAP pilot's and mechanic's proficiency upgrading courses and the FAA Orientation Program for CAP cadets which are conducted annually at the FAA Academy in Oklahoma City, Oklahoma.

CAP's Aerospace Education Program showed significant progress during the past year. CAP sponsored college and university workshop projects increased to 206, benefitting over 32,000 teachers and school administrators. The scholarship program was doubled as the result of an endowment. The formation of the CAP Aerospace Education Association, a non-profit organization dedicated to the development and maintenance of American aerospace power through aerospace education, is expected to result in significant contributions to CAP's mission of educating and motivating American youth in the role they are destined to occupy in the aerospace future.



JOE L. MASON  
Colonel, USAF  
National Commander



**Glider Pilot training at the  
Cadet Flying Encampment.**



**The T-34 aircraft – 107 now in the CAP Corporate Aircraft Inventory.**

## VITAL STATISTICS

	1964	1965
<b>MEMBERSHIP:</b>		
CADETS	52,977	46,666
SENIORS	33,496	33,579
TOTAL MEMBERSHIP	86,473	80,245
<b>ORGANIZATIONAL UNITS:</b>		
REGIONS	8	8
WINGS	52	52
GROUPS	277	280
SENIOR SQUADRONS	204	241
CADET SQUADRONS	504	531
COMPOSITE SQUADRONS	1,163	1,120
FLIGHTS	101	104
TOTAL UNITS	2,309	2,336
<b>AIRCRAFT:</b>		
CORPORATE OWNED	864	830
MEMBER OWNED	3,578	4,055
TOTAL AIRCRAFT	4,442	4,885
<b>PILOTS:</b>	9,438	10,893
<b>COMMUNICATIONS:</b>		
FIXED RADIO STATIONS	5,526	5,440
MOBILE RADIO STATIONS	8,208	8,070
AIRBORNE RADIO STATIONS	1,176	1,232
TOTAL RADIO STATIONS	14,910	14,742
<b>ACTUAL EMERGENCY MISSIONS (USAF AUTH):</b>		
SORTIES	472	285
HOURS FLOWN	10,770	11,682
	18,607	22,405
<b>EFFECTIVENESS TESTS:</b>		
SEARCH AND RESCUE	52	52
CIVIL DEFENSE	48	49
<b>ENCAMPMENTS:</b>		
AFB HOSTS	35	31
SEPARATE ENCAMPMENTS	38	58
CADETS ATTENDING	7,787	6,751
SENIORS ATTENDING	863	794
TOTAL ATTENDANCE	8,650	7,545
<b>INTERNATIONAL AIR CADET EXCHANGE:</b>		
NUMBER OF CADETS	145	138
TO		
NUMBER OF COUNTRIES	22	21
<b>CERTIFICATES OF PROFICIENCY:</b>		
SENIORS	117	611
CADETS	2,176	2,061

## FINANCIAL STATEMENT

### THE NATIONAL TREASURY OF CIVIL AIR PATROL

#### Statement of Cash Receipts and Disbursements for the Year Ended December 31, 1965

RECEIPTS

Membership Dues and Charters .....	\$283,387.10	
Sale of Educational Books .....	88,749.74	
Sale of Uniforms .....	8,022.00	
Interest on Savings Accounts .....	15,486.99	
Sale of Salvage .....	51,541.54	
Refund International Cadet Exchange 1965 .....	2,944.65	
T-34 Program .....	163,600.00	
Summer Flying Encampment .....	4,630.50	
Miscellaneous Refunds and Receipts .....	134.23	
Total Receipts .....		\$618,496.75

CASH DISBURSEMENTS (Schedule) .....	642,765.56
Excess of Disbursements over Receipts .....	\$ 24,268.81
Balance, Cash in Banks, December 31, 1964 .....	491,938.45
Balance, Cash in Banks, December 31, 1965 - Note 1 - (Schedule) .....	\$467,669.64

NOTE 1 — The cash balance shown above has been restricted as follows:

Cash in Banks, December 31, 1965 .....	\$467,669.64
Less: Reserves:	
Unpaid 1965 Budget Items .....	\$ 5,455.17
Authorized 1966 Budget .....	337,000.00
T-34 Program Reserve .....	25,000.00
Self Insurance Reserve .....	38,000.00
Working Fund Reserve .....	11,000.00
Scholarship Reserve .....	15,486.99
Cadet Flying Encampment .....	15,000.00
Contingency Reserve .....	20,727.48
	\$467,669.64

### THE NATIONAL TREASURY OF CIVIL AIR PATROL

#### Schedule of Cash Disbursements for the Year Ended December 31, 1965

Command .....	\$ 481.26
Aerospace Education .....	5,349.29
Chaplain .....	346.32
Inspector General .....	43.70
Comptroller .....	82.00
Personnel .....	25,348.59
Materiel .....	321.28
Information Services .....	20,661.02
Administrative Services .....	2,736.06
Operations .....	6,350.58
International Cadet Exchange 1965 .....	57,427.21
Civil Air Patrol Times .....	19,467.88
Insurance .....	18,893.73
Cadet Insurance .....	42,381.60
Transfer to the Civil Air Patrol National Scholarship Fund .....	15,613.07
1964 Budget Items Paid in 1965 .....	6,065.12
Payments to Regional Headquarters .....	12,000.00
Revolving Fund .....	80,518.15
T-34 and Incentive Aircraft Program .....	240,716.34
Uniform Fund .....	8,018.75
Refund to Wings — Salvage .....	51,152.63
Summer Flying Encampment .....	24,600.46
Cadet Award Air Force Academy .....	150.00
Other Disbursements .....	4,040.52
	\$642,765.56

SMITH & SMITH  
Certified Public Accountants  
282 FIVE POINTS BANK BUILDING  
NASHVILLE 2, TENN.

March 17, 1966

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

Gentlemen:

In our opinion the accompanying statements of cash receipts and disbursements and related schedules present fairly the cash transactions of the National Treasury of Civil Air Patrol, Colonel W. D. Haas, Chief Financial Officer, for the year ended December 31, 1965 and its cash position on that date, on a basis consistent with that of the preceding year. 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,  
*W. D. Smith*  
SMITH & SMITH  
Certified Public Accountants

**THE NATIONAL TREASURY OF CIVIL AIR PATROL**

**Schedule of Cash in Banks**

**December 31, 1965**

Birmingham Trust National Bank, Birmingham, Alabama .....	\$ 11,705.84
Broadway National Bank, Nashville, Tennessee .....	15,320.03
Bunkie Bank and Trust Company, Bunkie, Louisiana .....	35,005.50
Alaska State Bank, Anchorage, Alaska .....	11,514.83
Commerce Union Bank, Nashville, Tennessee .....	73,472.54
Eastern National Bank of Long Island, Smithtown, New York .....	12,102.83
Harrisburg National Bank, Houston, Texas .....	70,565.53
Hamilton National Bank, Chattanooga, Tennessee .....	11,753.73
First City National Bank, Houston, Texas .....	17,287.99
First National Bank of Arlington, Arlington, Virginia .....	13,783.23
First American National Bank, Nashville, Tennessee .....	16,537.26
First National Bank in Dallas, Dallas, Texas .....	12,193.74
First National Bank of Orlando, Orlando, Florida .....	14,776.79
Mercantile National Bank, Dallas, Texas .....	11,747.49
Nashville Bank and Trust Company, Nashville, Tennessee .....	28,350.57
North Carolina National Bank, Charlotte, North Carolina .....	11,844.96
National Newark & Essex Banking Co., East Orange, New Jersey .....	11,538.45
Northwestern National Bank of Minneapolis, Minneapolis, Minnesota .....	11,728.15
Mountain States Bank, Denver, Colorado .....	12,196.66
Pacific National Bank of San Francisco, San Francisco, California .....	12,021.95
The First National Bank of Chicago, Chicago, Illinois .....	12,171.70
Third National Bank, Nashville, Tennessee .....	28,970.41
First Union National Bank of North Carolina, Charlotte, North Carolina .....	11,079.46
	<u>\$467,669.64</u>

**THE NATIONAL TREASURY OF CIVIL AIR PATROL**

**National Scholarship Fund Statement of Cash Receipts and Disbursements  
for the Period January 1, 1965 through December 31, 1965**

RECEIPTS

Transfer from General Fund .....	\$ 15,613.07
Donations .....	19,021.88
Dividends .....	5,966.62
Interest .....	<u>437.50</u>

\$ 41,039.07

DISBURSEMENTS

Purchase of Securities .....	\$ 12,119.83
Scholarships .....	20,000.00
Trustee Fee .....	<u>159.70</u>

32,279.53

Excess of Receipts over Disbursements .....	\$ 8,759.54
Cash Balance December 31, 1964 .....	1,853.51
Cash Balance December 31, 1965 .....	<u>\$ 10,613.05</u>

**Schedule of National Scholarship Fund Assets  
December 31, 1965**

Cash in Bank .....	\$ 10,613.05
Common Stock	
Common Trust Fund A Units (cost) .....	\$110,975.05
Standard Oil Company of New Jersey (cost) .....	15,347.95
American Telephone and Telegraph (cost) .....	<u>6,120.23</u>
Commercial Credit Company Notes (cost) .....	132,443.23
	<u>10,000.00</u>
	<u>\$153,056.28</u>

## SENIOR ACTIVITIES

The accent, from an operational standpoint, was on flying activities. These activities were, specifically, search and rescue missions, Civil Defense missions, practice missions in which capability and effectiveness were being tested, and pilot upgrading training.

## SEARCH AND RESCUE

In 1965, CAP maintained its close relationship and co-ordination with the Air Force's Air Rescue Service in the locating of missing airplanes, boats, and individuals. Using its inventory of some 4,800 aircraft and its many well-organized rescue teams, CAP participated in 285 actual search and rescue missions. The object of search was located by CAP on 35 of these missions--more than any other single agency. CAP pilots accomplished 11,682 individual flights, resulting in the accumulation of 22,405 flying hours. CAP was credited with 69% of all flying hours expended in the search and rescue effort in the Continental United States and Alaska during 1965.

### WING PARTICIPATION IN SEARCH AND RESCUE

(USAF Authorized Missions)

1 Jan 65 - 31 Dec 65

STATE	SORTIES	HOURS	STATE	SORTIES	HOURS
CALIFORNIA	2,013	3,894	INDIANA	86	209
ARIZONA	775	2,058	MISSISSIPPI	78	166
ALASKA	889	1,732	MASSACHUSETTS	79	156
UTAH	801	1,578	MINNESOTA	79	125
NEW MEXICO	698	1,501	KENTUCKY	69	118
COLORADO	610	1,217	VERMONT	38	97
WASHINGTON	658	1,005	VIRGINIA	66	92
PENNSYLVANIA	449	752	NEW JERSEY	64	92
WYOMING	363	748	TENNESSEE	71	89
TEXAS	353	712	MICHIGAN	27	67
FLORIDA	327	702	CONNECTICUT	24	59
NEVADA	326	679	KANSAS	43	58
OHIO	342	564	WEST VIRGINIA	27	48
NEW YORK	411	509	WISCONSIN	23	48
ILLINOIS	269	482	OREGON	32	44
MISSOURI	257	467	SOUTH DAKOTA	14	22
OKLAHOMA	236	449	NEBRASKA	13	22
GEORGIA	183	356	IDAHO	14	14
LOUISIANA	207	341	IOWA	5	12
ARKANSAS	133	311	SOUTH CAROLINA	6	6
NORTH CAROLINA	190	292	NATIONAL CAPITAL	5	5
ALABAMA	155	262	NORTH DAKOTA	3	5
NEW HAMPSHIRE	157	240	MARYLAND	14	*
				<hr/>	<hr/>
				11,682	22,405

\*Hours Not Reported.

## FIVE-YEAR SEARCH AND RESCUE RECORD

Year	Missions	Flights	Hours Flown
1961	442	11,267	20,641
1962	384	10,136	19,667
1963	593	10,256	18,775
1964	472	10,770	18,607
1965	288	12,643	22,405

The reduced number of missions in 1965 is a favorable reflection on aviation as a whole, considering that in Air Rescue Service, "no business is good business." The increased number of sorties reflects favorably the increased capability of CAP. This was due partially to the addition of T-34 type aircraft to the CAP corporate inventory. Search and rescue missions for 1965 were not limited to missing airplanes. For example, more than 700 CAP members participated in relief operations directly connected with "Hurricane Betsy." Humanitarian actions in the wake of this hurricane brought commendations from Congress, resulting in a salute to CAP being inserted in the Congressional Record.

### CIVIL DEFENSE

CAP continued in its Civil Defense training in 1965 with the goal of increasing its CD readiness through improved manuals, informative publications, and increased emphasis on CD training. The new Civil Defense training manual, prepared in 1965 by CAP, was in great demand from various Civil Defense organizations. Civil Air Patrol's immense radio network remained a prime asset in Civil Defense. Without a means of communication, no Civil Defense effort would have been effective.

### EFFECTIVENESS TESTS

USAF liaison officers conducted and evaluated 101 tests during 1965 to measure the capability of the CAP Emergency Services. As a result of the increased experience level of CAP in Civil Defense and rescue activities, the competition for top honors in effectiveness tests was keen. The majority of effectiveness scores were 90 or above out of a possible 100 points. Tennessee and Utah tied for top honors in Civil Defense effectiveness. Arizona stood alone as the top CAP wing in search and rescue activity.

## CAP/FAA UPGRADING PROGRAM

In 1965, the Federal Aviation Agency, in co-operation with CAP, conducted seven senior member orientation programs. The purpose of these programs was to upgrade the quality of general aviation. The FAA provided instructional facilities and instructors for both academic and inflight phases of the program. CAP provided eight T-34 aircraft to be used in the program and paid all operating expenses for these aircraft.

The first three classes of the program served as an Upgrading Refresher program for pilots. The object of these classes was to increase the safety of pilots through higher proficiency and a more comprehensive knowledge of weather and air traffic control. The next two classes were aimed at increasing the knowledge and proficiency of CAP instructor pilots, with the final result of such knowledge and proficiency being passed on to other CAP pilots.

The final two classes were for CAP members who were active in maintenance of CAP aircraft. The purpose of these classes was to teach the latest maintenance procedures and regulations. Although the T-34 was the primary training aid, the principles learned applied to all aircraft.

Seventy pilots attended the orientation program in 1965, and CAP is looking forward to a similar program in 1966.

## COMMUNICATIONS

Continued progress was made in communications management. Although changing propagation conditions made some of the available frequencies even less suitable; management, planning, and intensified operator training enabled CAP communicators to better support the emergency services mission of Civil Air Patrol. There was a slight decrease in the total number of stations; however, an increase in the number of airborne stations improved CAP's emergency services capability. At the end of calendar year 1965, CAP had a total of 14,742 licensed radio stations: 5,440 land stations, 8,070 mobile stations, and 1,232 airborne stations.

## CADET ACTIVITIES

Nine special activities were provided for cadets in 1965. In addition to the eight recurring activities, a Cadet Flying Encampment was also conducted this year. This was the first national flying activity ever held for Civil Air Patrol cadets. A synopsis of the special activities follows:

### THE CAP INTERNATIONAL AIR CADET EXCHANGE (IACE)

Twenty-one foreign countries participated in the 1965 exchange conducted during the last two weeks of July and the first two weeks of August. Twenty-five cadets were exchanged with Great Britain, fifteen with Canada, three with Jamaica, and five with each of the remaining countries. A total of 349 cadets and escorts participated in the exchange.

The foreign cadets were assembled in New York and stayed at the Waldorf-Astoria Hotel. After a visit to the United Nations, the World's Fair, and other points of interest, the cadets were flown to their host wings for an eleven-day visit. During their visit they became acquainted with American life by living in private homes, visiting historical points of interest, and meeting officials of city and state governments. They were then reassembled for a tour of the nation's capital, during which they were greeted by Vice-President Hubert H. Humphrey. CAP hosts wings for the 1965 exchange were:

HOST WING	COUNTRY
Washington . . . . .	Portugal
Oregon . . . . .	Norway
California . . . . .	Jamaica
Montana . . . . .	Germany
Wyoming . . . . .	Chile
Utah . . . . .	Costa Rica
Nebraska . . . . .	Ecuador
Kansas . . . . .	France
Arkansas . . . . .	Belgium
Wisconsin . . . . .	El Salvador
Illinois . . . . .	Israel
Michigan . . . . .	Spain
Indiana . . . . .	Denmark
Ohio . . . . .	Sweden
Pennsylvania . . . . .	Switzerland
Maryland . . . . .	Peru
Delaware . . . . .	Netherlands
Georgia . . . . .	Canada
Florida . . . . .	Great Britain
Connecticut . . . . .	Turkey
Virginia . . . . .	Austria

#### CADET ENCAMPMENTS

The Encampment Program was revised in 1965 because of the decreasing availability of Air Force bases for encampment sites. The revised program prescribes two types of encampments, Type A and Type B. Type A is an encampment from 9 to 14 days duration and conducted at a military base. Type B is a four-weekend, bivouac-type project conducted at either military or nonmilitary sites.

The first Type B encampment was conducted by the North Carolina Wing at Old Fort, North Carolina. The 58 encampments conducted at 31 Air Force bases were attended by 6,751 cadets and 794 seniors. A majority of the airlift was furnished by the Air Force Reserves.

#### INTERREGIONAL EXCHANGES

Two female cadets per wing were exchanged between regions or toured wings within their regions during the summer months. These trips permitted cadets to participate in an aerospace oriented program to familiarize them with aerospace facilities in other states to learn more about CAP in other wings.

#### FEDERAL AVIATION AGENCY ORIENTATION PROGRAM

The Federal Aviation Agency Academy at Will Rogers Field, Oklahoma City, Oklahoma, conducted this program for 52 cadets in July. They received instruction in ground control approach, control tower procedures, weather, air traffic control, and many other aspects of the FAA system.

#### JET ORIENTATION COURSE

The Jet Orientation Course is the oldest of the four incentive programs conducted on Air Force bases by Air Force personnel for CAP cadets. It was held at Perrin AFB, Texas in July. The base provided academic and orientation instruction for 52 honor cadets who were given flight instruction in the T-33 jet trainer. All flew three missions in the aircraft under the guidance of Air Force flight instructors.

#### **AEROSPACE AGE ORIENTATION COURSE**

The Aerospace Age Orientation Course was held at Maxwell Air Force Base, Alabama in August. Indoctrination in the medical, administrative, and technical opportunities for women in aviation and in the Air Force was given to 52 cadets. They also were given orientation flights in the T-33 jet trainer. The AAOC is the only honor course designed especially for female cadets.

#### **SPACE AGE ORIENTATION COURSE**

Conducted at Chanute Air Force Base, Illinois, under the auspices of the Air Training Command, the Space Age Orientation Course taught basic theories of rocket propulsion and missile guidance and control systems to the 52 selected cadets. The course was held in August.

#### **NATIONAL DRILL COMPETITION**

The United States Air Force Academy Court of Honor on July 22 was the scene of 11 young team captains directing their CAP drill teams through various maneuvers during the 1965 National Drill Competition. During their three-day visit, the 242 cadets toured the Academy, had a chuck wagon dinner at a nearby ranch, and visited the Garden of the Gods near Colorado Springs. At the Drill Competition Banquet, trophies were awarded to the Michigan team for first place; Puerto Rico for second place; and Pennsylvania for third place. Tennessee, Utah, and Alaska wings were awarded the sportsmanship trophies.

#### **CADET FLYING ENCAMPMENT**

The National Cadet Flying Encampment was held at Elmira, New York in July and August. The encampment consisted of three separate courses: a one-week sailplane orientation course, a two-week sailplane pilot course, and a four-week powered airplane pilot course. A total of 92 cadets attended the encampment: 12 enrolled in the powered airplane pilot course, 16 in the sailplane pilot course, and 64 in the sailplane orientation course. Because of the outstanding success of the encampments an expansion to three sites is planned for 1966.

## AEROSPACE EDUCATION AND TRAINING

### CADET TRAINING PROGRAM

The First Falcon Award earned under the CAP Cadet Program was presented on 7 May 1965 to Second Lieutenant Douglas C. Roach, USAF (formerly a CAP cadet in the Michigan Wing) by Brigadier General John W. Vogt, Jr., USAF. In addition, during 1965 the General Carl A. Spaatz Award was presented to the following eight CAP cadets:

Cadet Colonel Kenneth D. Kelly, CAP, Florida Wing  
Cadet Colonel Robert L. Gray, CAP, California Wing  
Cadet Colonel James W. Belk, CAP, Texas Wing  
Cadet Colonel Michael H. O'Quin, CAP, Louisiana  
Cadet Colonel Daniel P. Kish, CAP, Colorado Wing  
Cadet Colonel Michael J. Hansen, CAP, South Carolina Wing  
Cadet Colonel Gwen D. Sawyer, CAP, New Mexico Wing  
Cadet Colonel John C. Barton, CAP, Hawaii Wing

### SENIOR MEMBER TRAINING PROGRAM

Participation in the Senior Member Training Program increased dramatically during 1965 as evidenced by a 500% increase in the number of Senior Member Certificates of Proficiency awarded. Refinement and clarification of the program resulted in the Senior Member Incentive Awards System emerging as an integral part of the program. The incentive system provides for the presentation of awards to recognize educational and leadership achievements of CAP members participating in the program.

### AEROSPACE EDUCATION ASSOCIATION

In March 1965, the National Executive Committee approved the formation of the Civil Air Patrol Aerospace Education Association. The association is an independent, non-profit organization dedicated to the development and maintenance of American aerospace power through aerospace education. Membership in the association is open to any U. S. citizen connected with the education fraternity or any junior or senior college student working toward a career in education or an aerospace-related field.

### SCHOLARSHIP PROGRAM

In 1965, Civil Air Patrol awarded 26 academic scholarships and grants valued at \$22,000 to CAP members. Civil Air Patrol also received an endowment which will more than double the program for 1966.

## FRANK G. BREWER - CIVIL AIR PATROL AWARDS

The Frank G. Brewer-Civil Air Patrol Memorial Aerospace Awards, which are presented annually in three categories for outstanding contributions to the advancement of youth in aerospace activities were presented to:

Cadet Captain Paul E. O'Connell, CAP, Connecticut Wing (Cadet Category)

Major Russell Gibb, CAP, Michigan Wing (Senior Category)

Mary Jo Janey, Directory of Aviation Education, State Department of Education, Helena, Montana (Individual or Organization Category)

## SCHOOL PROGRAM

Civil Air Patrol's coordinate high school aerospace education course was continued as a regular part of the curriculum in approximately 600 private, public, and parochial schools. Academic recognition of the program was sustained by the North Central Association of Colleges and Secondary Schools. Civil Air Patrol aerospace education materials continued to be used in other institutions at all academic levels.

## WORKSHOP PROJECTS

During the year, a record number of colleges, universities, and school systems cooperated with Civil Air Patrol in conducting a total of 206 aerospace education workshops, institutes, symposia, and in-service programs with 32,788 teachers and school administrators attending. CAP assistance included providing, or helping obtain, administrative services, curriculum consultation and development, field trips, airlift for field trips, major air command briefings, specialized resource speakers, and 73 Air Force Reserve officers as co-directors, instructors, and project assistants.

## AEROSPACE EDUCATION EXHIBITS

The CAP National Aerospace Education and Training Exhibit was displayed at the annual convention of the American Association of School Administrators, Atlantic City, N. J., and at the National Catholic Educational Association Convention in New York, N. Y. Approximately 47,000 professional educators viewed this exhibit during these conventions.

## CENTRALIZED TESTING

The Centralized Testing Program was converted to a machine processing system (IBM) in mid-1965. New testing procedures, forms, and directives were developed for this system, and an intensive retraining program for CAP testing officers was undertaken. During the year, 163,358 examinations were processed--4,345 more than in 1964. In addition, 74,036 cadet award and achievement ribbons were presented to qualified cadets.

## PUBLICATION AND AUDIO-VISUAL AIDS

Aerospace Education and Training materials printed in 1965 consisted of 86 assorted regulations, manuals, newsletters, forms, pamphlets, brochures, study guides, fact sheets, job knowledge tests, and examinations. Audio-Visual materials including ribbons, certificates, flipcharts, cartoons, exhibits, book-covers, charts, posters, slides, calendar designs, and textbook illustrations were also prepared to implement the aerospace education and training program.

## INFORMATION

The Civil Air Patrol Information program was expanded in 1965 at both the national and local level to better inform the public of the objectives and accomplishments of the organization. Over 12,000 news stories and 1,300 special feature stories on CAP were published. CAP also received public exposure in more than 5,000 Radio-TV interviews and news stories. CAP units across the country sponsored approximately 10,000 special events, projects, and exhibits during the year. An audience of over 187,000 was reached through presentation of CAP films to civic and fraternal groups. In 1965, two new feature color films were produced in co-operation with Douglas Aircraft Company and USAF's Aerospace Audio-Visual service. Both films depicted CAP's first National Cadet Flying Encampment in Elmira, New York.

CAP TIMES, the official corporation publication with a circulation of 57,000 continued to serve as the means of presenting matters of information and policy guidance to the membership. An Information Officers Newsletter was also published monthly to assist unit information officers in performing their duties.

The CAP News Service provided each of the 2,336 CAP units a well balanced digest of national and local news for use by information officers in local publications. Also more than 100 national news releases were made and co-operation was provided to representatives of such publications as Soaring, Flying, American Legion Magazine, and others. The headquarters photographic laboratory exposed 2,000 negatives and processed 1,275 slides and 8,000 prints.

In support of membership recruiting and retention efforts, the information office produced 18 major recruiting and retention items such as billboards, posters, bookcovers, and pamphlets which were distributed to units in quantity.

The Office of Information produced five television film spots which were distributed to 400 TV stations and a transcription containing 26 recorded spot announcements which was sent to 3,500 radio stations. This effort resulted in Civil Air Patrol receiving more than \$60,000 in public service time from radio and television stations. Another \$25,000 was realized from public service posting of CAP billboards.

## CAP CHAPLAINCY

The moral and spiritual welfare of CAP personnel is the chief responsibility of every CAP chaplain. The chaplaincy is made up of 1137 clergymen of all major faiths, who have been endorsed by their respective certifying agencies. CAP chaplains expended over 80,000 manhours on behalf of the chaplain's program during 1965. This represents a substantial increase over 1964. They conducted or participated in over 41,000 services, meetings, lectures, addresses, consultations, and visits, resulting in over 524,000 direct contacts with cadet and senior members of the Civil Air Patrol and members of local communities on behalf of the Civil Air Patrol. Over 300 Certificates of Appreciation were presented to the churches who have supported the CAP program through the services of their pastors in the capacity of CAP chaplains for two or more years.

The National Chaplain hosted the annual meeting of the National Chaplain Committee. Representatives from the Office of the Chief of Air Force Chaplains, Command Chaplain, CONAC, and four of the major ecclesiastical endorsing agencies were present. The National Chaplain's office also presented briefings at 32 Wing Chaplain Training Conferences with 49 CAP wings represented.

As an incentive in the spiritual and moral development of the CAP cadet program, approval has been obtained for 100 cadets to attend one of the 1966 USAF Spiritual Life Conferences sponsored by the Chief of Air Force Chaplains. This program will provide good public relations for CAP with church and community organizations, provide an incentive for the cadets to participate in church activities, and help to demonstrate the importance that the USAF places on spiritual and moral characteristics desired in Air Force personnel. This new incentive program is considered to be a major contribution to the CAP cadet program.

## **SUPPORT FOR CAP**

### **PROPERTY ACQUIRED FROM DOD**

The acquisition or original value of Department of Defense surplus property acquired by CAP during 1965 was \$8,080,000 as compared to \$14,552,000 in 1964. Although the value of property received was less, there was an appreciable improvement in the quality of materials received. The deactivation of many Air Force Reserve units enabled CAP to acquire a significant amount of more modern vehicles and communications equipment. The decrease in property acquired can also be partly attributed to fewer T-34 aircraft being transferred to CAP from the U.S. Air Force.

### **CORPORATE OWNED AIRCRAFT**

The number of corporate owned aircraft decreased through attrition with a year end inventory of 830 compared to 864 in 1964. The prime concern regarding the aircraft inventory is that the majority of aircraft are over 20 years old and are becoming increasingly more difficult to maintain in commission. Twenty percent of the corporate aircraft fleet have been out of commission in excess of 12 months. The anticipated availability of surplus L-19 aircraft did not materialize owing to a continuing military requirement for this type aircraft.

### **MILITARY RESERVE SUPPORT**

Participation in the Civil Air Patrol program is an authorized point-gaining activity for military reservists. A marked increase was noted in the number of reservists working in support of Civil Air Patrol activities; 546 in 1965 as compared to 345 in 1964. Reservists serving as advisors, instructors, and test control officers contributed 49,658 hours to the program in 1965. In addition to the point-gaining activities, a number of reservists performed active duty tours in support of Aerospace Education Workshops and cadet encampments. Reserve support has proven to be a valuable asset to the Civil Air Patrol. With an intensified recruiting effort underway, it is anticipated that even more reservists will participate in CAP activities in 1966.

### STATE APPROPRIATIONS RECEIVED FOR 1965

WING	AMOUNT	WING	AMOUNT
New York	\$69,150	Nevada	\$15,000
Illinois	46,055	Pennsylvania	15,000
Arizona	39,850	Virginia	12,500
Maryland	38,000	Arkansas	12,000
Alaska	35,000	New Hampshire	10,500
Colorado	29,705	Minnesota	10,000
South Carolina	25,000	Oklahoma	10,000
Puerto Rico	20,000	West Virginia	8,000
North Carolina	16,946	Connecticut	7,200
North Dakota	16,900	South Dakota	4,000
Tennessee	16,600	Rhode Island	4,000
New Mexico	16,000	Utah	2,500
Hawaii	15,000	Mississippi	2,000
Louisiana	15,000	Maine	1,250

### NINE YEARS IN REVIEW

YEAR	NO OF WINGS	TOTAL STATE SUPPORT TO CAP
1957	15	\$205,900
1958	20	271,380
1959	22	302,824
1960	23	323,810
1961	26	406,390
1962	26	420,258
1963	27	459,277
1964	27	449,162
1965	28	513,156



Col Joe L. Mason, USAF  
National Commander



Col Lyle W. Castle, CAP  
Chairman

## NATIONAL EXECUTIVE COMMITTEE

Col Lyle W Castle, CAP	Chairman of the National Board
Col Joe L Mason, USAF	National Commander
Col Samuel H du Pont, Jr, CAP	Vice-Chairman of the National Board
Col William D Haas, CAP	National Finance Officer
Col Roy St Lewis, CAP	National Legal Officer
Col Robert H Herweh, CAP	Great Lakes Regional Commander
Col Stanhope Lineberry, CAP	Middle East Regional Commander
Col James H Laidlaw, CAP	North Central Regional Commander
Col Edwin Lyons, CAP	Northeast Regional Commander
Col Wayne E Smith, CAP	Pacific Regional Commander
Col John T Vance, CAP	Rocky Mountain Regional Commander
Col Frank W Reilly, CAP	Southeast Regional Commander
Col Walter M Sanford, CAP	Southwest Regional Commander

## CAP WING COMMANDERS

Alabama	Col William B Hayes, CAP	Birmingham
Alaska	Col James E Carter, CAP	Anchorage
Arizona	Col Frederick S Travis, CAP	Tucson
Arkansas	Col Ervin O Dorsey, CAP	Sheridan
California	Col Raymond H Gaver, CAP	Pasadena
Colorado	Col Arthur F Putz, CAP	Denver
Connecticut	Col Clinton G Litchfield, CAP	Stamford
Delaware	Col Louisa S Morse, CAP	Wilmington
Florida	Lt Col Ralph T Gwinn	Cocoa
Georgia	Col Theodore H Limmer, Jr, CAP	Atlanta
Hawaii	Col Lee Maice, CAP	Honolulu
Idaho	Col Dwight L Shaw, CAP	Twin Falls
Illinois	Col Leonard A Brodsky, CAP	Chicago
Indiana	Col M Fred Wood, CAP	Kokomo
Iowa	Col Allen E Towne, CAP	Des Moines
Kansas	Col Charles W Matthis, Jr, CAP	Wichita
Kentucky	Lt Col George B Carter, CAP	Louisville
Louisiana	Col Joseph G Ehrlicher, CAP	Metairie
Maine	Col Norman F Plouff, CAP	Dexter
Maryland	Col William M Patterson, CAP	Cockeysville
Massachusetts	Col Calvin S Tilden, CAP	Swampscott
Michigan	Col John E Issitt, CAP	Huntington Woods
Minnesota	Col David D Cleary, CAP	Minneapolis
Mississippi	Lt Col Pieter W Burgemeestre, CAP	Jackson
Missouri	Col Sterling R Kennedy, CAP	St Louis
Montana	Col Joseph B Reber, CAP	Helena
National Capital	Col Daniel E Evans, Jr, CAP	Arlington
Nebraska	Col Peter J Stavneak, CAP	Omaha
Nevada	Col Gordon G Melcher, CAP	Reno
New Hampshire	Col Kenneth F McLaughlin, CAP	Nashua
New Jersey	Col Nanette M Spears, CAP	East Orange
New Mexico	Col Richard T Dillon, CAP	Albuquerque
New York	Col Jess Strauss, CAP	New Rochelle
North Carolina	Col Donald H Denton, CAP	Charlotte
North Dakota	Col Stanley C Frank, CAP	Fargo
Ohio	Col William W Kight, CAP	Worthington
Oklahoma	Lt Col Marvin W Chapman, CAP	Oklahoma City
Oregon	Col Charles R Chick, CAP	Portland
Pennsylvania	Col Phillip F Neuweiler, CAP	Allentown
Puerto Rico	Col Clara E Livingston, CAP	Dorado
Rhode Island	Col Neil Pansey, CAP	Pawtucket
South Carolina	Col John R Taylor, CAP	Columbia
South Dakota	Col Charles C Doughty, CAP	Sioux Falls
Tennessee	Col James F H Bottom, CAP	Memphis
Texas	Col Marcus R Barnes, CAP	Kilgore
Utah	Col Joseph S Bergin, CAP	Salt Lake
Vermont	Col Robert K Bing, CAP	Burlington
Virginia	Col Allan C Perkinson, CAP	Blackstone
Washington	Col Roger A Guilmett, CAP	Tacoma
West Virginia	Col Robert E Gobel, CAP	South Charleston
Wisconsin	Col James C Gates, CAP	Ft Atkinson
Wyoming	Lt Col Robert E Foster, CAP	Cheyenne

## NATIONAL COMMANDER'S EVALUATION - 1965

The evaluation system is designed to rate the effectiveness of each wing against assigned goals and the accomplishments of all other wings. In 1965 fifteen areas of activity were measured with 3,475 maximum points possible.

### WING RELATIVE STANDING

* 61-62-63-64	65		Score	* 61-62-63-64	65		Score
14- 2- 2- 1	1.	Fla	3043.5	31-15-15-31	27.	Alaska	1730.2
2- 1- 1- 2	2.	Del	2622.3	32-51-34-42	28.	Calif	1688.3
16- 6- 5-10	3.	P.R.	2464.8	10-23-35-51	29.	Vt	1685.9
20-32-36-13	4.	R.I.	2434.1	52-52-48-47	30.	Miss	1683.1
3- 3-17- 5	5.	Ala	2427.3	15-33-33-19	31.	Nev	1681.2
8- 5- 3-12	6.	Utah	2338.1	34-12-10-41	32.	Idaho	1666.4
7-18- 9- 3	7.	S.C.	2240.9	42-30-18 -6	33.	Pa	1660.2
29-25-16- 9	8.	Hawaii	2220.2	39-43-42-43	34.	Ga	1641.6
27-17-21-33	9.	N.H.	2138.4	19- 8- 4-34	35.	S.D.	1623.7
12- 9-26-14	10.	Tenn	2113.7	45-31-51-46	36.	Ky	1615.9
1-13-14-18	11.	Wisc	2099.3	51-29-49-27	37.	Mo	1597.7
26-39-22-36	12.	Ariz	2068.6	35-35-46-22	38.	Ohio	1582.0
47-50-41-16	13.	Conn	2067.0	38-20-27-21	39.	N.J.	1542.8
13- 7- 8- 4	14.	Md	2050.4	30-19-13-30	40.	W. Va.	1540.0
6-10- 7-20	15.	Va	2014.3	40-44-39-29	41.	N.Y.	1533.6
21-16-19-40	16.	Maine	2003.6	50-37-40-50	42.	Ark	1526.1
5-24-23-37	17.	La	1929.8	36-27-30-17	43.	Wyo	1519.1
44-38-38-23	18.	Okla	1929.4	9- 4-12-24	44.	N.C.	1504.0
25-11-11-25	19.	N.D.	1907.8	33-42-25-48	45.	Nebr	1409.7
18-26- 6- 8	20.	Colo	1869.2	37-41-44-44	46.	Texas	1408.4
48-46-47-32	21.	Kans	1868.3	24-21-24-26	47.	N. Mex.	1384.0
32-28-32-15	22.	Ill	1804.7	43-45-37-39	48.	Ind	1380.2
41-36-43-38	23.	Mont	1791.0	49-48-45-45	49.	Mass	1370.9
23-40-52-28	24.	Wash	1770.5	46-49-50-52	50.	Iowa	1326.1
4-22-20-11	25.	Natl Cap	1747.3	17-14-28-35	51.	Ore	1315.1
11-47-29- 7	26.	Minn	1737.3	28-34-31-49	52.	Mich	1291.9

\* Ratings for calendar years 1961, 1962, 1963, and 1964 are shown in left hand column.

