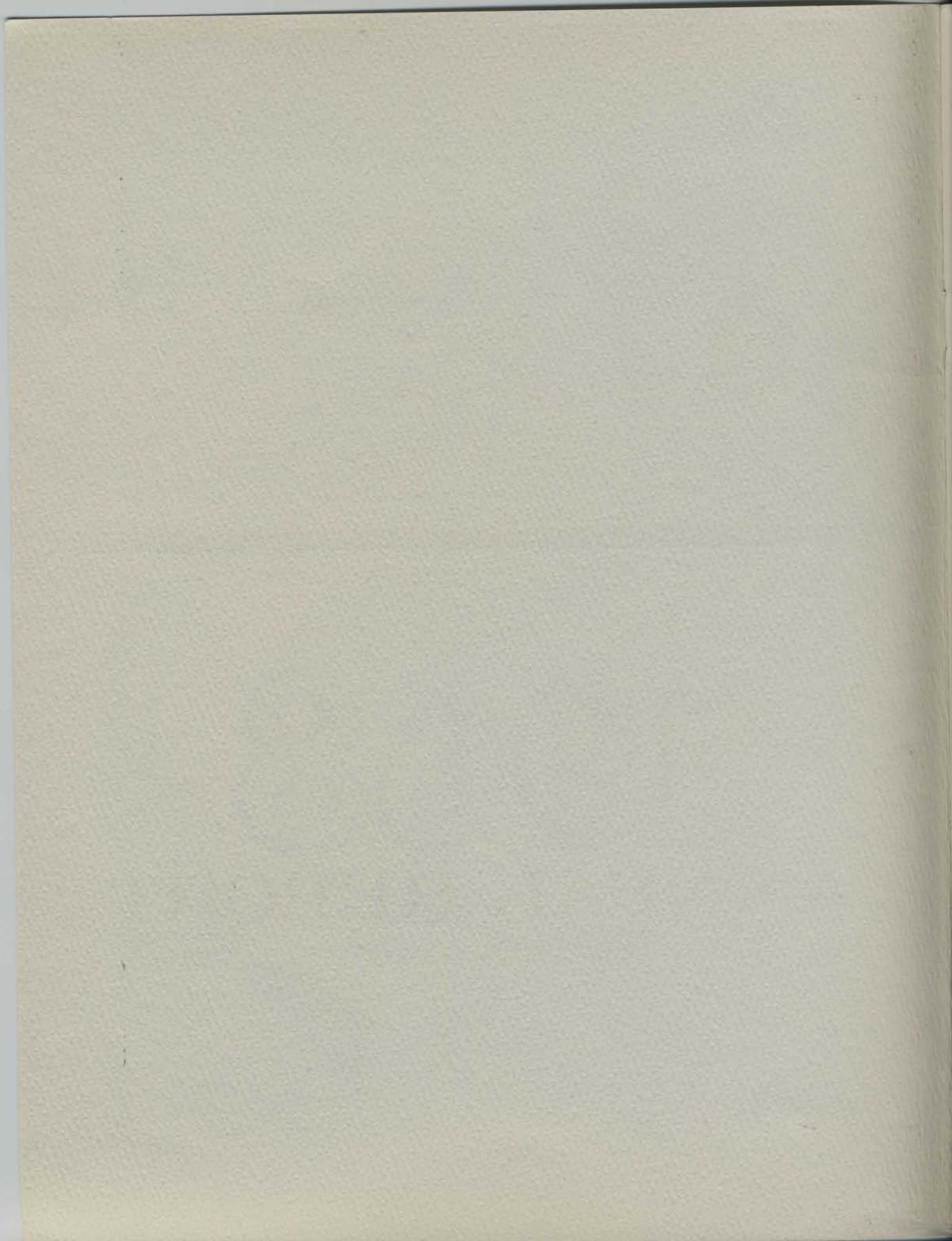




1968

ANNUAL REPORT
TO CONGRESS



NATIONAL HEADQUARTERS
CIVIL AIR PATROL
— USAF AUXILIARY —
Maxwell Air Force Base, Alabama 36112



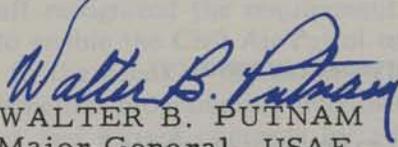
WALTER B. PUTNAM
MAJOR GENERAL, USAF
NATIONAL COMMANDER

TO THE CONGRESS OF THE UNITED STATES

In accordance with Public Law 476 of the 79th Congress, I take pleasure in submitting for the information of The Congress the Civil Air Patrol's report on its twenty-seventh year of service.

On behalf of the Civil Air Patrol I wish to express appreciation for the cooperation and support received from the United States Air Force in spite of limitations imposed by the requirements in Vietnam.

I would appreciate any comments you may wish to make.


WALTER B. PUTNAM
Major General, USAF
National Commander



MISSION

The mission of Civil Air Patrol is to voluntarily use its resources to meet emergencies, to encourage aerospace education of the general public, and to motivate young men and women to ideals of leadership and service through aerospace education and training.

SPECIFIC AIMS

- To promote general aviation and aerospace supremacy.
- To provide aerospace education and experience to selected American youth.
- To promote international goodwill and understanding.
- To participate in search and rescue missions.
- To establish and maintain a reliable communications network.
- To assist in saving lives and property in areas of disaster or crisis.

FOREWORD

During 1968, Civil Air Patrol performed its search and rescue mission function in a very commendable manner. The organization flew more than 24,000 hours on USAF authorized missions, located 163 objectives, and saved 78 lives. This represents more lives saved, more finds and hours flown than any year in previous CAP history. This is a highly creditable performance considering the fact that the organization must rely chiefly on privately owned aircraft and communications equipment maintained at the member's own expense. Most of the equipment Civil Air Patrol receives from government sources is obsolete and excess to Air Force requirements. Also, what equipment CAP gets accommodates only a small portion of the total need.

In almost all other areas, a *status quo* situation has prevailed. CAP strength has failed to keep pace with the increase in population and growth in general aviation. For example, during the period 1957-1967, the growth in general aviation aircraft amounted to 148 percent; during this same period of time the CAP corporate aircraft fleet declined by 2.7 percent. The most disturbing trend noted was a decline in the number of members, especially the marked decrease in cadet membership.

To reverse this trend and to correct other program deficiencies, the National Commander and his staff recognized the requirement for a long range plan embodying new concepts and programs to enable the Civil Air Patrol to grow into an organization that is dynamic, vital, and responsive to the needs of the nation. The Civil Air Patrol Five Year Plan (1969-1973), along with supplemental programming documents, will be implemented during 1969. The plan will provide new and revised concepts for all Civil Air Patrol programs and activities along with ambitious but realistic growth objectives.

To accomplish the revitalization of CAP as envisioned in the CAP planning document, it is absolutely essential that CAP receive increased support by federal, state, and local governments in addition to large scale increases in cadet and senior membership.

WALTER B. PUTNAM
Major General, USAF
National Commander

NATIONAL BOARD OF CAP



Maj. Gen. Walter B. Putnam
National Commander



Brig. Gen. F. Ward Reilly, CAP
Chairman

NATIONAL EXECUTIVE COMMITTEE

Maj. Gen. Walter B. Putnam, USAF	National Commander
Brig. Gen. F. Ward Reilly, CAP	Chairman of the National Board
Col. Samuel H. duPont, Jr., CAP	Vice-Chairman of the National Board
Brig. Gen. Lyle W. Castle, CAP	National Legal Officer
Col. Paul W. Turner, CAP	National Finance Officer
Col. Edwin Lyons, CAP	Northeast Regional Commander
Col. William M. Patterson, CAP	Middle East Regional Commander
Col. Robert H. Herweh, CAP	Great Lakes Regional Commander
Col. Theodore F. Limmer, Jr., CAP	Southeast Regional Commander
Col. Richard T. Murphy, CAP	North Central Regional Commander
Col. Claude L. Chambers, CAP	Southwest Regional Commander
Col. Donald E. Hale, CAP	Rocky Mountain Regional Commander
Col. Wayne E. Smith, CAP	Pacific Regional Commander

NATIONAL BOARD OF CAP

*CAP WING COMMANDERS

Alabama	Col. Thomas C. Casaday, CAP	Birmingham
Alaska	Col. James E. Carter, CAP	Anchorage
Arizona	Col. John L. Rowe, CAP	Tucson
Arkansas	Col. Bob E. James, CAP	Little Rock
California	Col. Raymond H. Gaver, CAP	Altadena
Colorado	Col. Arthur F. Putz, CAP	Denver
Connecticut	Col. Clinton G. Litchfield, CAP	Stamford
Delaware	Col. Louisa S. Morse, CAP	Wilmington
Florida	Col. William R. Bass, CAP	Miami
Georgia	Col. James E. Carlton, CAP	Atlanta
Hawaii	** Lt. Col. Oren E. Hood, CAP	Honolulu
Idaho	Col. George P. A. Forschler, CAP	Burley
Illinois	** Lt. Col. Henry F. Zey, CAP	Chicago
Indiana	Col. Kenneth Lebo, CAP	South Bend
Iowa	Col. William B. Cass, CAP	Des Moines
Kansas	** Lt. Col. Toby Elster, CAP	Wichita
Kentucky	Col. George B. Carter, Jr., CAP	Louisville
Louisiana	Col. Alvin Rouse, CAP	New Orleans
Maine	Col. Norman F. Plouff, CAP	Dexter
Maryland	** Lt. Col. Willard D. Gilbert	Baltimore
Massachusetts	Col. Julius G. Goldman, CAP	Malden
Michigan	Col. Charles W. Klann, CAP	Royal Oak
Minnesota	** Lt. Col. William H. Ramsey, CAP	Minneapolis
Mississippi	Col. Pieter W. Burgemeestre, CAP	Jackson
Missouri	Col. Clark Johnston, CAP	Kansas City
Montana	Col. Richard T. King, CAP	Helena
National Capital	Col. George P. Upright, CAP	Alexandria, Va.
Nebraska	Col. Peter J. Stavneak, CAP	Omaha
Nevada	Col. Frank D. Landes, 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. Ralph P. Cochrane, CAP	Charlotte
North Dakota	** Lt. Col. Richard A. Salsman, CAP	Fargo
Ohio	Col. Patrick R. Sorohan, CAP	Columbus
Oklahoma	Col. Robert H. Delafield, CAP	Oklahoma City
Oregon	Col. Obed A. Donaldson, 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. Luther C. Bogard, CAP	Dallas
Utah	Col. Joseph S. Bergin, CAP	Salt Lake City
Vermont	Col. John A. Moreland, Jr., CAP	Burlington
Virginia	Col. Arlie G. Andrews, CAP	Blackstone
Washington	** Lt. Col. Stephen E. Mills, CAP	Tacoma
West Virginia	Col. Robert E. Gobel, CAP	S. Charleston
Wisconsin	Col. James C. Gates, CAP	Ft. Atkinson
Wyoming	Col. John H. Johnson, CAP	Cheyenne

*As of 31 Dec. 68.

**Interim Wing Commander.

VITAL STATISTICS

MEMBERSHIP	1967	1968
Cadets	47,218	33,184
Seniors	38,123	33,938
TOTAL MEMBERSHIP	85,341	67,122
ORGANIZATIONAL UNITS		
Regions	8	8
Wings	52	52
Groups	290	295
Senior Squadrons	253	266
Cadet Squadrons	494	495
Composite Squadrons	1,152	1,157
Flights	84	79
TOTAL UNITS	2,333	2,352
AIRCRAFT		
Corporate Owned	827	816
Member Owned	3,430	3,474
TOTAL AIRCRAFT	4,257	4,280
PILOTS	11,287	13,348
COMMUNICATIONS		
Fixed Land	4,761	4,832
Ground Mobile	10,444	8,397
Air Mobile	1,925	1,424
Citizens Band Service	4,244	1,906
Corporate Aeronautical	151	470
Universal Search & Rescue	-	21
Aeronautical Multicom	-	17
TOTAL RADIO STATIONS	21,525	17,067
EMERGENCY MISSIONS (USAF AUTH.)		
Flights (Sorties)	11,137	13,045
Hours Flown	20,686	24,729
EFFECTIVENESS TESTS		
Search and Rescue	52	52
Civil Defense	51	50
ENCAMPMENTS		
Host Bases	25	28
Separate Encampments	78	83
Cadets Attending	6,236	6,985
Seniors Attending	920	1,020
TOTAL ATTENDANCE	7,156	8,005
AWARDS		
Cadets-Mitchell Award	1,929	2,141
Cadets-Earhart Award	770	756
Cadets-Spatz Award	25	19

FINANCIAL STATEMENT

THE NATIONAL TREASURY OF CIVIL AIR PATROL BALANCE SHEET JUNE 30, 1968

ASSETS

CURRENT ASSETS

Cash on Hand and in Banks	\$521,021.66	
Accounts Receivable (Due Currently)		
Note 1	49,574.01	
Note Receivable (Due Currently)	563.28	
Inventories (At Lower of Cost or		
Market) Note 1	219,396.19	
Prepaid Interest	<u>3,298.42</u>	
		\$793,853.56

OTHER ASSETS

Accounts Receivable (Due After One		
Year) Note 1	\$147,202.25	
Note Receivable (Due After One Year)	1,595.96	
Prepaid Interest	<u>13,143.79</u>	
		161,942.00

FIXED ASSETS

Equipment	\$ 47,450.14	
Less: Accumulated Depreciation	<u>20,590.15</u>	
		26,859.99

\$982,655.55

LIABILITIES

CURRENT LIABILITIES

Note Payable – Bank Secured (Due		
Currently) Note 1	\$ 59,923.92	
Accounts Payable	9,480.47	
Deposits and Refund Due	13,773.75	
Due to National Scholarship Fund	16,444.35	
Payroll Taxes and Sales Tax Due	<u>365.19</u>	
		\$ 99,987.68

OTHER LIABILITIES

Notes Payable – Bank Secured (Due		
After One Year) Note 1	\$210,422.79	
Unearned Interest	269.01	
Finance Reserve Fund	<u>9,137.10</u>	
		219,828.90

FUND BALANCE

662,838.97

\$982,655.55

**STATEMENT OF FUND BALANCE
JUNE 30, 1968**

Balance — July 1, 1967	\$601,134.06
Net Income for the Year Ended June 30, 1968	<u>61,704.91</u>
Balance — June 30, 1968	<u>\$662,838.97</u>

**STATEMENT OF INCOME
FOR THE YEAR ENDED JUNE 30, 1968**

INCOME

Members Dues and Charter Fees	\$357,247.86	
Aerospace Education Dues	3,497.50	
Interest Earned on Savings Accounts	16,444.35	
Sale of Educational Material	180,154.44	
Other	<u>1,134.98</u>	
		<u>\$558,479.13</u>

EXPENSES

Cadet Activities	\$123,519.45	
Senior Activities	24,514.34	
Subscriptions	48,355.65	
Public Relations	6,559.79	
Insurance	23,148.72	
Cadet Insurance	30,725.97	
Machine Rental	20,098.80	
Regional and National Chairman Fund	14,311.40	
Administrative Supplies	6,280.98	
Supplies	439.83	
Contingency Reserve	8,961.01	
Art and Art Supplies	1,491.73	
Awards	2,518.35	
Equipment Maintenance	2,276.79	
Administrative	3,876.37	
Protocol	597.10	
General Aviation Support	283.31	
Self Insurance Expense	8,902.37	
National Scholarship Fund	16,444.35	
1967 Budgeted Items	2,572.44	
Publication Production Material	131,543.39	
Salaries	10,063.70	
Depreciation	4,506.87	
Legal Fees	4,419.25	
National Board	349.71	
Miscellaneous	<u>12.55</u>	
		<u>496,774.22</u>

NET INCOME

\$ 61,704.91

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

August 12, 1968

National Board
Civil Air Patrol
Maxwell Air Force Base, Alabama

Gentlemen:

We have examined the balance sheet of The National Treasury of Civil Air Patrol as of June 30, 1968, and the related statements of income and fund balance for the year then ended. 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.

In our opinion, the accompanying balance sheet and statements of income and fund balance present fairly the financial position of The National Treasury of Civil Air Patrol and the results of its operations for the year ended June 30, 1968, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Respectfully submitted,
Shower W. Smith
SMITH & SMITH

NOTES TO FINANCIAL STATEMENTS

NOTE 1 - Notes Payable - Bank amounting to \$270,346.71 are due to the First American National Bank, Nashville, Tennessee. Notes Payable in the amount of \$188,118.86 are secured by accounts receivable from Wings under the aircraft acquisition program amounting to \$189,586.02. Notes payable in the amount of \$82,227.85 are secured by new aircraft inventories amounting to \$77,845.20. The notes are due in monthly installments and are classified on the balance sheet as follows:

Due within one year	\$ 59,923.92
Due after one year	\$210,422.79

NOTE 2 - The National Treasury of Civil Air Patrol was contingently liable at June 30, 1968 in connection with a lawsuit filed in the state of Arizona. The opinion of counsel representing the corporation is that the maximum contingent financial exposure will approximate \$40,000.00.

SENIOR ACTIVITIES

SEARCH AND RESCUE

CAP continued to provide outstanding support to the Air Force in fulfilling its responsibility to the national Search and Rescue Plan. Although the size of the CAP force has remained relatively unchanged, the gradual modernization of the aircraft fleet and constant training emphasis has enabled them to provide greater support more effectively. The sharp increase in general aviation activity caused a corresponding increase in support required of CAP. During 1968, CAP was called on to provide assistance on 537 different occasions, an increase of 70 percent over 1967. CAP was officially credited with saving 78 lives, compared to 13 for the previous year. In addition, 45 persons were evacuated and 275 persons assisted in other ways. In one mission alone the Oregon CAP Wing braved 70 mile-an-hour winds to assist more than 200 persons trapped in snow drifts ten feet deep during subzero temperatures while the rest of the nation celebrated the Christmas holidays. Fuel, food, medicine, and blankets were delivered to victims of over-exposure and frostbite while others were evacuated and rescued from certain death. Many CAP members suffered injuries during the mission. Nearly 12,000 CAP radio stations, fixed and mobile, were used on search and rescue missions during 1968. Although CAP provided unprecedented support to the Air Force in search and rescue during 1968, the rapid increase in general aviation activity will, in the near future, reach the point of saturation of CAP's capability to provide aircraft and ground equipment required to provide the quality of support that it is now providing. More aircraft and ground vehicles will be needed. The statistics below show the general increase in search and rescue requirements:

FIVE YEAR SEARCH & RESCUE RECORD

Year	Missions	Sorties	Hours Flown
1964	472	10,770	18,607
1965	288	12,643	22,405
1966	308	9,571	17,327
1967	316	11,137	20,686
1968	537	13,045	24,729



Civil Air Patrol on Standby for Search Mission

WING PARTICIPATION IN SEARCH & RESCUE

**1 JAN 68 THROUGH 31 DEC 68
(USAF AUTHORIZED MISSIONS)**

STATE/WING	SORTIES	HOURS	STATE/WING	SORTIES	HOURS
California	2,911	4,878	Oklahoma	92	213
Alaska	1,230	2,403	Missouri	133	200
Colorado	908	1,737	Alabama	117	172
Arizona	616	1,578	Massachusetts	73	150
Texas	712	1,485	Indiana	76	141
Florida	602	1,157	Kentucky	58	118
New Mexico	438	1,090	Vermont	95	114
Pennsylvania	501	866	West Virginia	45	94
Washington	416	845	Minnesota	64	79
Wyoming	327	802	Mississippi	51	76
New York	427	784	Oregon	44	76
Georgia	260	544	New Hampshire	50	71
Tennessee	264	502	New Jersey	50	70
Nevada	230	484	Illinois	25	65
Michigan	250	391	Connecticut	38	59
Iowa	168	382	Idaho	41	52
Hawaii	181	372	South Dakota	28	50
Virginia	208	333	Montana	12	34
Maryland	185	323	Rhode Island	24	33
South Carolina	177	318	Nebraska	39	31
Wisconsin	115	268	Delaware	10	14
North Carolina	157	265	Puerto Rico	7	12
Utah	120	263	North Dakota	6	4
Louisiana	124	260	Kansas	4	4
Ohio	199	249	Maine	1	2
Arkansas	136	216	National Capital	0	0
			TOTAL	13,045	24,729

FINDS AND SAVES

The following is CAP wing credits for finds (objectives located) and saves (lives saved) during 1968 while flying on missions authorized by the USAF Aerospace Rescue and Recovery Service for inland Search and Rescue and the Commander, PACAF, for Search and Rescue in Hawaii:

STATE/WING	FINDS	SAVES
Alaska	42	5
Hawaii	40	31
California	14	2
Minnesota	8	4
Wyoming	8	4
Pennsylvania	8	1
Florida	8	0
Arizona	5	0
Colorado	4	2
Nevada	4	1
Idaho	3	0
Texas	3	0
Georgia	2	0
Washington	2	0
West Virginia	2	0
New Mexico	2	3
Oregon	1	22
North Dakota	1	2
Tennessee	1	1
Arkansas	1	0
Michigan	1	0
New York	1	0
Ohio	1	0
Vermont	1	0
TOTAL	163	78

NEW AIRCRAFT ACQUISITION PROGRAM

The new aircraft acquisition program has been extended in 1968 to provide for National Headquarter's financial assistance for the purchase of used aircraft. During the year, 14 new and 10 late model used aircraft were purchased by CAP units.

ASSOCIATE MEMBER (FAMILY) FLYING

Another program continued in 1968 was the associate membership program. This program is available to any person not eligible by age or citizenship for regular CAP senior or cadet membership who is the spouse or child of a current CAP senior member. The associate members are authorized to ride in CAP unit aircraft along with their CAP senior member sponsors on approved flights. The pilot of aircraft carrying associate members must be a current CAP member pilot who has logged over 200 hours first pilot time and current in the aircraft involved. Associate members cannot ride as passengers or crew in CAP aircraft flown on USAF authorized missions or on any CAP unit training or exercise mission.

FAA/CAP UPGRADING PROGRAM

In 1968, the Federal Aviation Administration, in cooperation with Civil Air Patrol, again conducted four senior member orientation programs at the FAA Academy. The programs, which contained ten FAA certified instructor pilots each, were directed toward increasing the knowledge and proficiency of the pilots so that they could be used more effectively in the CAP flight standardization program. Six new aircraft were used in the flying phase of this program. This not only allows the students to receive instruction in the latest type aircraft but also allows CAP wings to purchase the aircraft at reduced costs.

STUDENT INSTRUCTION

The program of student instruction for initial pilot rating was continued. This program provides flight instruction, for initial FAA pilot rating, to CAP senior or cadet members in CAP aircraft. CAP student pilots in the process of obtaining their initial pilot rating must have a minimum of eight hours of qualified dual instruction by a current FAA certified flight instructor before flying solo in corporate aircraft; must meet all FAA solo and checkout requirements and obtain an FAA pilot certificate before being rated as a CAP pilot. For senior members, this program offers the opportunity to learn to fly in their own CAP unit. For cadets, it is hoped that this program will instill in them the enthusiasm to continue toward an Air Force or aviation career.

CONGRESSIONAL SQUADRON

In December 1967, a new and unique squadron came into being within the Civil Air Patrol. A group of Congressmen banded together to form a CAP unit composed of members of Congress, their administrative assistants, and their dependents. Although this unit is just beginning to stretch its wings, the Congressional Squadron has many plans for the future. Search and rescue missions and cadet programs and activities are just a few of the areas the squadron plans to enter. The organization is commanded by Congressman Wolff (D), New York, and his second in command is Congressman Pettis (R), California. Together with 20 other congressmen they form the nucleus of a squadron of 52 members.

CAP STAFF COLLEGE

A common problem of many CAP commanders is a lack of knowledge or background in directing a staff. To alleviate this problem, the first senior member Staff College was conducted at Maxwell AFB, Alabama, during the summer of 1968. The course was conducted by the National Headquarters staff, with the assistance of guest lecturers and 12 Air Force reserve officers called to active duty for this purpose. This Air University-hosted activity was very successful, graduating 143 CAP senior members in this first class. The Staff College will be continued in 1969 and expanded to accommodate 200 students. The ultimate objective is to establish regional staff colleges to provide leadership training for all of CAP's 2,300 commanders.

CAP FLIGHT MANAGEMENT

CAP Manual 60-1 which provides the methodology and guidance for CAP flight operations was completely revised in 1968. The revised manual delegates more primary responsibility to CAP commanders for the command and control of their flying programs. The objective is to increase and encourage flying in Civil Air Patrol with continued attention toward the principles of flying safety and enhanced flight management.

COMMUNICATIONS

This was a year of progress for the CAP communications program. Of foremost importance was the successful continuation of a nationwide radio equipment modernization program. This program was started in 1967 when FCC authority was granted to CAP for the use of single sideband emission on all high frequencies below 25 megahertz. Since much of the CAP radio equipment is antiquated and unreliable, the general effectiveness of CAP radio networks is less than it could be. With the adoption of single sideband the overall effectiveness of communications has shown significant improvement. An example of effectiveness attainable is found in the Pacific Region comprised of California, Nevada, Oregon, Washington, Hawaii, and Alaska. With a total of 111 single sideband stations in operation, 90 of which were purchased and licensed in 1968, the Pacific Region now enjoys dependable efficient radio communications throughout the entire region, including one station in Alaska located above the Arctic Circle. A program to achieve 100 percent modernization of approximately 5,000 CAP radio stations by the end of 1973 has been implemented. A total of 388 station conversions were made during 1967-1968, and a goal of 1,000 conversions by the end of 1969 appears to be attainable. The cost for complete modernization of 5,000 stations is expected to exceed \$1,750,000. Expenditure for 1967-1968 amounted to \$135,000. The cost of acquisition for new equipment is primarily borne by the individual CAP communicator and ranges in cost from \$300 to \$1000 per set.

Proposals for Integrated Circuits

CAP communications have developed into a vast flexible resource which can be quickly adapted to support any emergency service. While these communications networks are self-supporting within their boundaries of operation, maximum effectiveness in support of each mission is dependent on integrated channels of communications with other agencies including Air Force, Army, Civil Defense, State Police, Coast Guard, and others. This capability insures close coordination, effective control, maximum use of resources, prompt exchange and accuracy of information and the reduction of duplicated efforts. Significant progress has been made with Civil Defense agencies in this area of integrated communications; however, the development of necessary coordinated plans and procedures with other agencies remains to be accomplished.

Current Capability

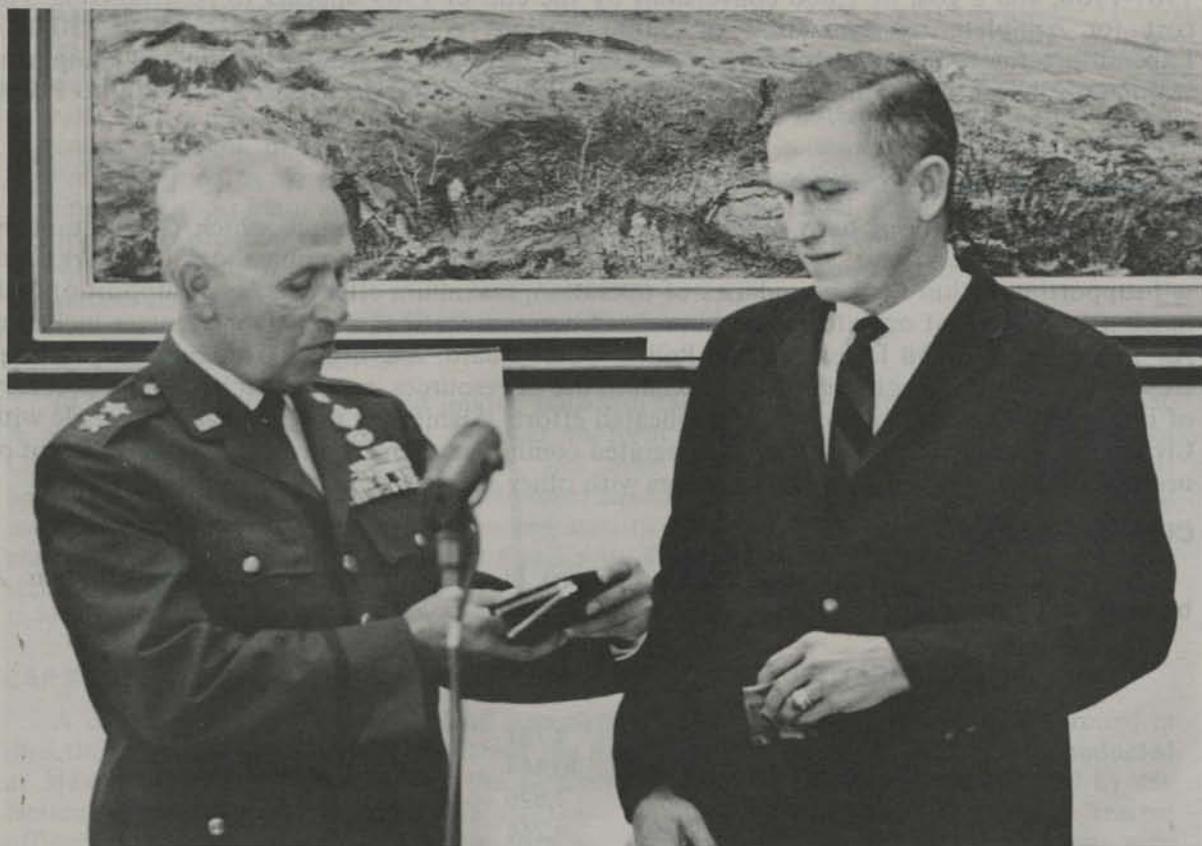
In 1968, 17,067 radio stations were licensed in the CAP communications program. A breakdown by category follows:

CLASSIFICATION	1967	1968
Fixed Land	4,761	4,832
Ground Mobile	10,444	8,397
Air Mobile	1,925	1,424
Citizens Band Service	4,244	1,906
Corporate Aeronautical	151	470
Universal Search and Rescue	-	21
Aeronautical Multicom	-	17

Station reductions reflected for 1968 are attributed to several factors: a program to screen all licensed stations and cancel those that are inactive; the review and adoption of improved record-keeping procedures that insure greater accounting accuracy; and, in numerous cases, temporary cancellations of stations phasing out old equipment pending delivery of new equipment in connection with the current modernization program. An increase of 319 in the number of corporate aeronautical radio stations is important, since this type of station is essential as a means of linking ground-and-air rescue operations. Further improvement in this area has been made by CAP action taken with the FCC permitting the licensing of FAA multicom aeronautical ground stations. These stations are effectively used for air-to-ground and ground-to-air communications during practice search and rescue missions. During 1968, Civil Air Patrol performed 537 emergency service missions, supported by 5,653 land stations and 5,648 air and ground mobile stations.

THE CIVIL AIR PATROL "APOLLO 8 SQUADRON"

In early December 1968, prior to their historic venture into space, the Apollo 8 crewmembers were designated as the "Apollo 8 Squadron" of Civil Air Patrol. Major General Walter B. Putnam, National Commander of Civil Air Patrol, presented the organizational charter and a specially designed CAP flag to the crew in a ceremony at the Manned Spacecraft Center. Colonel Frank Borman, the Apollo 8 Commander, is a former Civil Air Patrol cadet. He and U.S. Navy Captain James A. Lovell, became honorary members of CAP in 1965. Honorary membership was conferred also on the third crewman, Air Force Major William A. Anders, at the Houston gathering.



Col. Frank Borman, Apollo 8 Commander and Former Civil Air Patrol Cadet, with Major General Walter B. Putnam at Unit Chartering Ceremony.

CADET ACTIVITIES

In 1968, eleven special activities were offered to Civil Air Patrol cadets with a total participation of 8,200 cadets. A synopsis of the cadet special activities follows:

THE CAP INTERNATIONAL AIR CADET EXCHANGE (IACE)

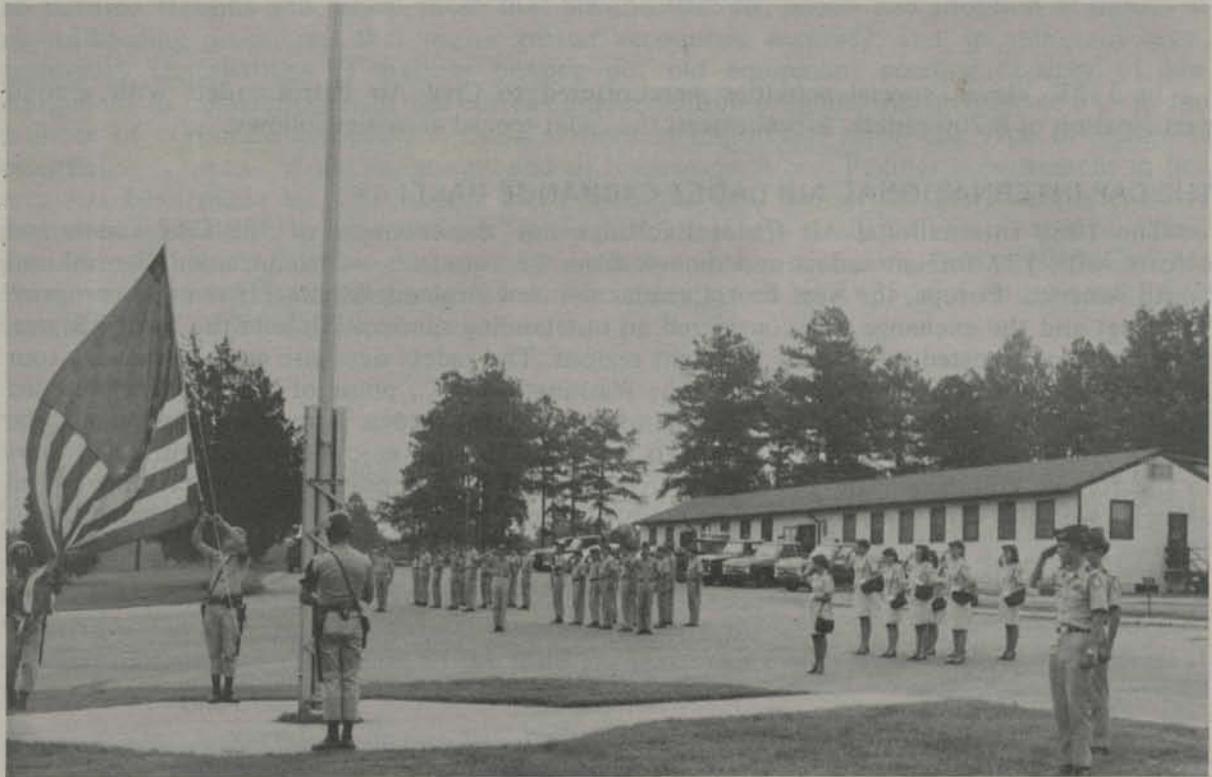
The 1968 International Air Cadet Exchange saw the exchange of 188 CAP cadets and escorts with 177 foreign cadets and escorts from 18 countries, which included Central and South America, Europe, the Near East, Canada, and New Zealand. All objectives of the program were met and the exchange was considered an outstanding success. While in the United States, the cadets were hosted by four of the eight regions. The cadets were also given a four-day tour and sight-seeing trip of New York City. The Washington, D.C., phase of the program included briefings by the State Department, a tour of the Capitol, and a formal military ball at the Bolling AFB Officers' Club. The CAP cadets were, at the time, enjoying similar visits and tours in the foreign countries. The 1968 IACE received the full support and cooperation from all agencies working with the program. The countries participating in the Exchange Program are as follows:

Austria	Great Britain	Portugal
Belgium	Israel	Spain
Canada	Jamaica	Sweden
Chile	Netherlands	Switzerland
El Salvador	New Zealand	Turkey
France	Norway	West Germany

THE 1969 EXCHANGE PROGRAM WILL INVOLVE 200 CIVIL AIR PATROL CADETS EXCHANGED WITH 206 CADETS FROM 26 COUNTRIES. THIS IS AN INCREASE OF 8 COUNTRIES AND 82 CAP AND FOREIGN CADETS.



CAP Cadet Hosts Jamaican Exchange Cadets



Cadet Encampment – Retreat Ceremony

CADET ENCAMPMENTS

Twenty-eight Air Force, Army, Navy, and Air National Guard bases hosted CAP members at 56 encampments of 7- to 14-day duration. A total of 6,100 cadets attended these type "A" encampments. In addition, 27 weekend bivouac type encampments (type "B") were conducted for some 885 cadets. The major portion of the required airlift was furnished by CAP-USAF, Air Force Reserve forces, and Air National Guard.

INTER/INTRA REGION GIRLS' EXCHANGE

A total of 63 cadets were exchanged between regions or toured wings within their region for various periods of time during the summer months. This exchange permits cadets to participate in an aerospace oriented program and to familiarize them with aerospace facilities in other areas. They also have the opportunity to learn more about CAP programs in other wings.

JET ORIENTATION COURSE

The Jet Orientation Course was hosted by Perrin AFB, Texas, during the period 21-27 July and is the oldest of the five orientation programs conducted by Air Force personnel on Air Force bases. Forty-nine outstanding male cadets received academic and orientation instructions and flew in a T-33 jet aircraft with Air Force instructor pilots. The cadets also received physiological training and flight simulator training. They received instructions on the principles of instrument flying and radio-telephone procedures. Tours included a GCI station with orientation on ground controlled intercepts.

AEROSPACE AGE ORIENTATION COURSE

This is the only orientation course reserved solely for girls and was successfully planned and conducted by the Air University at Maxwell AFB, Alabama, during the period 28 July-3 August. Indoctrination on the administrative and technical opportunities for women in aviation and the USAF was presented to the 47 female cadets by WAF personnel. The cadets were given a tour and briefing of all base activities and visited places of interest in the local community.

FEDERAL AVIATION ADMINISTRATION CADET ORIENTATION PROGRAM

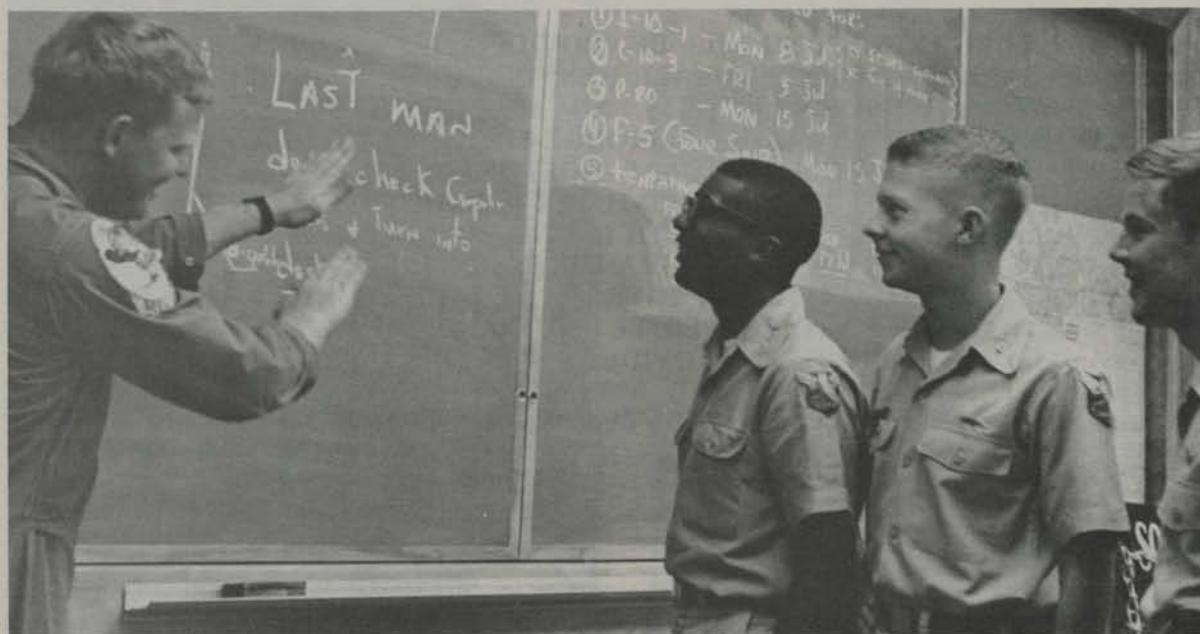
The Federal Aviation Administration Academy at Will Rogers Field, Oklahoma City, Oklahoma, again conducted this course for 50 outstanding cadets during the period 14-20 July. CAP squadrons located in the Oklahoma City area hosted the cadets during this course. The FAA Academy provided instruction in ground control approach, control tower procedures, weather, and air traffic control. The Academy also presented briefings on FAA systems and tours of the Academy.

SPACE AGE ORIENTATION COURSE

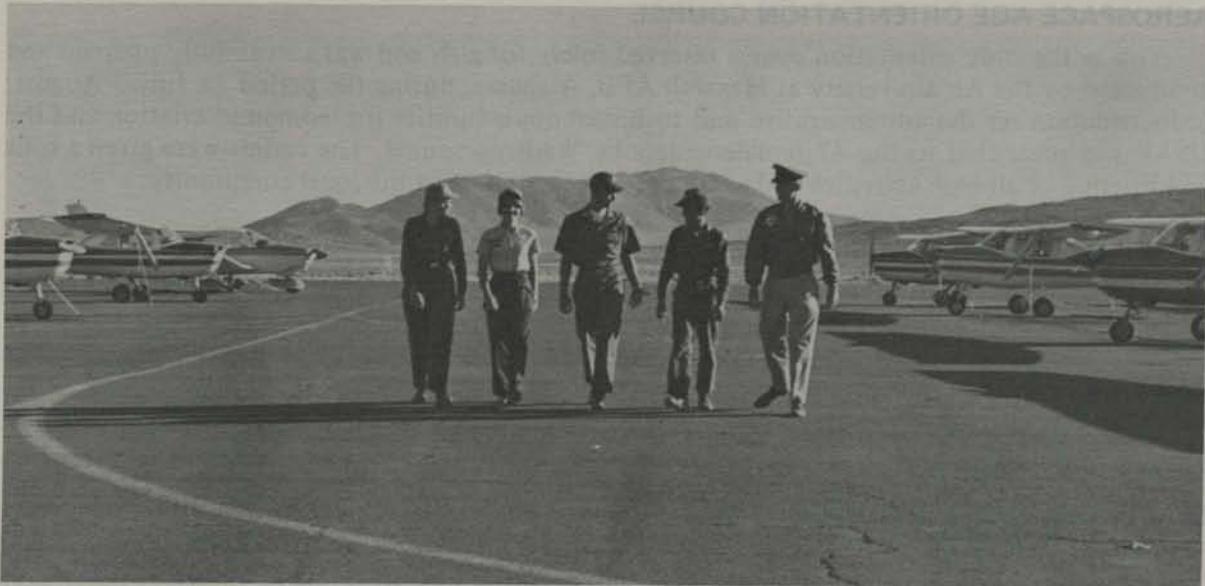
Chanute Air Force Base, Illinois, was the host for the 1968 Space Age Orientation Course. The course, developed specifically for CAP cadets, consists of 40 hours of briefing, tours, and training films on subjects which included air-to-ground weapon systems, missile and rocket engines, flight control guidance systems, plus future concepts of aerospace doctrine. Fifty male cadets attended this outstanding program during the period 18-24 August.

ADVANCED JET FAMILIARIZATION COURSE

This course was conducted at nine ATC Undergraduate Pilot training bases. Seven of these courses were conducted 14-21 July and two 11-18 August. One hundred and one outstanding cadets attended this course and received training in flight simulator, attended physiological training, and toured base facilities. The selected Air Force bases provided facilities to house and feed the cadets.



Advanced Jet Familiarization Course . . . Explanation By a Jet Pilot



Cadet Flying Encampment . . . Flight Line . . . Early Morning

CADET FLYING ENCAMPMENT

In 1968, the cadet flying encampment program was conducted at four sites (Frederick, Maryland; Reno-Stead, Nevada; Rock Hill, S.C.; and Lawton, Oklahoma). A total of seven separate solo courses of two weeks duration, along with five separate four-week license courses were conducted during the period 16 June-10 August. Two hundred and seven male and female cadets attended these encampments. This was an increase of 22 over 1967. One hundred and five cadets received FAA Private Pilot Licenses and 96 received solo certification.

IN 1969, FLYING TRAINING WILL BE PROVIDED FOR 650 CADETS. A NATIONAL FLYING ENCAMPMENT PROGRAM WILL BE CONDUCTED TO QUALIFY 110 CADETS FOR FAA PRIVATE PILOT LICENSES. AN ADDITIONAL 540 CADETS WILL BE PROVIDED SOLO FLIGHT TRAINING THROUGH LOCAL PROGRAMS.

CADET FLIGHT TRAINING IS CAP'S MOST IMPORTANT CADET ACTIVITY. IN THESE DAYS OF YOUTH TURMOIL, CIVIL AIR PATROL MUST GAIN THE INTEREST OF FAR GREATER NUMBERS OF YOUTH IF IT IS TO MAKE A REAL CONTRIBUTION. THE CADET FLIGHT TRAINING PROGRAM IS ESSENTIAL TO THE AIM OF PUTTING THE "AIR" BACK INTO CIVIL AIR PATROL. TO ACHIEVE THIS AIM, A PROGRAM THAT IS ATTRACTIVE TO YOUNG PEOPLE IS OF VITAL IMPORTANCE. THE EXISTING PROGRAM IS ATTRACTIVE, IT PROVIDES INDOCTRINATION AND TRAINING, IT DEVELOPS STRICT AIR DISCIPLINE AND SAFETY; AND IT IS TUNED TO THE EXPLOSIVE GROWTH OF GENERAL AVIATION. BUT, IF IT IS TO SUCCEED IT MUST RECEIVE FEDERAL, STATE, AND LOCAL SUPPORT THAT HAS NOT BEEN FORTHCOMING.

SPIRITUAL LIFE CONFERENCES

This was the third year of cadet participation in the USAF Spiritual Life Conference Program sponsored by Chaplain, Major General, Edwin R. Chess, Chief of Chaplains, United States Air Force. These conferences were held at Glorietta, New Mexico, 1-5 June, and at Ridgecrest, North Carolina, 30 August-4 September. A total of 296 male and female cadets and 14 CAP chaplains attended.



Jet Orientation Course . . . Parasailing



Cadet Encampment . . . Survival Training



Honor Cadet . . . Proud of His Trophy

NEW PROGRAMS FOR 1969

In order to provide new incentive activities to meet expanding membership, the following aerospace oriented cadet special activities will be implemented as new programs for 1969:

NURSE ORIENTATION COURSE

This course is a one-week program for 52 female cadets to be conducted at Sheppard AFB, Texas. The course is planned and supervised by USAF personnel and is designed to acquaint cadets with various fields of nursing, both in the USAF and civilian life.

COMMUNICATIONS-ELECTRONICS COURSE

This course is held at Keesler Air Force Base and is open to 16 male and female cadets. The curriculum provides two weeks of concentrated classroom study and practical application on the latest types of military electronic communications equipment and systems. Daily activity schedules will provide time for on and off base recreation, including tours.

AIR FORCE ACADEMY SURVIVAL COURSE

This course will be conducted for 52 CAP cadets at the Air Force Academy Summer Survival Camp at Saylor Park, located west of the Academy grounds at Colorado Springs, Colorado. The school, identical to that which the Academy cadets attend, is conducted by experienced Air Force Academy instructors. The objective of the course is to prepare cadets to exist in a survival situation and to have the ability and background to aid in rescuing others in a survival environment. The six-day course will provide training in clothing and equipment use, sustenance procurement, sustenance preparation, sustenance preservation, weapons familiarization, firecraft, reconciliation of map and compass, movement discipline, survival medicine, packs and packing, and field habitations.

STEWARDESS ORIENTATION COURSE

Eastern Airlines, Frontier Airlines, and North Central Airlines will sponsor a stewardess orientation course designed to stimulate female cadets' interest in career opportunities in civil aviation. American Airlines conducted a course in 1968 and plans to continue the course in 1969. Although the schedules vary with the different airlines, all cadets attend classes with the stewardess trainees and learn the duties of an airline hostess. Twenty-four cadets will attend in 1969. The ultimate objective is to expand the program to enable a cadet from each of the 52 wings to annually attend a commercial airline stewardess school.

AIR FORCE ACADEMY PREPARATORY SCHOOL

Headquarters USAF, has authorized spaces for three Civil Air Patrol cadets per fiscal year to attend the Air Force Academy Preparatory School. All CAP cadets who hold a Mitchell Award and who are able to pass the Air Force flight physical examination may compete for this outstanding opportunity. Nominations will be made each year during May at National Headquarters. Final selections are made at the Air Force Academy. The Air Force Academy Preparatory School's rigid academic program will enhance the selectees' ability to pass the Academy's entrance examinations, and thus increase their chances of being accepted by the Academy and receiving a commission in the regular Air Force.

OFFICERS' TRAINING SCHOOL

In addition to the Air Force Academy Preparatory School spaces, Headquarters USAF, has also authorized three spaces per fiscal year for Spaatz Award cadets at Officers' Training School (OTS). This program will allow outstanding cadets, who meet age and other requirements, to obtain a commission in the U.S. Air Force. The USAF authorization reserves these three spaces exclusively for Spaatz Award cadets who would otherwise be required to compete nationally for OTS admission.

AEROSPACE EDUCATION AND TRAINING

CADET PROGRAM

Ten cadets met the requirements for and received the Falcon Award during 1968. The Falcon Award is presented to cadets who complete the CAP Cadet Program and either become active CAP senior members, enter advanced AFROTC, or complete the second year at the USAF Academy. The 1968 Falcon Award recipients are as follows:

Jeffrey D. Ives	Connecticut
David C. Greeson	Florida
Mark D. Haffey	Florida
Frederic G. Winter, Jr.	Florida
Kenneth A. Goss	Massachusetts
Robert E. Martin	Mississippi
James O. Newhouse	North Carolina
Bonne B. Livesay	Oregon
David J. Starkey	Washington
Lee G. Caldwell	Utah

Nineteen Civil Air Patrol cadets completed rigid requirements for the General Carl A. Spaatz Award and "graduation" from Phase III training. These cadets were required to take a difficult written examination which tested their knowledge of aerospace sciences, military drill and techniques of leadership, and principles of good moral character. In addition, they had to demonstrate their physical fitness and meet high standards of appearance and military bearing. The 1968 Spaatz Award recipients are as follows:

Terry L. Durham	Alabama	Albert W. Johnston	Louisiana
Richard W. Kopf	Alabama	David B. Ditzel	Montana
Thomas E. Richardson	Delaware	James O. Newhouse	North Carolina
Judy A. Masarik	Delaware	William B. Matzko	New Jersey
Gary E. Buker	Florida	Michael A. Allen	Pennsylvania
Glenn R. Morris	Florida	Ramon L. Benedetto	Pennsylvania
Mary S. Ruzycki	Florida	Walter T. Smith	Tennessee
James W. Deluze	Hawaii	James R. Aubuchon	Tennessee
Warren M. Yamamoto	Hawaii	Stephen A. Druzak	Washington
Ernest L. Lockwood	Illinois		

An additional 756 cadets reached the midpoint of Phase III training and qualified for the Amelia Earhart Award. This award does not involve a centrally controlled (security) examination, but does recognize cadets for having completed their formal study of job requirements for four out of eight designated CAP leadership positions; this includes completing a squadron-controlled written examination on each position and serving in one or more of the positions.

General Billy Mitchell Awards were won by 2,141 cadets in 1968, an increase of 212 over 1967. To qualify for this award and the completion of Phase II training, CAP cadets must: satisfactorily complete a written examination on each of six aerospace education textbooks, pass one written examination on the principles of good moral character, pass a performance examination for physical fitness, have demonstrated his proficiency as a leader, and have attended at least one CAP encampment. Normally, a General Billy Mitchell Award recipient will have been in the CAP Cadet Program for two and one-half years.

The revised cadet program was implemented on 20 July 1968. The new program incorporated changes suggested by Spaatz Award cadets at the November 1967 CAP National Board meeting.

SCHOOL PROGRAM

Unfortunately there was not an increase in the number of U.S. high schools using CAP's aerospace education program. Only 700 schools used the program in 1968 – the same number as in 1967.

There has been widespread interest in this program, as evidenced by queries. However, there are not enough personnel in the National Headquarters or in the field organizations to follow through, explain, and "sell" the program to all who indicate an interest in it.

FRANK G. BREWER-CIVIL AIR PATROL AWARDS

These three awards were established in memory of Mr. Frank G. Brewer, Sr., and are given to individuals or organizations that make an outstanding contribution to the advancement of youth in aerospace activities. The recipients in 1968 were as follows:

CAP Cadet Category – C/Capt Jack L. Cornelius, Fremont, Nebraska

CAP Senior Member Category – CAP Lt. Colonel Alexander C. Stoffle, Sandstone, Minnesota

Individual or Organization Category – Dr. J. Wesley Crum, Dean of Instruction Education, Central Washington College of Education

SCHOLARSHIP PROGRAM

Scholarship and grant recipients totaled 65 for 1968, and approximately \$40,000 in scholarship monies was committed. Of those in the scholarship category, 14 were renewals. An additional and special scholarship was donated by Mrs. Virginia Pigman, president of American Flyers, Inc., in memory of her husband, Reed Pigman, who founded the corporation.

WORKSHOP PROJECTS

A total of 193 Aerospace Education Workshops were sponsored – with CAP assistance – by educational institutions throughout the nation during 1968. Those "workshops" included actual workshops, in-service institutes, and symposia. Michigan State, Miami of Ohio, State University of New York, California State College, and Weber State College indicate the caliber of educational institutions that offered aerospace education to 25,000 participants. In most cases the participants received graduate credit or system credit.

Plans were made by Weber State College and Middle Tennessee State University for each to sponsor an international aerospace education workshop in 1969. Actual sponsorship will be a cooperative effort involving Civil Air Patrol – in both cases. (See list of Sponsoring Institutions for Civil Air Patrol Aerospace Education Workshops.)

AEROSPACE EDUCATION ASSOCIATION

Formed for the benefit of the nation's teachers and to promote aerospace education in school systems, the association is nonprofit and membership is open to any U.S. citizen connected with the education fraternity and to junior or senior college students – if they are working toward a career in either education or in aerospace.

Although the association has grown considerably since its formation, the membership leveled off to 1,100 in 1968. This number could be increased several times over if Civil Air Patrol could give needed support to the association – such as an association magazine (in addition to the quarterly newsletter now provided), and enough personnel to administer membership rolls.

Civil Air Patrol can be encouraged by the fact that three states – Oregon, Hawaii, and Utah – formed statewide units of the national association. It is anticipated that Alabama will form a statewide unit in 1969. Also, in 1968 the Aerospace Education Association was represented at the National Aerospace Education Congress.

AEROSPACE CAREER COUNSELING SEMINAR

The Aerospace Career Counseling Seminar was organized and conducted at Maxwell AFB, Alabama, during the summer of 1968 with 21 cadets attending. The objective of this program is to provide in depth exposure to aerospace career requirements and opportunities. The Civil Air Patrol Aerospace Education and Training Program provides career information in both aviation and space activities. However, cadet exposure is very limited, and their involvement in career experiences has been that of an observer's rather than participant's. The Aerospace Career Academy provided practical laboratory experience in aerospace careers. The three-week course, which included four field trips, provided each cadet an opportunity to explore a minimum of 20 career fields. Cadets were also provided an opportunity to perform some manual and scientific tasks associated with each career field. This program will be expanded to accommodate 60 cadets in 1969.

CIVIL AIR PATROL CHAPLAINCY

During 1968, the number of civilian clergymen, representing the major faiths in America and endorsed by their respective denominations as CAP chaplains, increased from 1,055 to 1,150. This organization of CAP chaplains assisted home and church in moral and citizenship training of 67,122 CAP members, both cadets and adults, but especially the teen-age cadets. As counsellors and teachers, these chaplains contributed 107,000 man-hours on behalf of Civil Air Patrol personnel in classroom seminar/discussion classes, consultations, pastoral visits, and other priestly duties.

In addition to the appointed chaplains, over 200 auxiliary clergymen participated in the cadet education program as visiting clergymen.

To strengthen the partnership with National Church Headquarters and their Armed Services representatives, a Relationship Conference was held at Maxwell AFB, Alabama, in October under the auspices of the National Chaplain Committee. Eleven ecclesiastical endorsing executives and 41 supervising chaplains attended. This conference provided opportunity for sharing of ideas, methods, and techniques in teaching today's youth and focused on increased involvement of cadets as active participants in the educational process.

Twenty-one Chaplain Training Conferences were conducted on Air Force Bases by the National Chaplain and his Assistant in eight regions, assisted by chaplains from 52 wings. Some 475 chaplains participated in this professional training program.

On the following pages are statistics, general information, and statements of what was accomplished by the CAP chaplains and visiting clergymen to bring the benefits of the moral leadership program to CAP members in 1968.

CHAPLAIN ACTIVITIES 1968

Civil Air Patrol Meetings attended	14,781
Interviews/Consultations	16,658
Moral Leadership Lectures/Discussions	6,965
Visits to Homes/Units	5,606
Religious Services/Rites	3,152
CAP Promotional Activities	5,187
Films Shown	1,049
Total Activities	53,398

CAP CHAPLAINCY DENOMINATIONAL REPRESENTATION as of 31 December 1968:

Advent Christian	2
Seventh Day Adventist	4
American Evangelical Christian Church	5
Assemblies of God	60
General Association of Regular Baptists	80
American Baptist	38
Southern Baptist	103
Brethren	19
Roman Catholic	182
Christian	12
Christian & Missionary Alliance	20
Christian Reformed Church	3
Church of Christ	27
Church of God	15
Congregational Church (Christian)	4
Council of Community Churches	5
Disciples of Christ	19
Episcopal	64
Evangelical Congregational Church	3
Evangelical Free Church of America	4
Friends	3
Gospel Mission Corps	2
Greek Orthodox	2
Independent Churches	32
Independent Fundamental Churches in America	6
International Church of the Foursquare Gospel	19
Jewish	3
Latter Day Saints	12
Lutheran	88
Mennonite	2
Methodist	132
Nazarene	32
Open Bible Standard	6
Pentecostal Holiness	12
Pilgrim Holiness	4
Presbyterian	76
Reformed Church in America	1
Russian Orthodox	1
Salvation Army	22
United Church of Christ	26
Total	1,150

COOPERATING INSTITUTIONS

Selected students of Concordia Lutheran Seminary, St. Louis, Missouri, under the direction of The Rev. Martin H. Scharlemann, Chaplain, Brigadier General, AFRes, Graduate Professor of Exegetical Theology; and Maryknoll Seminary, Glen Ellyn, Illinois, under the direction of Rev. A. J. Merfeld, Professor of Speech, participated in the editorial revision and updating of the moral leadership materials.

AIR FORCE RELATIONSHIPS:

CAP/USAF CHAPLAINS: Air Force chaplains on 21 bases were given information briefings on the CAP Chaplaincy in connection with the region and wing Chaplain Training Conferences conducted by the National Chaplain and his Assistant. The conference agenda included briefings by the respective Chaplain on the Air Force Chaplain Program.

USAF TRAINING FILMS: The revised Air Force film catalogue supplement, correlated to CAP moral leadership texts, was mailed to all chaplains and education officers.

Seventy-five copies of the USAF Training Film, "Who Are We?" – a film featuring the famed "Up With People" chorus and currently used in the Air Force Basic Training Center – were purchased by the CAP Corporation to augment the Moral Leadership Program. The film was shown to all cadets as part of the Phase II Training Program.

OTHER CHAPLAIN ACTIVITIES

- During the past summer, 56 encampments of 7-to 14-days duration had one or more full-time resident chaplains. These chaplains cared for the spiritual needs of some 8,000 cadets and senior members.

- Some 50 chaplains participated in aerospace workshops, institutes, symposia, and in-service programs conducted in cooperation with colleges and universities.

- A nationwide program was launched to recruit additional clergy to serve as chaplains in Civil Air Patrol. In this project the endorsing agencies of some forty denominations and their affiliates were most cooperative.

- Five chaplains participated in the CAP Cadet Leadership School for 400 male and female cadets conducted at Reno-Stead Airport, Reno, Nevada, during July and August. Those chaplains participating in this program were:

 - Chaplain, Lt. Col., James W. Bell, AFRes (Yuma, Arizona)

 - Chaplain, Lt. Col, Grover B. Gordon, AFRes (Long Beach, California)

 - Chaplain, Major, Lowell A. Koch, AFRes (Iowa City, Iowa)

 - Chaplain, Major, Wilbur C. Lauderdale, AFRes (Charlotte, N.C.)

 - Chaplain, Major, Barry Cox, AFRes (Mountain Home, Idaho)

- The observance of Civil Air Patrol Sunday (Southwest Region) was given region-wide publicity in the press and by CAP promotional media, with the cooperation of region, wing and unit chaplains. This pilot program received enthusiastic acceptance and will be expanded.

- An effort to improve support for the CAP Chaplaincy in the Puerto Rico Wing was undertaken by the National Chaplain, represented by The Rt. Rev. Msgr. James E. O'Connell, Chairman, National Chaplain Committee, through a series of information briefings presented to the clergy of Puerto Rico. A Spanish translation of OPERATION COUNTDOWN was published and made available to chaplains in the Puerto Rico Wing and to all Spanish-speaking cadets.

- Plans were completed for a *National Laboratory on Ministry to Youth*, involving 250 chaplains and church dignitaries, to be conducted at Maxwell Air Force Base, Alabama, 27-29 August 1969.

CIVIL AIR PATROL INFORMATION PROGRAM

Among a number of the new programs of significance initiated this year, was a special effort to gain representation and exposure for Civil Air Patrol in national magazines and other similar aviation-oriented publications. The effort was very successful and resulted in articles on Civil Air Patrol appearing in such prominent aviation magazines as *Air Progress*, *Airways*, *Air Force* and *Space Digest*, *Sports Flying*, *Aerospace Historian*, and a number of other national publications.

The Wing Advisory Council Program, which was begun late in 1967, was actively pursued. Its purpose was to provide a group of state and community leaders who understood CAP, and were interested in helping the organization attain its stated objectives of community service and aerospace education. As of 31 December, 23 CAP wings had active advisory councils.

CAP TIMES, the official corporation publication, with a circulation of 65,000, was published monthly. In November, the name was changed to *Civil Air Patrol News*, and the editing and printing was contracted to a local firm to reduce costs and to save time.

The National Information Office increased its news release output in 1968 to 210 news stories and features releases to daily and Sunday newspapers in addition to placing articles in 14 national magazines (some magazines ran different articles several times during the year). Comparable release activity for CAP field units was recorded and evidenced by the following statistics for 1968: News stories released - 17,754; Feature articles released - 1,501; Radio and television spot announcements and promotional productions aired - 13,353; Special events (exhibits, displays, air shows, open houses, etc.) - 12,559.

More than a million print items (posters, pamphlets, and brochures) were distributed by the National Information Office to the 2,348 CAP field units in support of unit recruitment and membership retention programs.

Three television color film spot announcements were produced and distributed to some 500 television broadcasting outlets nationwide. A transcription comprised of spot announcements was produced and released to some 4,000 radio stations.

SUPPORT FOR CAP

OCCUPANCY OF DEPARTMENT OF DEFENSE FACILITIES

The CAP units occupy 309,041 sq. ft. of DOD building and office space, and 131 acres of DOD land. In the prior year (1967) CAP had 326,524 sq. ft. of space and 134 acres of land.

PROPERTY ACQUIRED FROM DEPARTMENT OF DEFENSE

The acquisition value (original value) of property acquired from DOD excesses amounted to \$4,911,043 which included nineteen light aircraft.

The source of usable and suitable aircraft for the Civil Air Patrol mission is rapidly running dry, leading to a degraded fleet. For example, nineteen DOD excess aircraft were received and seventy-six corporate aircraft were disposed of because of age and maintenance costs.

MILITARY RESERVE SUPPORT

On 1 January 1968, a new Air Reserve Squadron, the 928th Air Reserve Squadron (CAP), was relocated at the Air Reserve Personnel Center in Denver, Colorado, to become the unit of assignment of Reservists who participate in support of CAP programs.

In April 1968, over 57,000 letters were mailed by the Air Reserve Personnel Center to eligible Reservists asking that they join the CAP Reserve Assistance Program. This resulted in the receipt of 3,810 inquiries from interested Reservists. Applications for assignment were received from 1,260 Reservists. As of 31 December 1968, 1,100 Reservists were assigned and participating throughout the nation.

For Fiscal Year 1969, 8,396 mandays were allocated for active duty in support of special tours for Cadet Leadership School, Cadet Flying Encampments, International Air Cadet Exchange, FAA/CAP Pilot Instructor School, Aerospace Education Workshops, Encampments, CAP National Staff College, and Career Counseling Seminars. For Fiscal Year 1970, this Headquarters has requested 11,367 mandays in support of CAP activities.

CAP members have expressed their satisfaction with the support received from Reservists. All indications are that the Reserve Assistance Program is beginning to prove that it is truly vital to the good health of CAP.

STATE SUPPORT

The Civil Air Patrol wings listed received funds made available by their states through a variety of arrangements which permit the wings to increase their emergency services capability, to expand participation in the Civil Defense programs of the respective states, and to provide more community services and educational projects.

CAP WINGS RECEIVING STATE/TERRITORIAL APPROPRIATIONS FOR 1968

<u>Wing</u>	<u>Amount</u>	<u>Duration</u>
Alaska	\$75,000	1 year
New York	63,650	1 year
Maryland	56,850	1 year
Illinois	52,665 per year	2 years
Colorado	34,982	1 year
Arizona	33,596	1 year
Hawaii	30,000	1 year
Arkansas	29,272	1 year
South Carolina	25,000	1 year
Puerto Rico	20,000	1 year
North Carolina	18,616 per year	2 years
North Dakota	16,900 per year	2 years
Louisiana	15,000	1 year
Minnesota	15,000 per year	2 years
Nevada	15,000	1 year
New Hampshire	15,000	1 year
Pennsylvania	15,000	1 year
Virginia	15,000 per year	2 years
South Dakota	14,940	1 year
Rhode Island	8,000	1 year
West Virginia	8,000	1 year
Mississippi	7,500 per year	2 years
Connecticut	7,200 per year	2 years
Maine	5,000	1 year
Utah	2,500 per year	2 years
New Mexico	1	1 year
Total	\$599,672	

CAP WINGS NOT RECEIVING STATE/TERRITORIAL APPROPRIATIONS IN 1968

Alabama	Kentucky	Oklahoma
California	Massachusetts	Oregon
Delaware	Michigan	Tennessee
Florida	Missouri	Texas
Georgia	Montana	Vermont
Idaho	Nat'l Cap	Washington
Indiana	Nebraska	Wisconsin
Iowa	New Jersey	Wyoming
Kansas	Ohio	

STATE APPROPRIATIONS – 12 YEARS IN REVIEW

Year	No. of Wings	Amount
1957	15	\$205,900
1958	20	271,380
1959	22	302,824
1960	23	323,810
1961	26	406,930
1962	26	420,258
1963	27	459,277
1964	27	449,162
1965	28	513,156
1966	27	535,220
1967	27	570,262
1968	26	599,672

SUPPORT NEEDED FOR CAP

To support the goals of the Civil Air Patrol Five Year Plan, the following requirements must be fulfilled:

- State appropriated funds sufficient to further develop and maintain a broad based youth program, a trained and ready emergency services force and a capability to serve as the air arm of the State Civil Defense Agency during national and local emergencies.

- Private foundation and industrial grant funds to provide cadet flight scholarships and to assist in the modernization of CAP aircraft, vehicles, and communications equipment.

- Congressional endorsement for the creation and erection of a Civil Air Patrol monument and a Civil Air Patrol museum and historical archives.

- Congressional endorsement to the Postmaster General for the issuance of a commemorative stamp in conjunction with the thirtieth anniversary of Civil Air Patrol on December 1, 1971.

- Expanded Congressional support of the image-building program currently under way with Congressmen endorsing the operation, activities, aims, and goals of the Civil Air Patrol through television and radio recordings. Participation of all Congressmen in whose constituency's CAP units are organized is desired.

- A permanent National Headquarters for Civil Air Patrol.

- Funds in the amount of \$525,000 to provide solo flight training for 1,500 cadets and license flight training for 500 cadets annually.

- Permanent bases for Civil Air Patrol encampments.

- Per diem for CAP members participating in authorized search and rescue missions.

- A nationwide effort is needed to encourage additional clergy to volunteer their services as instructors in the moral leadership education of CAP cadets. The ecclesiastical endorsing agencies of the various denominations can provide active assistance by encouraging qualified candidates to apply for appointment in the CAP chaplaincy. Congressional support and encouragement would further expedite these objectives.

- A Congressional resolution designating the first Sunday in December as Civil Air Patrol Sunday.

- A change to the CAP Supply ACT (10 U.S.C. 9441) to authorize issue of free uniforms to CAP members.

- A change to the CAP Supply ACT (10 U.S.C. 9441) to expand the sources of excess government-owned equipment, to provide for the appropriation of monies for capital expenditures in specific areas, to provide fuels and lubricants for Civil Air Patrol member flying training, and to provide certain reimbursements to Civil Air Patrol members under specified conditions.

- A total of 1,000 additional aircraft and 500 replacement aircraft by 1973.

- A total of 5,000 HF (3-30 MHZ) single sideband communication sets by 1974 (3,000 replacement sets and 2,000 additional sets).

- A total of 5,168 VHF (140-150 MHZ) AM communications sets by 1974 (3,500 replacement sets and 1,668 additional sets).

- Additional radio frequencies are required to avoid interference and/or time-sharing arrangements when two or more adjacent wings are engaged simultaneously in separate search missions; to provide for region-to-region communications; and to provide for UHF air-ground communications.

To achieve the goals set forth in the CAP Five Year Plan, it is essential that the CAP-USAF liaison staff or full-time professional staff be tripled and all vacant spaces be filled.

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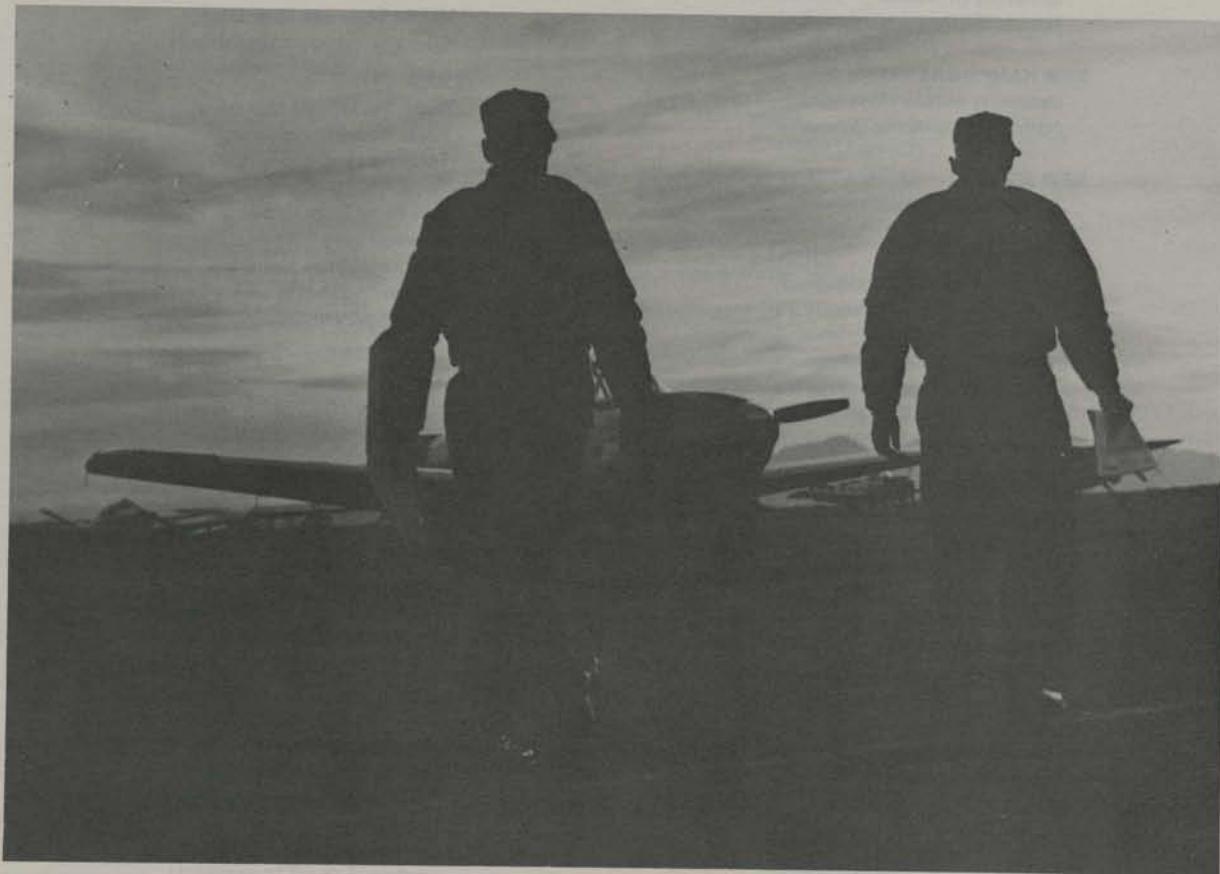
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