

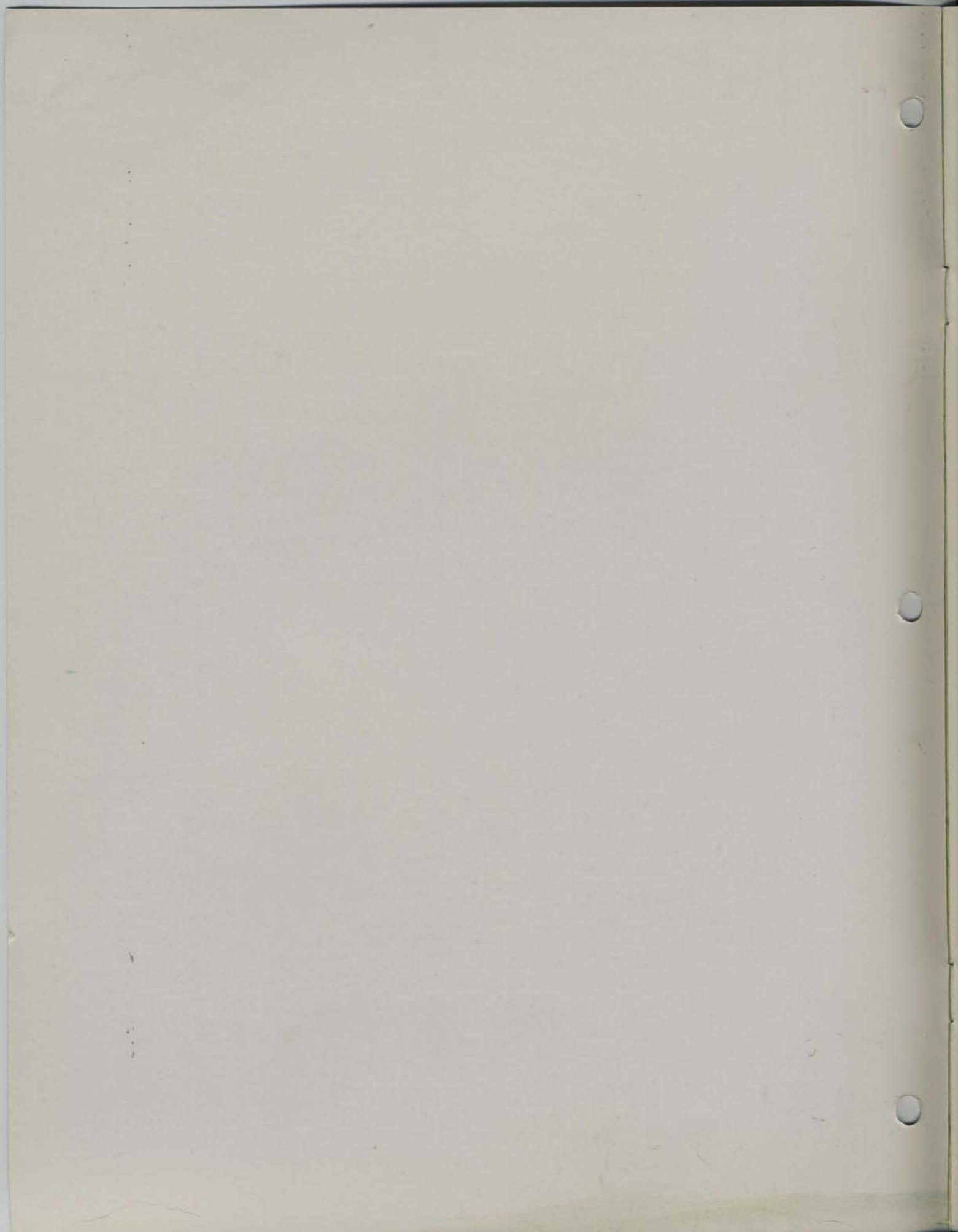
CREW  
SYSTEMS  
DIVISION

APOLLO 13  
THE GARMENT ASSEMBLY - OMAHA  
The Apollo 13 crewmembers (Charles "Pete" Conrad, Michael  
"Dick" Scobee, and Fred "Gene" Cernan) wore the Apollo 13  
crew suit (CS) on the lunar surface. The  
CS was a full-body, pressurized garment that provided  
life support and protection from the harsh lunar environment.  
The CS was designed to provide protection from the vacuum of space,  
temperature extremes, and micrometeoroids. The CS was also  
designed to provide protection from the lunar surface and the  
lunar atmosphere. The CS was also designed to provide protection  
from the lunar surface and the lunar atmosphere.



Civil Air Patrol '71  
Report To Congress





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



OFFICE OF THE NATIONAL COMMANDER

TO THE CONGRESS OF THE UNITED STATES

In accordance with Public Law 476, this is the Civil Air Patrol Report to Congress for the year 1970.

During the past year I have traveled the length and width of America to reach the grass roots of this great humanitarian organization. It has been a rich and rewarding experience.

Civil Air Patrol members come from all walks of life. Some are wealthy; most have limited means. They come from our largest cities and smallest villages. They are doctors, farmers, lawyers, mechanics, engineers, clerks, housewives, clergymen, and policemen. Many thousands are students.

Diversified as they are by age, education, geography, religion, and race, all are bound by common objectives: pride in country, pledged to its preservation as the greatest nation on earth; and a desire to assist their fellowman in distress.

Each in his own way is giving freely of his time, talent, and personal resources in pursuit of these altruistic goals.

It is a privilege to be associated with them.

RICHARD N. ELLIS  
Brigadier General, USAF  
National Commander



**YOUTH MOTIVATION—CAP'S TOP PRIORITY**

## SEVENTY—IN SUMMARY

In any assessment, 1970 emerges as one of the most challenging periods in Civil Air Patrol's 29 years of volunteer service to the nation.

It is significant that these challenges were self-created. They resulted from an honest, inward examination of CAP's capabilities weighed against its mission requirements.

Youth motivation tops our priorities. In this we share the President's concern and belief that an alliance of generations must be forged. The structure of Civil Air Patrol offers a tailor-made proving ground for that concept. We're proving that it can be done.

Our philosophy is simple.

At the outset, CAP acknowledges that among its nearly 75,000 members a generation gap exists . . . several, in fact. Our programs attract 13-year old boys and girls born in the Space Age and grandparents who remember Billy Mitchell as though it were yesterday. But CAP regards a generation for what it really is—a period of time. It is only when the gap becomes a conflict that problems develop.

We have reduced these conflicts to a minimum by modernizing the cadet program in 1970. This new look provides CAP young men and women with greatly increased leadership opportunities. At the same time, we launched new training methods more in tune with the unique problems facing today's youth. The cadets also have a stronger voice in their programs. We gave them the opportunity to speak. They did—and we listened!

Aerospace education and cadet programs form the pivotal area of CAP's youth motivation activities. They are closely allied and the vast majority of CAP's budget goes into these programs. Why? Because we know these young men and women offer the greatest long-range benefits to the nation . . . and Civil Air Patrol.

### **New Leadership**

In October, CAP Brigadier General F. Ward Reilly of Chattanooga stepped down after two progressive years as National Board Chairman of Civil Air Patrol.

He was succeeded by Brigadier General Samuel H. du Pont, Jr., who rose through the ranks from cadet in 17 years. At 34, he is the youngest National Board Chairman in CAP history.

General du Pont, who assumed that rank with chairman duties, had served as Vice Chairman since 1965. Although young in age, he brings a wealth of aviation and CAP experience into his new position.



**RICHARD N. ELLIS**  
**BRIGADIER GENERAL,**  
**USAF**  
**NATIONAL COMMANDER**

In private life, General du Pont is president of DuJet Inc. and the Kriegoff Gun Company. He has logged nearly 11,000 flying hours, including jets, and is qualified by the FAA as an instructor in both aircraft and gliders.

### **Executive Consultant**

In August, General John P. McConnell, former U.S. Air Force Chief of Staff, accepted a position as Executive Consultant to the Civil Air Patrol. This was an important development for all CAP members. The general is a world leader in aerospace matters and his experience is benefitting all phases of CAP activities.

General McConnell is no newcomer to CAP. In 1948, he and the late Senator Burnett Rhett Maybank (D., S.C.) wrote the text for Public Law 557 which enabled Civil Air Patrol to become the official auxiliary of the U.S. Air Force.

### **International Air Cadet Exchange**

In 1970, some 500 young men and women from 26 countries, including the United States, took part in the International Air Cadet Exchange.

This program is a direct contribution by Civil Air Patrol to the task of dispelling ignorance and prejudice while promoting understanding among young men and women of the world.

Civil Air Patrol inaugurated this program in 1948 when 25 CAP cadets were exchanged with members of the Air Cadet League of Canada. Since then, IACE has grown steadily with more than 6,000 American and foreign cadets participating.

As always, CAP is deeply indebted to the U.S. Air Force whose massive airlift and related support by hundreds of its personnel make IACE possible.

In 1970, these countries participated in the Exchange Program.

Australia	Malaysia
Austria	Netherlands/
Belgium	Netherlands Antilles
Canada	New Zealand
China, Republic of	Norway
Costa Rica	Peru
El Salvador	Philippines
France	Portugal
Great Britain/Hong Kong	Singapore
India	Spain
Israel	Sweden
Japan	Switzerland
Korea, Republic of	West Germany

## Scholarships

For the second consecutive year, Civil Air Patrol awarded \$41,000 in academic scholarships and grants.

Additionally, three flight scholarships were won by cadets through national competition. The largest was won by Cadet Charles D. Moores of Seattle, Washington.

As winner of the Reed Pigman Flight Scholarship, the 18-year old cadet captain will receive four months flight training, valued at \$5,000. The grant pays for all instruction leading to a commercial pilot rating.

The scholarship was established by Mrs. Reed Pigman in memory of her late husband, an aviation pioneer who founded American Flyers, Inc., a charter airline and flying school at Ardmore, Oklahoma.

Two new \$500 scholarships were donated by Jerome T. Moore, Montgomery, Alabama, and Philip S. Toppino of Key West, Florida. The winners were Cadet Martha A. Beale, Wilmington, Delaware, and Cadet Joel W. Jaeger of Ixonia, Wisconsin. These flight scholarships will enable each cadet to earn a private pilot license.



**CAPETTE HONORED**—This CAP charmer was honored at Oklahoma State University for outstanding efforts as leader of the CAPette drill team.

## Disaster Relief—Civil Defense

CAP's relationship with Civil Defense dates to 1941 when Civil Air Patrol was organized just six days before Pearl Harbor.

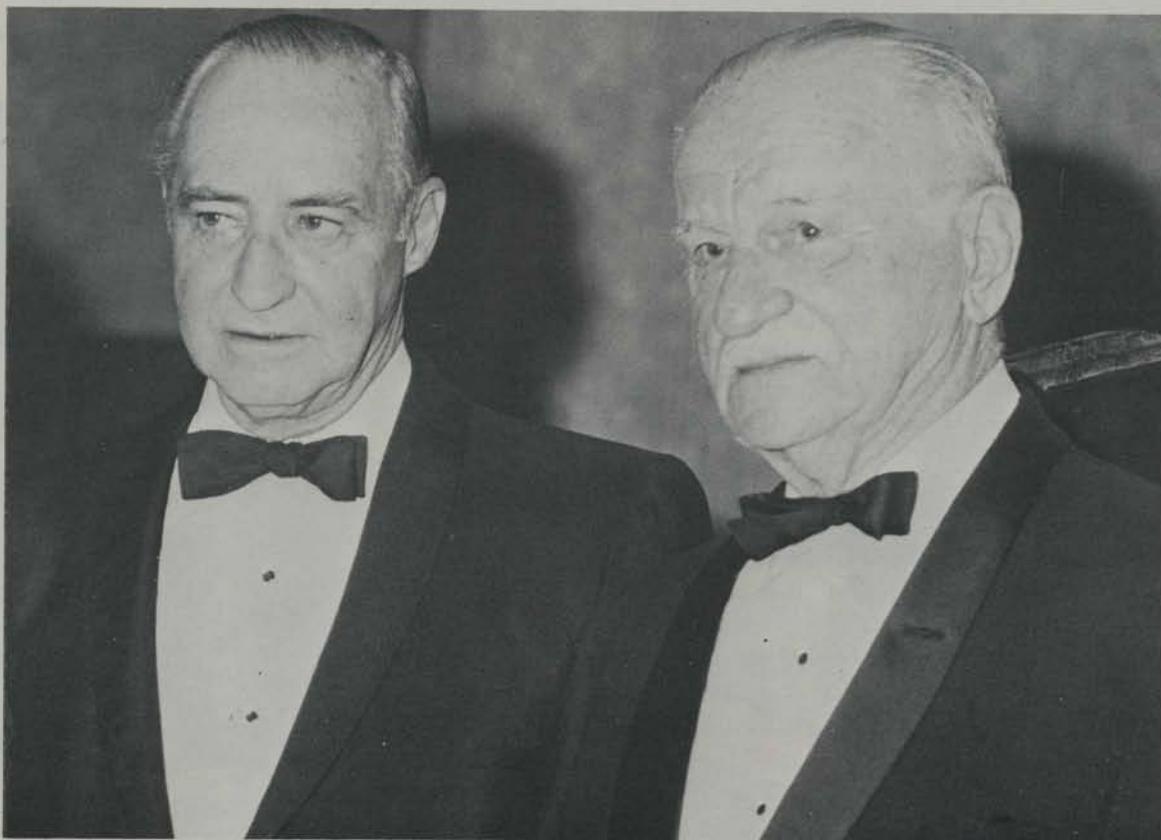
Today, nearly three decades later, that partnership has been tested and tempered countless times. These include three wars and hundreds of domestic emergencies ranging from blizzards in the north, hurricanes in the south and just about everything in between.

1970 was no exception. CAP responded to ten domestic emergencies in support of Civil Defense, Red Cross, the Park Service and other national, state or local agencies. CAP volunteers provided aerial reconnaissance, medical

airlift, communications, emergency power units and a variety of well-trained, specialized assistance.

More than 2200 mandays, equal to six calendar years, were contributed by CAP members. A total of 228 corporate or privately-owned aircraft were utilized along with 743 radio stations. Additionally, 200 emergency vehicles, ambulances to snow buggies, were put into action by CAP units or individuals.

In 1970, two new documents were negotiated which add new solidification to the Civil Defense—CAP structure. These are national guidelines under which they will work together in peacetime emergencies—and, if necessary, in war.



**CHIEFS CONFER**—At CAP's National Board Meeting, two former U.S. Air Force Chiefs of Staff discuss CAP's role in the seventies. At left is Gen. John P. McConnell, now CAP executive consultant with Gen. Carl A. Spaatz, first USAF Chief and first CAP National Chairman.

## Business Membership

A major development of the past year was the creation of a business membership category. Although launched in late '70, response has been most promising.

This new concept is designed primarily for the many U.S. corporations which operate their own aircraft. CAP offered membership to these organizations with a sincere and open appeal for financial support.

They were told that as contributing members, " . . . your firm will be helping Civil Air Patrol help others thus ensuring and contributing to the development and motivation of young people."

For all corporations in the business membership group, annual dues start at \$100. For companies which operate aircraft, there is a suggested dues schedule based on miles flown. This enables firms to participate in ratio to their flying exposure.

Mack Trucks was the first corporation to join. Its dynamic Chairman of the Board and President, Zenon C. R. Hansen, a CAP Lieutenant Colonel, was the driving force in getting the program rolling.



**ZENON C. R. HANSEN**  
Chairman, Business Membership  
Committee

## General Aviation Membership

A new and imaginative Civil Air Patrol category was inaugurated last year. Called the General Aviation Membership (GAM), this program takes dead aim on pilots in the general aviation community. Also being recruited are people who own planes and anyone simply interested in saving lives.

GAM has special appeal to busy people who want to assist, but just haven't time for meetings, training exercises, or other responsibilities expected of uniformed Civil Air Patrol members.

Pilots and support personnel in GAM receive, if they wish, training in CAP search and rescue techniques. This training is given by qualified CAP members in a unit located in the area the GAM member lives. After qualification they will represent an additional volunteer resource to call upon for assistance when required.

Membership fee is \$18.00 a year which is tax-deductible. Money raised through GAM is poured back into CAP to train new members.

## State Support

During 1970, a total of 29 states provided funds in support of Civil Air Patrol programs. This is an all-time high. Total funds were \$861,123, more than double the amount received 10 years ago.



**OREGONIAN HONORED**—A cadet captain from Portland captured top honors during CAP's 14th Annual Jet Orientation Course at Perrin AFB, Texas. Highlight of his week-long visit was a flight in an Air Defense Command TF-102 Supersonic Jet Trainer.

## Search and Rescue

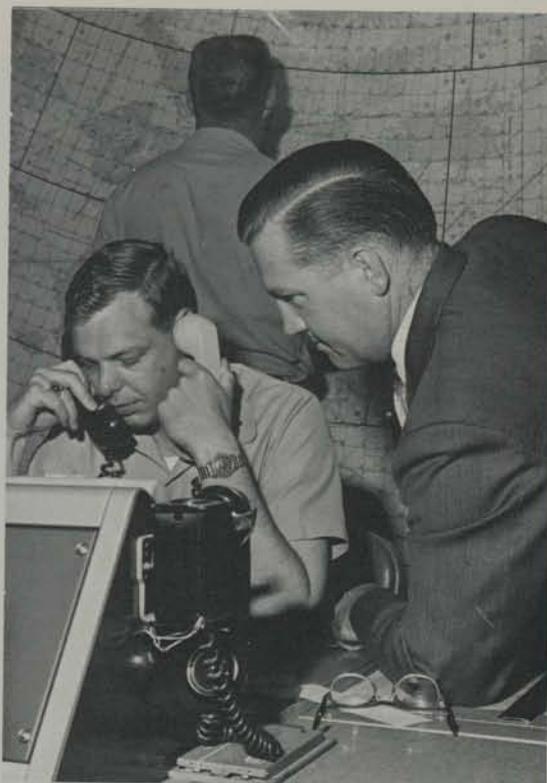
Last year Civil Air Patrol aircraft took off more than 10,000 times on search and rescue missions. That averages to about 27 humanitarian flights each day of 1970. They were airborne for nearly 20,000 hours . . . equal to more than two years in the air.

CAP pilots and observers located 103 search objectives and were directly responsible for saving 24 human lives.

## Communications

CAP's communication network, which reaches into all 50 states plus Puerto Rico and the nation's capital, had a spectacular growth in both quality and quantity during 1970. The number of stations equipped with modern single sideband radio equipment climbed from 1230 to more than 2400 . . . a 100 per cent increase in one year.

This equipment represents an investment of some \$720,000 by CAP members and units. It also represents a great surge in CAP's emergency communications. The use of single sideband equipment makes possible a quantum leap in the three critical areas of communication—range, reliability and mobility.



**USAF-CAP TEAMWORK**—A CAP wing commander, still in street clothes, makes a hurried visit to an Air Force Rescue Coordination Center as two search missions are in progress with CAP aircraft flying nearly 90 per cent of the sorties.



**SAR CHECK FLIGHT**—An Air Force officer in back seat gets a first hand look at some of the problems faced by CAP pilots engaged in search and rescue operations.

## POW/MIA Support

CAP regards the plight of U.S. servicemen held as prisoners of war or missing in action as a very personal and legitimate cause. It was with that thought in mind that Civil Air Patrol began its national program to increase public awareness of this tragedy.

Response from each of CAP's 52 wings was outstanding. The Civil Air Patrol effort received praise from military and civilian organizations across the nation and was awarded a Certificate of Merit by the Air Force Association. Civil Air Patrol will continue this campaign until all men are accounted for and receiving proper care.



**POW/MIA MEETING**—CAP's national commander (left) joined with Postmaster General Winton M. Blount (far right) to welcome Mrs. Michael K. McCuiston and son, Daniel, to ceremonies which introduced a new POW/MIA stamp. Mrs. McCuiston is the wife of an Air Force captain who was shot down in May, 1967. For a long, agonizing period, the family lived in dread uncertainty not knowing if he was alive or dead. The first letter from Captain McCuiston arrived three years after he was reported missing.

Civil Air Patrol's highly acclaimed Prisoner of War Program was launched in August when its National Executive Committee unanimously adopted the following:

### *Resolution*

WHEREAS, North Vietnam and its allies have classified hundreds of United States prisoners-of-war as criminals and are using this pretext to dishonor Hanoi's commitment to the 1949 Geneva Convention to which North Vietnam acceded on 28 December, 1957, and

WHEREAS, North Vietnam and its allies have refused to release the names of the United States servicemen held as prisoners-of-war, causing untold anguish to families who do not know if their fathers, husbands and sons are dead or alive, and

WHEREAS, North Vietnam and its allies are subjecting uniformed servicemen captured in battle to years of suffering, degradation, isolation, inadequate medical treatment and insufficient food, and

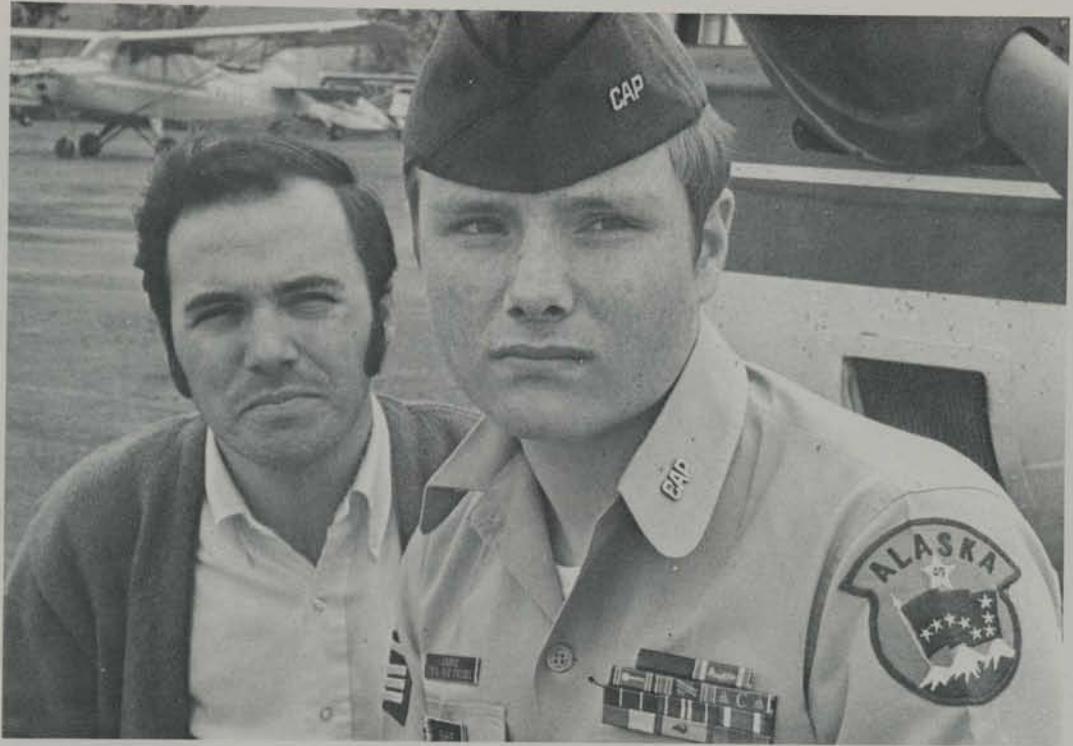
WHEREAS, these hundreds of valiant United States servicemen have sacrificed their freedom, their health, and the peace of mind of themselves and their families in behalf of freedom for others, and

WHEREAS, Civil Air Patrol, as the official auxiliary of the U.S. Air Force, is vitally concerned with the plight of these prisoners and those listed as missing in action, and

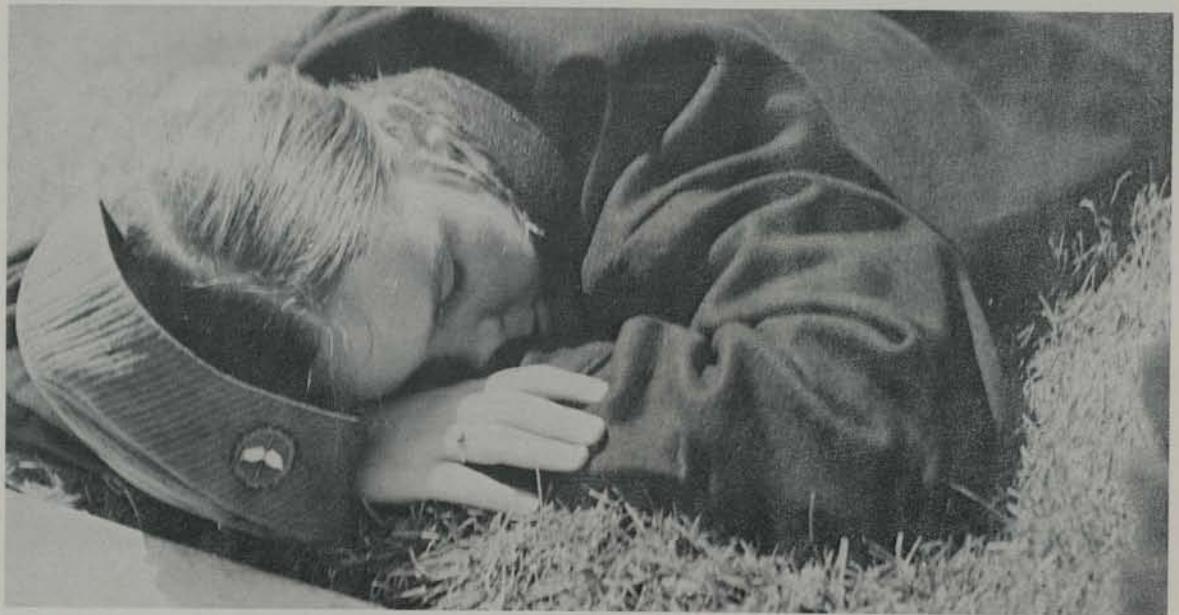
WHEREAS, Civil Air Patrol has the means, the people, the desire and a congressionally-sanctioned mission to help keep the American public informed of aerospace problems as well as progress,

NOW, THEREFORE, be it resolved that the entire resources of Civil Air Patrol, in each of the fifty states, Puerto Rico and the District of Columbia, be publicly applied to bring pressure of world opinion upon North Vietnam to turn away from its inhuman practices which violate even the elementary rules of conduct among civilized people.

These, briefly, are the highlights of Civil Air Patrol activities in behalf of the nation during 1970. A more complete picture of its programs is described in the following pages.



**HE GOT UP EARLY**—This Alaskan cadet, shown with civilian instructor, was one of 16 young men and women who completed flight training at Anchorage.



**SLEEPY TIME GAL**—There's nothing like a short nap in the warm California sun after a morning crammed with drill and parade formations.



**THE WINNER**—Maureen Donlan of New Orleans was named Cadet of the Year in Civil Air Patrol last year. She is a student at LSU, holds a pilot license and was decorated for distinguished humanitarian service during Hurricane Camille.

# THE CADET PROGRAM

There is one ultimate goal in the Civil Air Patrol Cadet Program . . . create responsible citizens trained to become the leaders of tomorrow.

During 1970, the cadet program was modified and modernized. Objective, purposes, and standards of performance remain the same, but the program structure was altered in several significant ways. The squadron meeting is built around a locally devised activities program; the activities program at every fourth meeting gives way to a moral leadership program supervised by the Chaplain and conducted by cadets; the U.S. Air Force Aerobics physical fitness program was adopted; and cadet aerospace education is conducted on a self-study basis. Cadets register individually for "achievement contract packets," and negotiate a definite date to complete all requirements for a given achievement. Cadets who successfully complete all 15 achievement contracts are eligible to take the Spaatz Award Examination.

## Cadet Awards

During 1970, 19 cadets achieved the *Frank Borman Falcon Award*. This award is given 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 U.S. Air Force Academy:

CADET	WING
John C. Socwell	Kansas
Charles M. Stinger	Kentucky
Stanley A. Sneegas	Kansas
Albert W. Johnston	Louisiana
Thomas M. McKannon	California
Gary E. Talbot	Minnesota
Thomas E. Harris	Georgia
Leigh D. Johnson	National Capital
Mike A. Taylor	California
Richard K. Goidel	New York
Linda L. Allen	Maryland
Kevin M. Frye	Florida
Terry L. Durham	Alabama
Glen A. Hiss	Utah
James A. Jaeger	Wisconsin
David W. Duntz	New York
William B. Matzko	New Jersey
Walter T. Smith	Tennessee
Sandra L. Shore	New York

A total of 36 cadets completed all requirements for the *General Carl A. Spaatz Award*, signifying their completion of the structured cadet program. To earn the award, each recipient qualified in aerospace education, military drill and leadership techniques, moral leadership, and physical fitness.

Mary K. Higgins	Illinois
John R. Stewart	Delaware
Stephen H. Linder	Massachusetts
Murray R. Berkowitz	New York
Barbara J. Reschke	Florida
James T. Walker	Florida
Rick H. Busig	Oregon
William C. Schwartzkopf	Nebraska
Charles M. Stinger	Kentucky
Douglas R. Maymon	Florida
Stanley A. Sneegas	Kansas
James S. Rowan	Kentucky
Maureen P. Donlan	Louisiana
Lily T. Howard	Florida
Gary E. Talbot	Minnesota
Gary J. Kirkpatrick	Pennsylvania
Mike A. Murphy	Florida
Charles A. Pfeiffer	Florida
Thomas M. McKannon	California
Douglas A. Walker	Florida
Charles S. White	Minnesota
Patricia A. Petruff	Florida
Charles S. Glaubach	California
Frederick A. Beasom	California
Janet R. Prestridge	Texas
Mike H. McClendon	Texas
Harry Z. Mertz	Pennsylvania
Paul S. Drayer	Pennsylvania
Mike A. Taylor	California
Glen A. Hill	Utah
Faith H. Vilas	Massachusetts
Raymond N. Talbot	Minnesota
Michael J. Snedeker	National Capital
Vernon O. Darley, II	Georgia
James D. Selman, Jr.	Alabama
Paul Doto, Jr.	New Jersey

The *Amelia Earhart Award*, for completion of Phase III requirements, was earned by 816 cadets.

The *Billy Mitchell Award*, signifying completion of Phase II requirements, was awarded to 2,115 cadets.

## Cadet Activities

In 1970, fourteen special activities, including the International Air Cadet Exchange (IACE), were provided for Civil Air Patrol with a total participation of 1,054. A synopsis of the cadet special activities follows:

### Cadet Officer's School

This two week course conducted at Maxwell AFB, Alabama, is designed to increase the effectiveness of cadet officers. The curriculum includes psychology of leadership, problem solving techniques, public speaking, physical fitness, and orientation trips. Instruction is divided between lectures and seminars and includes a field exercise and graduation parade. Last year, 118 cadets attended this course.

### Air Force Academy Survival Course

In July, 54 cadets attended the Air Force Academy Survival Course at the Air Force Academy.

The course teaches cadets the art of survival and is the same course that Air Force Academy cadets attend. Training includes water survival, living off the land, and the development of life sustaining techniques in mountainous country.

### Jet Orientation Course

In July, 52 male cadets attended the Jet Orientation Course at Perrin AFB, Texas. Cadets received academic instruction and flew with Air Force instructor pilots in T-33 aircraft. The cadets also received physiological and flight simulator training, and were instructed in principles of instrument flying and radio-telephone procedures. Tours included a GCI station with orientation on ground controlled intercepts.

### Space Flight Orientation Course

This one-week course was conducted by personnel of the National Aeronautics and Space Administration at the Marshall Space Flight Center and the personnel of Redstone Arsenal, Alabama. This course, attended by 54 cadets, furthers the aerospace education of cadets and motivates them toward careers in aerospace and allied sciences. The course included the history, philosophy, and objectives of space flight; propulsion and structural design of space vehicles; guidance, navigation, instrumentation, and communications; systems engineering, and visits to an astronautic and engineering laboratory.

## Cadet Flying Encampment

In 1970, the cadet flying encampment program was conducted at Norman and Stillwater, Oklahoma. During July and August, four encampments were conducted. Both young men and women attended as 107 cadets received their FAA Private Pilot Certificates.



**SOME THINGS NEVER CHANGE—** Although this cadet from Washington, D.C., is attending a highly technical encampment in Florida, the age-old traditions of shiny shoes and early morning inspections were very much in evidence.

## Nurse Orientation Course

Also in July, 53 young ladies attended the 1970 Nurse Orientation Course hosted by Sheppard AFB, Texas. This activity acquainted the cadets with various fields of nursing in the USAF and civilian life. Highlights of the program included a visit to the School of Aerospace Medicine at Brooks AFB, a disaster exercise demonstration, and a discussion on the Air Force nurse in Vietnam.



**LONE STAR CADETS**—At a Texas Hospital, these cadets worked with Air National Guard medics in checking blood samples.

## Aerospace Career Exploratory Seminar

Aerospace Career Exploratory Seminars were conducted at Governor's Island, New York, and Hamilton AFB, California, during the summer of 1970. Program objective is to provide in-depth exposure to aerospace career requirements and opportunities. The Civil Air Patrol aerospace education and cadet program provides career information in both aviation and space activities. The seminars provided practical laboratory experience in aerospace careers. The three-week course, which included several field trips, provided each of the 65 participating cadets an opportunity to explore 60 career fields. Cadets were also provided an opportunity to perform manual and scientific tasks associated with each career field.

## Manned Space Orientation Course

Ellington AFB, Texas, hosted the 1970 Manned Space Orientation Course. The course acquaints cadets with the manned space exploration program. The course included tours of NASA and other aerospace activities of interest in the Houston area.

## FAA Cadet Orientation Program

The Federal Aviation Administration Academy at Will Rogers Field, Oklahoma City, Oklahoma, conducted this course in July for 55 cadets. The FAA Academy provided instruction in ground control approach, control tower procedures, weather, and air traffic control. The Academy presented briefings on FAA systems and tours of the Academy. It also provided information on career opportunities in the FAA and entrance requirements.

## Communications-Electronics Course

During July, Keesler AFB, Mississippi, hosted the Communications-Electronics Course. This two-week course, conducted by professional USAF instructors, acquainted 56 CAP cadets with the concept and design of modern electronic equipment. They also participated in formal classroom instruction, laboratory exercises, and tours through various communications facilities.

## Spiritual Life Conferences

The 1970 USAF Spiritual Life Conference Program sponsored by the Chief of Chaplains, United States Air Force, was attended by 78 cadets. These conferences were held at Silver Bay, New York, 3-7 August; Ouachita Baptist University, Arkansas, 27-30 July; Ridgecrest, North Carolina, 3-7 September; St. Olaf College, Northfield, Minnesota, 17-21 August; Estes Park, Colorado, 6-10 July; Warm Beach, Washington, 3-7 August; Squaw Valley, California, 13-17 July; and California Lutheran College, Thousand Oaks, California, 22-26 June.



**ON JOB TRAINING**—Under watchful eye of his Air Force instructor, a CAP cadet tightens bolt on a C-97 aircraft engine during a Texas summer encampment.

### **Aerospace Age Orientation Course**

During the period 29 June–3 July 1970, McGuire AFB, New Jersey, hosted the 1970 Aerospace Age Orientation Course. Through briefings, discussions, demonstrations, and tours, 56 of CAP's young women learned about opportunities for women in aviation and the United States Air Force.

### **Air Training Command Familiarization Course**

This course was conducted at four ATC undergraduate pilot training bases during August for 49 outstanding cadets. They received training in flight simulators, physiological training, and tours of base facilities. The host Air Force Bases provided facilities to house and feed the cadets.

### **Other Cadet Activities**

Nearly 7,000 cadets participated in a variety of *Summer Encampments*. The largest group, 5,459 cadets, attended encampments held at 35 military installations throughout the nation. There were 56 encampments conducted for periods ranging from 7 to 14 days. Additionally, there were 38 weekend bivouac type encampments held for 1,381 cadets. More than 50 young ladies participated in the *Inter/Intra Regional Girl's Exchange*. In this activity, girls from one region were exchanged with girls from another CAP region. The program enables these young ladies to participate in aerospace oriented programs while becoming familiar with facilities in other areas. They also have the opportunity to learn more about CAP programs in other wings.

Also, 25 CAP girls participated in the *Stewardess Orientation Course* conducted by major airlines. This one-week course consists of orientation, observation, and participation in the airline stewardess training program.



**CHOPPER FLIGHT**—Their first flight in a helicopter has these Wyoming cadets looking and listening somewhat apprehensively.

# AEROSPACE EDUCATION

Aerospace education is one of three primary objectives of Civil Air Patrol. This mission was given to Civil Air Patrol in its original Congressional Charter to help keep the American public aware of aerospace matters.

Each member of Civil Air Patrol has a role in fulfilling this mission. Each has an obligation to be aware of aerospace developments, civil and military, and to help keep the general public advised of such developments.

The programs which follow reflect a significant contribution to national aerospace education.

## Teacher Preparation

One of the most significant ways Civil Air Patrol objectives can be accomplished is to have an informed citizenry. One of the ways aerospace education can be achieved is by working with teachers, counsellors, and school administrators. During 1970, CAP and the U.S. Air Force combined efforts to provide assistance to 208 college or university level Aerospace Education Workshops involving more than 30,000 teachers. This record, as in the past, is timely as to level and quality and is the most meaningful single effort in this field of Aerospace Education.

The objective is not to propagandize teachers but to influence educators who can lead their charges to learning in an aerospace world. To help achieve this, CAP provides an Aerospace Education Senior Membership category for all US citizens desiring membership, who are affiliated with the administrative process of educational institutions. These members have as their responsibility support and implementation of aerospace education concepts and philosophy within their spheres of leadership. In addition, during 1970, CAP's Deputy Chief of Staff for Aerospace Education and Cadet Programs, together with two regional directions of aerospace education, conducted aerospace education workshops for dependent schools in Korea, Okinawa, Japan, and the Philippines.

## Frank G. Brewer—Civil Air Patrol Memorial Aerospace Awards

In support of aerospace education the Frank G. Brewer Award is offered annually.

In memory of Frank G. Brewer, Sr., the Brewer family established three memorial aerospace awards to be given each year in the following categories: cadet, senior member, and organization or individual. To qualify, recipients must have made outstanding contributions to the advancement of youth in aerospace activities.

The 1970 awards were presented by Colonel Frank G. Brewer, Jr., CAP, at the October National Board Meeting in Washington, D.C., to the following:

Cadet Category: C/Capt Richard Harris, CAP  
New Castle Composite Squadron  
Westchester Group, New York Wing

Senior Member Category: Lt Col Lee F. Smith, CAP  
Deputy Commander, Alabama  
Wing

No award was made in the organization/individual category.



**SERIOUS BUSINESS**—It might not be an Apollo Mission but its a serious moment for this Massachusetts cadet as he makes final adjustments on his camera-carrying rocket.

# EMERGENCY SERVICES

## Search and Rescue

From ice-capped mountains in Alaska to the blistering heat of Death Valley, Civil Air Patrol search aircraft flew more than ten thousand sorties last year.

They were in the air nearly 20,000 hours as 47 of CAP's 52 wings actively participated in airborne search missions.

California was the pacesetter in both missions (2,222) and hours flown (4,004), followed by Arizona with 1,341 missions and 3,050 hours. Alaska topped all wings by locating 33 search objectives and Hawaii was credited with saving 13 of the 24 human lives credited to CAP's search and rescue operations.

## Finds and Saves

The following shows CAP wing credits for Finds (Objectives Located) and Saves (Lives Saved) during 1970 while participating in missions authorized by U.S. Air Force Agencies.

Alabama	2	0	Nevada	3	1
Alaska	33	4	New Hampshire	1	0
Arizona	5	0	New Mexico	1	2
California	13	0	New York	1	0
Colorado	5	2	Pennsylvania	3	0
Connecticut	1	0	South Carolina	1	0
Florida	1	0	South Dakota	1	0
Georgia	3	1	Tennessee	1	0
Hawaii	15	13	Texas	3	0
Idaho	3	0	Utah	1	0
Indiana	1	0	Vermont	1	0
Massachusetts	1	0	Virginia	1	0
Minnesota	1	1	West Virginia	1	0
			<b>TOTALS</b>	<b>103</b>	<b>24</b>

## Wing Participation in Search and Rescue

1 Jan 70 Through 31 Dec 70  
(USAF Authorized Missions)

	Flying			Flying	
	Sorties	Hours		Sorties	Hours
Alabama	253	475	National Capital	82	87
Alaska	1,179	2,586	Nebraska	2	3
Arizona	1,341	3,050	Nevada	278	619
Arkansas	0	0	New Hampshire	118	169
California	2,222	4,004	New Jersey	43	66
Colorado	98	130	New Mexico	355	916
Connecticut	78	140	New York	627	983
Delaware	0	0	North Carolina	49	70
Florida	51	86	North Dakota	3	6
Georgia	162	365	Ohio	174	356
Hawaii	121	229	Oklahoma	11	28
Idaho	118	248	Oregon	1	2
Illinois	24	42	Pennsylvania	424	843
Indiana	5	15	Puerto Rico	1	1
Iowa	2	2	Rhode Island	28	56
Kansas	0	0	South Carolina	232	405
Kentucky	82	134	South Dakota	8	14
Louisiana	18	29	Tennessee	64	67
Maine	19	41	Texas	204	362
Maryland	148	305	Utah	371	641
Massachusetts	142	261	Vermont	8	6
Michigan	195	434	Virginia	266	378
Minnesota	89	166	Washington	360	636
Mississippi	65	136	West Virginia	49	95
Missouri	0	0	Wisconsin	37	39
Montana	0	0	Wyoming	16	28
			<b>TOTAL</b>	<b>10,233</b>	<b>19,758</b>



**BIRD BATH**—In Arizona, a CAP T-34 is washed down following a simulated aerial radiological detection flight.



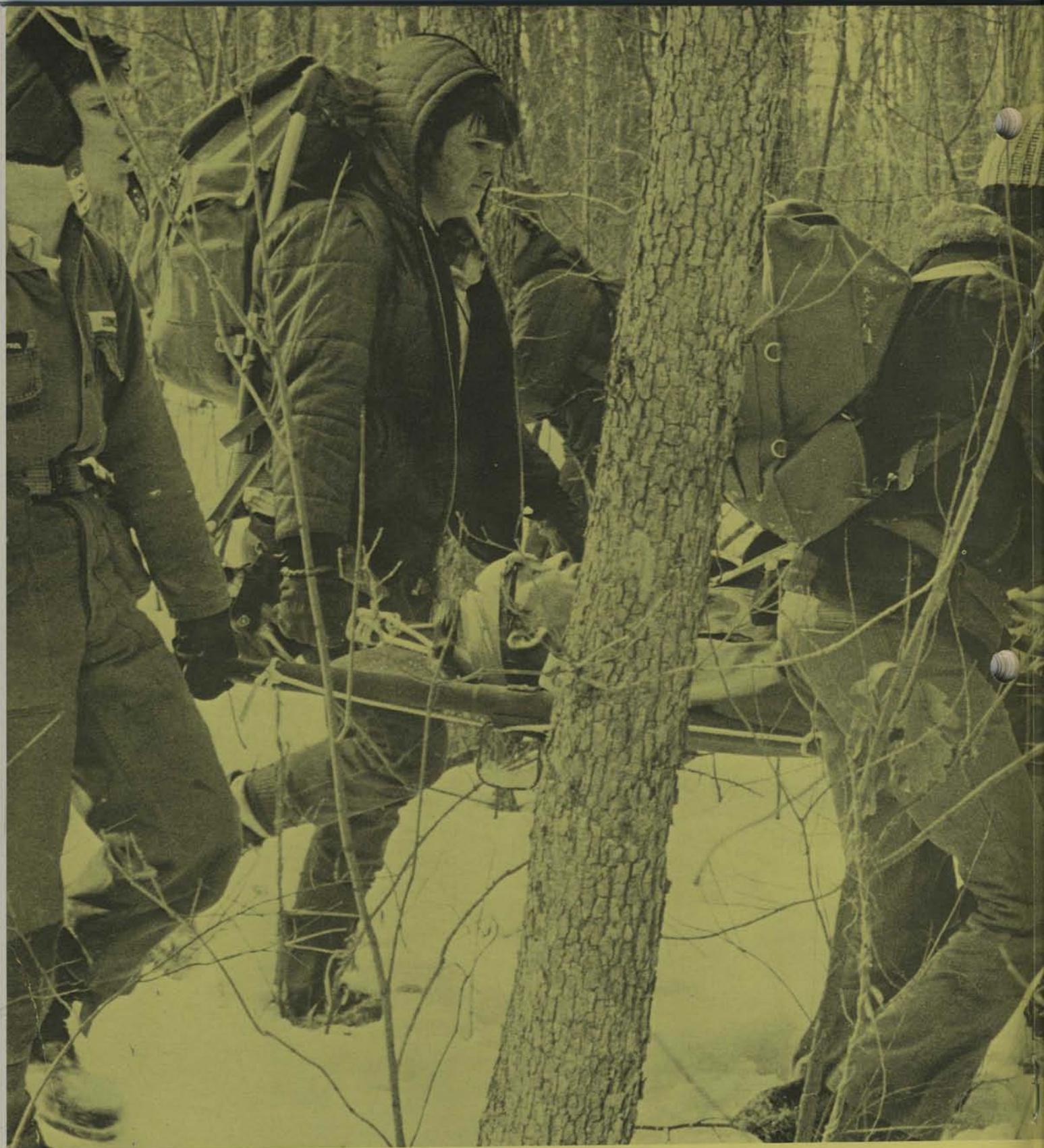
**MISSION BRIEFING**—In Alaska, the wing of this CAP aircraft makes a handy table for last-minute instructions before takeoff on a search and rescue mission. In 1970, CAP personnel in the 49th state flew more than 2500 hours in humanitarian missions.



**HANDLE WITH CARE**—An Air Force medical technician instructs Civil Air Patrol cadets in proper handling of litter patient.



**ELECTRONIC SEARCH EQUIPMENT**—In California, three CAP Emergency Services pilots get familiar with a downed aircraft locator before a training mission to test the new device which Civil Air Patrol is urging for all general aviation aircraft.



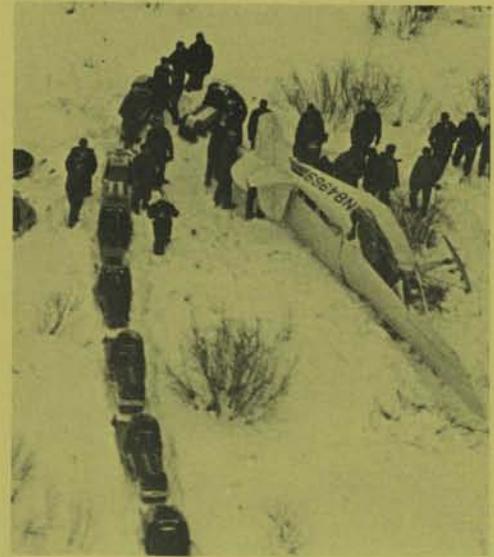
**RUGGED AND REALISTIC**—When the whistle blows in the grim business of saving lives there is no time for on the job training. The Civil Air Patrol response must be instantaneous and thorough. Long experience in emergency services operations has proved there is only one way to attain operational readi-



ness. . . . realistic training under tough, demanding conditions. These young men—all Michigan CAP cadets—are demonstrating their strong support of that belief with this frigid training exercise in the rugged hills of the Wolverine State. (Photo Courtesy Pontiac Press)



**“ . . . JUST ABOUT HERE ”**—In New England, a CAP mission coordinator pinpoints simulated crash site for a senior member of the Massachusetts Wing Staff.



**MINNESOTA TRAGEDY**—The grim reality that not all rescue efforts will be successful greeted these CAP survival specialists as they reached this crash scene in which the pilot and his passenger died. One of the 26 aircraft CAP had in the air searching, located the scene and radioed to ground crews who traveled across a frozen swamp by snowmobile.



**AERIAL RECONNAISSANCE**—In any battle, up-to-the-minute aerial surveillance is a vital part of the strategy. This includes the skirmish against nature when it goes on a rampage such as last year's rash of blizzards in New York state. This is an Associated Press photo taken from a Civil Air Patrol light plane on reconnaissance over the stricken area. The aircraft took off from a small airfield which was closed to all traffic except CAP emergency flights.

## Disaster Relief

Civil Air Patrol Emergency Service teams continued their professional assistance to natural disaster victims in 1970. Units provided communications, aerial search and surveillance, transportation and evacuation of supplies and personnel, ground search, removal of debris, and other tasks, during raging blizzards in Pennsylvania and New York and flooding in Washington, D.C., North Dakota, Colorado, and in Puerto Rico. Texas Wing assisted with preparations for and during the aftermath of Hurricanes Celia and Ella. New Mexico joined with the Lone Star State in multi-operations following the May tornado in the panhandle. In North Dakota, 13 lives were saved when a stranded group of flood victims was located from the air. Puerto Rico's swift response and assistance during October floods resulted in the saving of six lives.



**READY FOR ANYTHING:** This Montana cadet models the protective garb worn by the well-dressed CAP rescue specialist during winter operations.

## Civil Defense Cooperation

In early 1970, discussions were held in Washington, D.C., with officials of the Office of Civil Defense to determine how Civil Air Patrol could more effectively assist the state and the nation during a nationwide emergency.

As a result, a new appendix to the Federal Civil Defense Guide entitled "Civil Non-air-carrier Support for Civil Defense Emergency Operations" was published in September. It provided detailed guidance to CD officials to help them understand the organization and responsibilities of agencies concerned with emergency use of civil-air-carrier aircraft; detailed the capabilities and limitations of these aircraft; and developed CD capabilities for effective use of these aircraft and support systems. This appendix complements the FAA Advisory Circular in that it also suggests CAP staff support for SARDA operations. Additionally, it recommends CAP liaison teams be assigned to CD Emergency Operations Centers to advise civil government on the use of light aircraft during emergency operations.

The Director of the Office of Civil Defense feels so strongly about the usefulness of CAP support, he has asked that Civil Air Patrol conduct its CD annual evaluation in conjunction with a planned CD exercise slated for the Fall of 1971. CAP stands ready to fully support this request with Civil Air Patrol Emergency Services personnel and facilities.

## Communications

The Civil Air Patrol National Radio Networks continued to provide outstanding communications support for search and rescue and emergency missions. The overall capability and reliability of the CAP radio networks was further improved through continuation of the radio equipment modernization program.

## Equipment Modernization

This was the third year of progress toward nationwide conversion to single sideband radio equipment. During 1970, 1,070 additional stations were converted to single sideband operation, for a total of 2,400 station conversions. Completion of the equipment modernization program is programmed for 31 December 1973, but if the current conversion rate continues, completion of the program will be achieved a full year ahead of schedule. The cost of single sideband equipment ranges from \$300 to \$1,000 per set.

## Emergency Operations

CAP communications networks operated 3,270 fixed land radio stations and 3,279 ground and airmobile radio stations in support of 284 separate emergency operations during 1970. Progress was made in developing emergency communications procedures for CAP support of Civil Defense and American Red Cross operations during local and national disasters. A mutual support agreement was dramatized by the Lubbock, Texas, tornado of May 1970. At the request of the American Red Cross, Civil Air Patrol provided critical communications networks in support of emergency traffic.

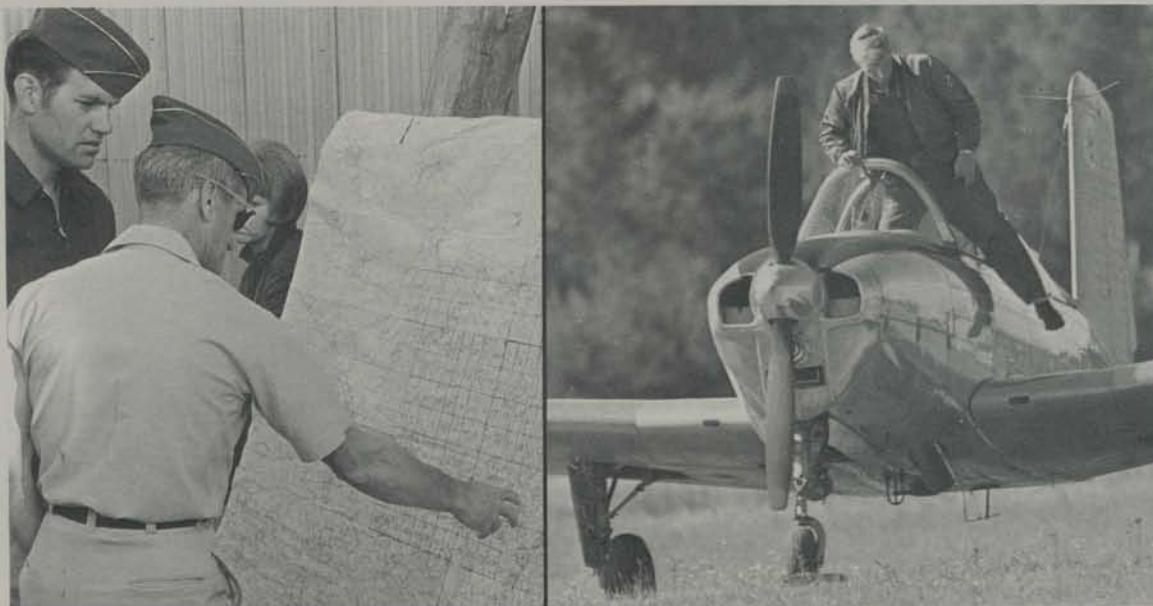
## Training and Operations

In addition to the use of CAP radio networks in support of emergency operations, these networks are active each day throughout the eight regions and fifty-two wings for training and operational purposes. More than 30,000 operational messages were handled by CAP radio networks during 1970. On 7 March 1970, CAP tested the ability of CAP radio stations to react to a nationwide emergency through an exercise referred to as CAP-COMM-70. Over 45% of all licensed CAP radio stations responded. This was a 14% improvement over a similar exercise conducted in 1969.

## Federal Aviation Administration Cooperation

A Memorandum of Understanding between the Federal Aviation Administration and the Civil Air Patrol was signed in June. FAA Advisory Circular 00-32, published in August, advised state officials responsible for emergency planning activities of the details of this memorandum, and provided additional guidance on the use of non-air-carrier aircraft during national emergencies. Specifically, the FAA-CAP Memorandum recommends incorporating the Civil Air Patrol into State and Regional Defense Airlift organization (SARDA) plans; recognizes the CAP commitment to the U.S. Air Force; encourages CAP to train non-CAP personnel to perform SARDA emergency service tasks; and encourages state SARDA and CAP officials to enter into informal arrangements which would allow CAP to serve as a primary emergency operational staff for the Director of Aviation at SARDA airports.

Ground work for a national SARDA exercise was laid in joint meetings between the Civil Air Patrol, Federal Aviation Administration, Department of Transportation, Office of Civil Defense and the Department of the Interior during the summer. All concerned agreed that a test of this magnitude is long overdue and vitally needed.



**WISCONSIN WING TESTED**—Air Force evaluators (left) display a no-nonsense attitude as they monitor Badger State search activities in the air and on the ground. At right, a CAP pilot, who commands the Billy Mitchell Squadron, returns from a long flight searching for a simulated crash.

# SENIOR ACTIVITIES

## SAR School

National Search and Rescue (SAR) School conducted at Governor's Island, New York, during the summer of 1970 was well attended by Civil Air Patrol pilots and observers actively involved in SAR programs.

This course provides competent professional mission coordinators. Curriculum includes all aspects of organization, planning, communication, and operations involving search and rescue.

Plans are underway to conduct a similar school in each of CAP's eight regions. This will allow more people to attend this vital training, while substantially reducing time and expenses for CAP participants.

## Correspondence Study

CAP members made use of the resources of both the Industrial College of the Armed Forces and the USAF Extension Course Institute (ECI) in furthering their knowledge of aerospace subjects.

More than 4,000 CAP members were enrolled in ECI correspondence courses last year.

General Military Education and specialized courses from ECI were available to CAP members without cost. ECI specialized courses are designed to provide training for CAP members in the performance of specialized duties, whereas General Military courses are provided to improve the knowledge of command and leadership. The Industrial College of the Armed Forces Correspondence School enhances the understanding by CAP members of national security programs and problems.

## Disaster Preparedness Indoctrination

The first Disaster Preparedness Course for senior Civil Air Patrol officers was conducted at Lowry AFB during Autumn 1970. This was a special Air Training Command course designed to acquaint senior CAP officers with the National Disaster Preparedness Program and the requirements for an integrated and effective control program. The course contains 21 hours of instruction, including a field trip to the Office of Civil Defense Region Headquarters in Denver, Colorado.

This course was presented to region and wing commanders and others who work with Civil Defense officials at federal and state levels.



"CURSE YOU, RED BARON . . . ." Who could blame this young fellow if he feels like an ace from by-gone days? Actually, it's a CAP T-34 he's getting acquainted with—not a Spad Fighter. His smiling instructor is a Civil Air Patrol senior member who made himself—and aircraft—available during a Southwest air show.

## Air University Courses

Two resident courses at the Air University were made available to CAP members during 1970. CAP officers attending the Allied Officers' Space and Missile Orientation Course gained a familiarization with basic space language and principles, fundamental of astronautics, technology, and concepts which will affect future operational space capability.

This course gave CAP officers an opportunity to meet and exchange ideas with Allied Officers from all parts of the world.

Those attending the Academic Instructor Course (AIC) became knowledgeable in the instruction and supervision of instructors.

CAP officers completing AIC are qualified and expected to train other members in their respective units.

## Civil Defense Staff College

The Civil Defense (CD) Staff College at Battle Creek, Michigan, conducted a three-day course for wing Civil Defense coordinators and Directors of Emergency Services. The course was designed to give an overview of Civil

Defense at national, state, and local levels, and explain how CAP, acting as the air-arm of Civil Defense, contributes to survival capability of U.S. communities in both natural and nuclear disasters. Last year, 40 CAP staff officers completed the course and it is planned to continue this course annually.

## CAP National Staff College

The third senior member Staff College was conducted at Maxwell AFB, Alabama, during the Summer of 1970. This course develops more effective CAP commanders and staff members by offering a program based on experience in all aspects of the CAP program. Through lectures, functional training, seminars, and the exchange of ideas, participants become directly involved in learning the CAP mission.

The course was conducted by the National Headquarters staff with the assistance of guest lecturers and 15 Air Force Reserve Officers called to active duty for this purpose. The Air University was host for this activity, which was highly successful, graduating 178 CAP senior members in this third class.



**LUNAR SQUADRON?**—CAP has units in each of the 50 states plus Puerto Rico and the nation's capital but, so far, none on the moon. What appears to be a lunar traveler is a Civil Defense radiological expert checking out a Civil Air Patrol aircraft.

## CAP CHAPLAINCY

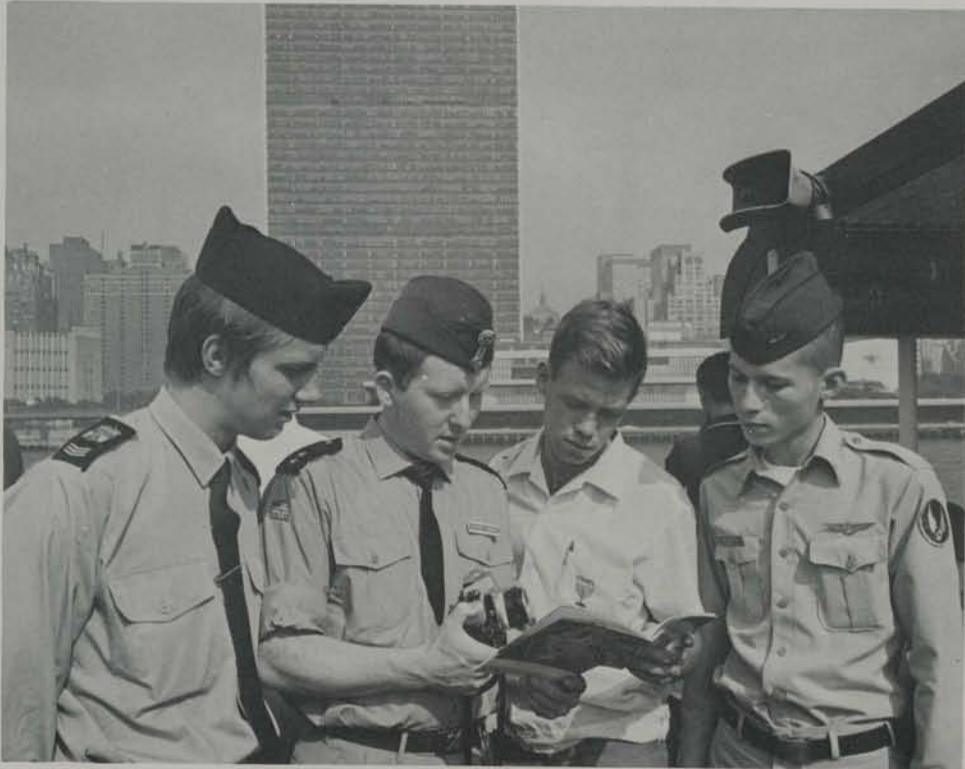
In his pastoral role the Civil Air Patrol chaplain is dedicated to a ministry to all peoples. The cadets he serves in CAP uniform once a week are the same young people he works with from day to day. The CAP chaplain is a professional educator and pastor, presenting the CAP Chaplain Program with sincerity and enthusiasm.

The program has grown through close coordination with military departments of church endorsing agencies, increased publicity, additional responsibilities delegated to senior CAP chaplains, and new publications such as the *CAP CHAPLAINCY*, a brochure which outlines requirements and to serving as a CAP chaplain. Ecclesiastical endorsing agencies have been brought into a close perspective on the work of the chaplains and the vital role played by them in local communities. The endorsing agencies screen each applicant prior to approval to serve.

Key CAP chaplains met at Maxwell Air Force Base, Alabama, for a National Chaplain Committee Meeting and professional study course. The two-day meeting con-

ducted in October was highlighted by programs presented by Chaplain, Major General Roy M. Terry, Chief of Air Force Chaplains, Doctor Martin H. Scharlemann of Concordia Seminary, St. Louis, Missouri, and Right Reverend Philip M. Hannan, Archbishop of New Orleans, Louisiana. A Chaplain Professional Symposium was conducted in each of the eight CAP regions during 1970. The purpose was to keep CAP chaplains abreast of the changing techniques and means of presenting a program of religious and moral welfare.

A vigorous recruiting program directed at Active Duty Military, Reserve and Retired Chaplains has resulted in a significant increase in membership of experienced military chaplains. Chaplain membership was maintained at an average of nearly 1,000 active clergymen. An additional 300 auxiliary, or visiting clergymen, assisted units in presenting the Moral Leadership Program and providing spiritual/moral guidance.



**INTERNATIONAL DISCUSSION**—The United Nations Building makes an appropriate backdrop for these foreign cadets who participated in Civil Air Patrol's International Air Cadet Exchange. Cadets shown here represent, from left, Sweden, Norway, Israel and El Salvador.

# SUPPORT FOR CIVIL AIR PATROL

## Property Acquired From DOD

Nearly always, the majority of excess property made available to CAP from the Department of Defense excesses has already served its usefulness within the DOD. Therefore, the value reported below could be misleading. The value of property acquired from the DOD is approximately 20% of the original cost. In many instances, CAP units must expend their limited, self-generated funds to overhaul or repair such equipment.

Acquisition value (original value) of property acquired from excesses generated within the Department of Defense amounted to \$13,163,040 in 1970, which includes the acquisition value of 13 aircraft. This compares to \$7,094,891 (10 aircraft) for 1969.

Suitable aircraft made available to CAP from DOD excess are not sufficient to replace those which are lost from the fleet inventory due to age, excessive maintenance costs and safety factors. During 1970, 13 excess aircraft were acquired and 48 were eliminated from the inventory.

## Military Reserve Support

During the first half of FY 71, 5,105 reserve man-days have been utilized. Man-days for active duty were in support of the CAP Cadet Officer School, Cadet Flying Encampments, Aerospace Education Workshops, Cadet Encampments, CAP National Staff College, Aerospace Career Exploratory Seminar, International Air Cadet Exchange and the FAA Cadet Orientation Program. For FY 72, this Headquarters has requested 12,699 man-days.

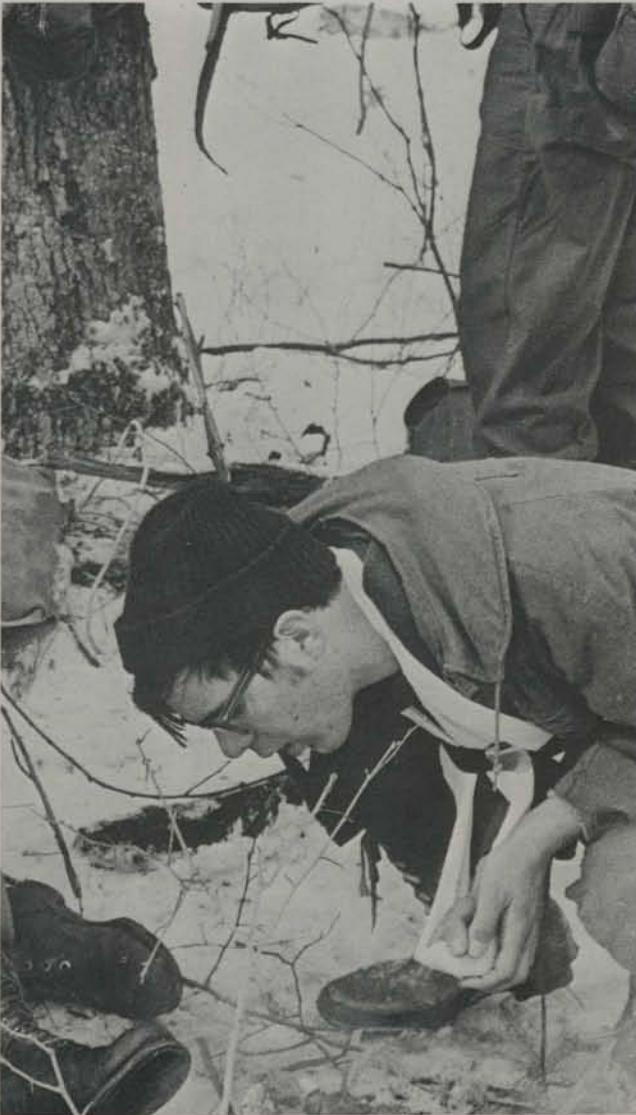
CAP members have readily accepted the help and assistance of reserve personnel and fully realize and appreciate the specialized knowledge and professionalism they instill into the program. The significant contributions the Reservists have made to CAP clearly establishes the importance of the Reserve Assistance Program to the accomplishment of the mission of Civil Air Patrol.



**PROWLING IN PENNSYLVANIA**—This powerful weasel rescued stranded motorists, took an expectant mother to the hospital and delivered food to snow-bound Pennsylvanians when an unexpected blizzard dumped more than a foot of snow. CAP emergency vehicles include just about everything that floats on pontoons, rolls on wheels, slides on skis, or chugs on tracks such as this Hazelton Squadron weasel.

## Occupancy of Department of Defense Facilities

CAP units occupy 346,519 square feet of DOD building and office space, and 126 acres of DOD controlled land. For comparison purposes the 1969 figures are 339,519 square feet and 131 acres, respectively. As all CAP units are supported primarily by member-generated dues, it is clear that continued and expanded use of DOD facilities, not required by the active or reserve forces, is extremely beneficial to Civil Air Patrol units.



**TOUGH TRAINING**—Snow, ice, frigid weather and a balky fire turned this Emergency Services training exercise into a chilly experience that was almost too realistic.

## Proposed New Supply Act

The proposed new CAP Supply Act (to replace 10 U.S.C. 9441) is being considered at Hq USAF. The proposal represents a departure from the original concept of CAP as outlined in *Public Law 476, 78th Congress*.

Such a departure may be long overdue.

The complexity of modern light aircraft and regulatory requirements pertaining to the operation and maintenance of these aircraft demands more and more of CAP members to a point where outside help is no longer a nicety; it is a necessity. Licensing, taxes, and upkeep of light aircraft used by CAP in carrying out its humanitarian missions have placed a steadily increasing financial burden on individual members. These burdens, when coupled with today's inflationary economy, have hurt these dedicated Americans in a most vital place—their pocketbook. In the judgment of senior CAP officials and DOD officials closely connected with CAP's programs, the time has come for seeking governmental assistance in financing some key aspects of CAP's missions.

The proposed Supply Act would increase the flexibility of CAP in supply procurement matters including authorization of some appropriation of monies for new equipment. The increased scope also includes provisions for upgrading the CAP corporate fleet.

In addition to the proposed new Supply Act, a separate request has been made for USAF "Inspect and Repair as Necessary" (IRAN) support for Civil Air Patrol corporate aircraft.

At present, the CAP corporate fleet consists of 743 aircraft of 16 different types and 40 different models. Estimated value of this fleet is \$3,775,000. Over 300 of this corporate fleet would receive much needed repairs and overhaul.

## Informing the Public

One of the basic precepts upon which CAP became a federally chartered corporation in 1946 was a mission to help keep the public informed of aerospace developments.

During 1970, Civil Air Patrol inaugurated several plans to insure that each member received factual information on a continuing basis. One full page of the CAP NEWS—a monthly publication mailed to all members—is devoted to aerospace/defense matters.

Additionally, each month all 52 CAP wings receive a copy of the USAF news film, "Air Force Now." The film is retained for 30 days for maximum viewing by Civil Air Patrol personnel. This special CAP film circuit is another example of outstanding support by the Aerospace Audio Visual Service of the Military Airlift Command.



**TRI-STATE SEARCH**—CAP units from other states joined forces with Arizona crews on several search and rescue missions last year. Here Phoenix CAP pilots duck under a wing to escape the rain which hampered operations. In one month, the Arizona Wing conducted four marathon search efforts which drew support from CAP units in California, Nevada and New Mexico.

## STATE SUPPORT

In 1970, 29 Civil Air Patrol wings received financial support from their states. These funds are made available 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.

WING	AMOUNT	DURATION
Alabama	\$ 25,000 Per Year	2 Years
Alaska	183,800	1 Year
Arizona	44,902	1 Year
Arkansas	26,000 Per Year	2 Years
Colorado	47,432	1 Year
Connecticut	9,200	1 Year
Hawaii	56,000	1 Year
Illinois	56,000	1 Year
Kentucky	2,500	1 Year
Louisiana	13,479	1 Year
Maine	5,000	1 Year
Maryland	71,660	1 Year
Massachusetts	15,000	1 Year
Minnesota	21,000	1 Year
Mississippi	7,500	1 Year
Nevada	30,000	1 Year
New Mexico	4,500	1 Year
New Hampshire	15,000	1 Year
New York	54,900	1 Year
North Carolina	20,500	1 Year
North Dakota	16,250 Per Year	2 Years
Puerto Rico	30,000	1 Year
Rhode Island	8,000	1 Year
South Carolina	35,000	1 Year
South Dakota	12,500	1 Year
Tennessee	19,500	1 Year
Utah	2,500	1 Year
Virginia	20,000 Per Year	2 Years
West Virginia	8,000	1 Year
<b>TOTAL</b>	<b>\$861,123</b>	

### State Appropriations—Ten Years in Review

YEAR	NO. WINGS	AMOUNT
1961	26	\$406,930
1962	26	420,258
1963	27	459,277
1964	27	449,162
1965	28	513,156
1966	27	535,225
1967	27	570,262
1968	26	599,672
1969	27	721,304
1970	29	861,123

## VITAL STATISTICS

Membership (Average)	1969	1970
Cadets	31,828	36,395
Seniors	31,772	36,229
Total Membership	63,600	72,624
Organizational Units		
Regions	8	8
Wings	52	52
Groups	273	279
Senior Squadrons	287	258
Cadet Squadrons	472	456
Composite Squadrons	1,130	1,139
Flights	91	81
Total Units	2,313	2,273
Aircraft		
Corporate Owned	755	743
Member Owned	4,691	5,046
Total Aircraft	5,446	5,789
Pilots	15,414	16,927
Communications (Radio Stations)		
Fixed Land	4,640	4,491
Ground Mobile	9,032	8,046
Air Mobile	1,716	1,144
Citizen Band Service	1,906	4,768
Corporate Aeronautical	327	263
Universal Search and Rescue	143	312
Total Radio Stations	17,764	19,024
Search and Rescue Missions (USAF Auth)		
Missions	614	464
Flights (Sorties)	14,548	10,233
Hours Flown	27,626	19,754
Search Objectives Located	136	103
Lives Saved	38	24
Effectiveness Tests		
Search and Rescue	52	52
Civil Defense	47	51
Encampments		
Host Bases	33	35
Separate Encampments	98	94
Cadets Attending	7,615	6,838
Seniors Attending	1,115	1,039
Total Attendance	8,730	7,877
Cadet Awards		
Mitchell Award	1,917	2,115
Earhart Award	773	816
Spatz Award	25	36

SMITH & SMITH  
*Certified Public Accountants*  
THIRD NATIONAL BANK BUILDING  
NASHVILLE, TENNESSEE 37219

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

August 15, 1970

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, 1970, 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, 1970, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Respectfully submitted,

*Don Smith*

SMITH & SMITH

**THE NATIONAL TREASURY OF  
CIVIL AIR PATROL  
BALANCE SHEET  
JUNE 30, 1970**

**ASSETS**

**CURRENT ASSETS**

Cash on Hand and in Banks		\$ 109,855.75
Accounts Receivable (Due Currently) — Note 1		127,011.60
Note Receivable (Due Currently)		563.28
Inventories (At Lower of Cost or Market)		176,329.19
Investments — Note 2		505,004.38
Prepaid Expenses		9,890.86
		<u>\$ 928,565.06</u>

**OTHER ASSETS**

Accounts Receivable (Due After One Year) — Note 1	\$ 244,508.79	
Note Receivable (Due After One Year)	469.40	
		<u>244,978.19</u>

**FIXED ASSETS (At Cost)**

Equipment	\$ 75,261.88	
Less: Accumulated Depreciated (Straight Line Method)	32,374.29	
		<u>42,887.59</u>
		<u>\$1,216,430.84</u>

**LIABILITIES AND FUND BALANCE**

**CURRENT LIABILITIES**

Notes Payable — Bank (Due Currently) — Note 1		\$ 123,543.48
Accounts Payable		7,689.44
Deposits and Refunds Due		60,610.58
Due to National Scholarship Fund		45,226.72
Payroll Taxes Due		313.00
		<u>\$ 237,383.22</u>

**OTHER LIABILITIES**

Notes Payable — Bank (Due After One Year) — Note 1	\$ 245,151.76	
Unearned Interest	131.73	
Finance Reserve Fund	17,876.26	
		<u>263,159.75</u>

**FUND BALANCE**

		715,887.87
		<u>\$1,216,430.84</u>

**THE NATIONAL TREASURY OF  
CIVIL AIR PATROL  
STATEMENT OF FUND BALANCE  
JUNE 30, 1970**

Balance — July 1, 1969		\$ 633,980.31
Net Income for the Year Ended June 30, 1970		81,907.56
Balance — June 30, 1970		<u>\$ 715,887.87</u>

**THE NATIONAL TREASURY OF  
CIVIL AIR PATROL  
STATEMENT OF INCOME  
FOR THE YEAR ENDED JUNE 30, 1970**

**INCOME**

Members Dues and Charter Fees	\$ 445,469.15
Aerospace Education Dues	5,072.25
General Aviation Dues	6,000.00
Members Contributions	34,887.10
Interest Earned	30,379.18
Sale of Educational Material	173,402.25
Other	1,364.90
	<u>\$ 696,574.83</u>

**EXPENSES**

Cadet Activities	\$ 154,403.94
Senior Activities	10,691.23
Subscriptions	33,052.83
Public Relations	7,317.60
Insurance	48,317.84
Machine Rental	61,683.91
Regional and National Chairman Fund	16,833.13
Administrative Supplies	19,823.40
Contingency Reserve	4,273.18
Art and Art Supplies	969.56
Awards	10,885.65
Equipment Maintenance	2,403.48
Administrative	8,341.49
Protocol	1,357.03
General Aviation	10,510.73
Self Insurance Expense	5,876.65
National Scholarship Fund	30,310.54
1969 Budget Items	7,218.49
Publication Production Expense	150,768.25
Salaries	19,360.08
Depreciation	7,012.12
Legal Fees	3,256.14
	<u>614,667.27</u>

Net Income

\$ 81,907.56

**NOTES TO FINANCIAL STATEMENTS**

NOTE 1 — Notes Payable — Bank amounting to \$368,695.24 are due to the First American National Bank, Nashville, Tennessee. These notes are secured by accounts receivable from Wings under the aircraft acquisition program amounting to \$366,970.44. The notes are due in monthly installments and are classified on the balance sheet as follows:

Due within one year	\$123,543.48
Due after one year	\$245,151.76

NOTE 2 — Investments at June 30, 1970 consist of bank certificates of deposit.



**THREE FOR THE TUBA**—These South Dakota cadets are members of the Flandreau High School Band which also represents the state CAP wing.



SAMUEL H. du PONT, JR.  
Chairman, National Board  
Civil Air Patrol

## NATIONAL BOARD OF CIVIL AIR PATROL

### National Executive Committee

Brig Gen Richard N. Ellis, USAF	National Commander
Brig Gen Samuel H. du Pont, Jr., CAP	Chairman, National Board
Col William M. Patterson, CAP	Vice Chairman, National Board
Brig Gen Lyle W. Castle, CAP	National Legal Officer
Brig Gen. Paul W. Turner, CAP	National Finance Officer
Col Julius Goldman, CAP	Northeast Regional Commander
Col Jonathan H. Hill, CAP	Middle East Regional Commander
Col Dale D. Brannon, CAP	Great Lakes Regional Commander
Col Theodore H. Limmer, Jr., CAP	Southeast Regional Commander
Col William H. Ramsey, CAP	North Central Regional Commander
Col Luther Bogard, CAP	Southwest Regional Commander
Col Richard D. Law, CAP	Rocky Mountain Regional Commander
Col Raymond H. Gaver, CAP	Pacific Regional Commander

### CAP Wing Commanders

AL	LtCol Lee F. Smith	NCAP	Col Robert C. Stokes
AK	Col James E. Carter	NB	Col Peter J. Stavneak
AZ	Col John L. Rowe	NV	Col Frank D. Landes
AR	Col Bob E. James	NH	Col Donald R. De Foe
CA	Col Howard Brookfield	NJ	Col Walter M. Markey
CO	LtCol C. Max Fountain	NM	Col W. Dale Parsons
CT	Col Clinton G. Litchfield	NY	Col Jess Strauss
DE	Col Louisa S. Morse	NC	Col David R. Ellsworth
FL	Col Robert C. Owen	ND	Col Richard A. Salsman
GA	Col Harry M. Harkins	OH	Col Gerald M. Tartaglione
HI	Col Eugene A. Kerwin	OK	Col R. Hare Delafield
ID	LtCol George W. Falkner	OR	LtCol Roy G. Loughary
IL	Col Arthur P. Schneider	PA	Col A. A. Milano
IN	Col Fred M. Wood	PR	Col Clara E. Livingston
IA	LtCol Robert A. Graybill	RI	Col Edgar M. Bailey
KS	LtCol Earnest M. Green	SC	Col John R. Taylor
KY	Col Richard R. Dooley	SD	Col Palmer M. Kickland
LA	Col Alvin Rouse	TN	Col Marvin S. Donnaud
ME	Col Richard T. Davis	TX	LtCol Joseph L. Cromer
MD	Col Willard D. Gilbert	UT	Col Thomas C. Jackson
MA	LtCol Carl J. Platter	VT	Col William F. Shea
MI	Col Charles W. Klann	VA	Col Arlie G. Andrews
MN	Col Gerald M. Quilling	WA	Col Stephen E. Mills
MS	Col Pieter W. Burgemeestre	WV	Col Robert E. Gobel
MO	Col Clark Johnston	WI	Col Ben D. Silko
MT	Col Charles E. Halleman	WY	LtCol Ronald R. Kelso

## CIVIL AIR PATROL BOARD OF VISITORS

Mr. James T. Pyle, Chairman

Hon. Howard W. Cannon

Mrs. Anna Chennault

Mr. Cyrus S. Collins

Brigadier General John T. Coulter, USAF Retired

His Eminence Terence Cardinal Cook, D.D.

Brigadier General William C. Doyle

Dr. G. Homer Durham

Colonel Francis R. Gerard, ANG

Hon. Barry Goldwater

Lieutenant General Robert W. Harper, USAF Retired

The Most Reverend John E. Hines, D.D.

Dr. Andrew D. Holt

General Joe W. Kelly, USAF Retired

Rabbi Aryeh Lev

Miss Marilyn C. Link

Very Reverend Monsignor James J. Markham

Major General J. B. Montgomery, USAF Retired

Mr. Edward D. Muhlfeld

Mrs. Donna Myers

Mr. Earle N. Parker

Mr. R. V. Reynolds

Mr. Cliff Robertson

Mr. Charles E. Scripps

Mr. George C. Scott

Hon. Robert L. F. Sikes

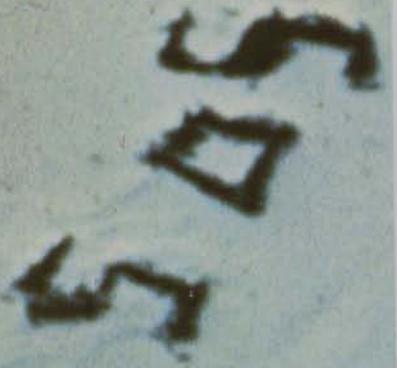
Mr. Wendell E. Smith

Dr. Paul M. Stevens

Mr. Dwane L. Wallace



*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.*



"... We have them in sight—they're all o.k."

*The most cherished words in Civil  
Air Patrol Emergency Operations.*

