



CIVIL AIR PATROL REPORT TO CONGRESS **1973**





CHILLY CLASSROOM IN THE NORTH—On an icy mountain in Alaska, Civil Air Patrol joins with U. S. Air Force personnel to demonstrate the importance of homemade flares in survival/rescue operations. The people of Anchorage were invited to watch the chilly classroom by an intensive newspaper, radio and television campaign which supported the life-saving project.

TROPICAL TEAMWORK IN THE SOUTH—It's the same story but with different players in Puerto Rico—about a thousand miles southeast of Florida. Here, search and rescue operations are directed by the U. S. Coast Guard which calls on Civil Air Patrol as required. This two-day mission—searching for a missing crewmember from a sunken ship—is typical. The light CAP planes complement the much bigger, twin-engined amphibians by providing a low/slow search capability.



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



OFFICE OF THE NATIONAL COMMANDER

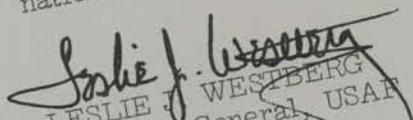
TO THE CONGRESS OF THE UNITED STATES

It is a privilege to present this Civil Air Patrol Report for 1972. I do so on behalf of its more than 62,000 members whose contributions in time, talent, and personal resources have added a new and glowing chapter in volunteer service to the nation.

The year past has special significance for these men and women who represent every state in the union plus Puerto Rico and the Nation's Capitol. In a time of unprecedented and tragic domestic emergencies, they were called upon to provide more people, more hours, more equipment, and more skill than at any time in Civil Air Patrol's 31-year history.

They were tested - and they triumphed. Regardless of the mission: floods, blizzards, hurricanes, a lost child, a downed aircraft or whatever emergency challenge came their way, these men and women responded magnificently with an unsurpassed blend of manpower, machine and ingenuity.

In doing so, Civil Air Patrol has projected an expression of national character of which every American can be proud.


LESLIE J. WESTBERG
Brigadier General USAF
National Commander

MUCH TO DO—IN SEVENTY TWO

A Record Year

Last year, the worst in mother nature brought out the best in men as Civil Air Patrol responded with new records in its emergency services operations.

In 1972, a total of 14,667 man-days were used in 20 natural disasters and other emergencies. (This includes Tropical Storm Agnes statistics but does not reflect CAP's airborne search and rescue missions.) These emergencies ranged from hurricanes and floods to blizzards and mercy flights of blood/drugs.

In addition to the 20 official (Air Force authorized) disaster relief missions, Civil Air Patrol wings responded to 36 requests for emergency assistance on their own. This too, is an all-time record. In all, a total of 28 lives were saved, more than 100 persons evacuated and nearly 1,000 people assisted.

One of CAP's largest rescue missions took place in Pennsylvania last February during a severe snow storm which trapped hundreds of motorists.

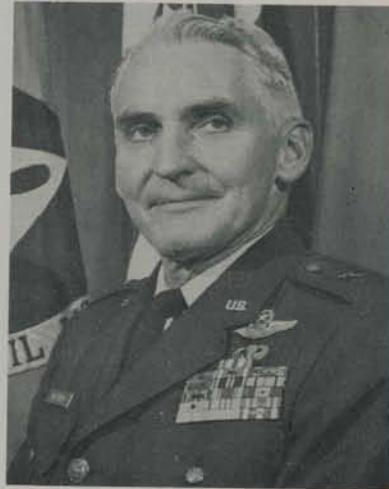
Pennsylvania state troopers called on the Air Force for assistance. CAP's Pennsylvania Wing was then brought into action and the Keystone Staters came through with an around-the-clock operation. During the grueling two-day mission, Civil Air Patrol members, seniors and cadets, utilized more than 1,300 man-days, 60 emergency vehicles and many radios in locating/assisting some 500 stranded motorists and their families.

State police praised CAP's role and credited the Pennsylvania Wing with saving eight lives including one heart attack victim and seven who were suffering from severe frostbite and exposure.

"Unofficial" Missions

From Oahu to Wisconsin those 36 "unofficial" responses to emergencies provided some of CAP's most unique missions. Included were:

- Collecting/measuring cloud samples
- Aerial scientific surveys
- Coastal patrol during high surf
- Aerial reconnaissance/lava flow
- Aerial reconnaissance/forest fires
- Providing search and rescue during rock concert
- Aerial photos/bird sanctuaries



LESLIE J. WESTBERG
Brigadier General, USAF
National Commander

Tropical Storm Agnes

In June, Tropical Storm Agnes swept up from the Caribbean and ravaged the eastern seaboard from Florida to New England. Civil Air Patrol was called on for emergency assistance in each of the seven states hardest hit—Pennsylvania, New York, Virginia, Maryland, North Carolina, West Virginia and Florida.

CAP wings in these states put nearly 11,000 man-days into the operation. They committed more than 300 aircraft which were in the air nearly 650 hours flying a wide range of missions. These included: aerial surveillance, air transportation, airborne communications, airlift of medical supplies and search and rescue operations.

On the ground, CAP members operated hundreds of radios, power units and more than a thousand emergency vehicles. They carried out just about every task in the emergency services manuals. Then they added new duties . . . such as manning rowboats and brooms!

Their collective efforts, all voluntary, have drawn praise and gratitude from local, state and federal officials.



TULSA TEEN-AGER TOPS— Patricia E. Glade, high school senior was named Outstanding Cadet of 1972, in competition with some 28,000 young men and women in CAP's Cadet Corps. A native of Tulsa, Oklahoma, the 16 year old holds the rank of cadet lieutenant. She is a member of the National Honor Society, a pilot and a graduate of the Cadet Officers' School where she was also named outstanding cadet.



SAMUEL H. du PONT, JR.
Brigadier General, CAP
Chairman, National Board

Search and Rescue

As the largest search and rescue organization in the country, Civil Air Patrol again had a busy year when they responded to 348 missions. CAP pilots and observers took off nearly 15,000 times as 50 wings were called on for emergency assistance. They were in the air 27,390 hours and were directly responsible for saving 20 human lives while averting tragedy in many more situations by locating, assisting or evacuating hundreds of persons.

A complete list of state participation in search and rescue activities is shown in the statistical summary section.

The Longest Search

In October, the longest and toughest search mission in Civil Air Patrol's 31-year history was launched.

It began at Anchorage's International Airport when bush pilot Don Jonz took off in his twin-engined plane with three passengers.

They were: House Majority Leader Hale Boggs, Nick Begich, Alaska's only House Member, and Special Assistant, Russ Brown.

Their destination was Alaska's capital city, Juneau, 574 miles down the glacial coastline. As the small aircraft climbed over Portage Glacier and into a turbulent wind tunnel known as Portage Pass, the veteran pilot radioed back his flight plan.

He estimated landing at Juneau in two and a half hours. It was the last heard from the small party.

A grim search began with visibility near zero most of the week. Seven Civil Air Patrol units joined with Air Force, Coast Guard, Army and many civilian agencies in the extensive air-ground-sea operation.

Every effort, ground and air, was made to locate the missing aircraft including the use of high-speed, high-flying jets equipped with the latest in electronic and photography equipment. These supersonic reconnaissance aircraft were complemented by CAP's low/slow light aircraft which probed and checked every peak and valley along the proposed route.

Finally—and reluctantly—after 39 days of intensive search activity with continued negative results and without new leads, sightings or anything to go on, government officials were forced to suspend the mission on November 24th.

Commenting on CAP's role in this mission during which they flew 500 sorties and were in the air more than a thousand hours, Major General Donavon F. Smith, Commander of the Alaskan Air Command, wrote:

" . . . I WOULD ALSO LIKE TO REITERATE THE DEEP GRATITUDE EXPRESSED BY THE FAMILIES OF THE MISSING MEN FOR THE CONTRIBUTION BY ALL ASSOCIATED IN THIS MISSION. THROUGH THE SUPPORT OF YOUR RESOURCES, IN ADDITION TO THE MANY OTHER SAR FORCES, THE FAMILIES REALIZED THAT EVERYTHING POSSIBLE WAS ACCOMPLISHED TO LOCATE THE MISSING MEN . . ."

Chlorine Barge Emergency

In March, a barge containing four 160-ton tanks of liquid chlorine broke loose on the Ohio River and became lodged in the open gates of McAlpine Dam and Locks at Louisville, Kentucky. A threat of a major disaster existed for approximately one million people of the Louisville area, especially the population living within five miles of the stricken barge.

Civil Air Patrol, acting as a part of a Civil Defense Task Force, worked day and night until the threat was averted. Its members assisted in handing out gas masks and emergency equipment, provided vital communications nets for Civil Defense, made observation flights, carried messages, provided vehicle support and other assistance upon request.

During the 18-day mission, CAP's Kentucky Wing provided more than 5,000 man-hours, 35 aircraft sorties, 25 radios and various other equipment. Many people missed their Easter holidays, but a major disaster was avoided.

PREPAREDNESS AND EMERGENCY TRAINING

Even as the accolades from federal, regional, state and local agencies were rolling in for past achievements, Civil Air Patrol continued its preparations for the future.

CAP realizes that if it is to live up to its motto, **Anyone, Anywhere, Anytime**, it has to continuously upgrade, modernize and expand its total emergency services capabilities.

Foremost, as always, is people. CAP is responding to the growing challenge of combining quantity and quality with a variety of professional training programs.

New Senior Training Program

In July, a new program was implemented in Civil Air Patrol resulting in a profound impact on standardizing training and professionalizing the officer personnel. The new program, two years in the making, immediately launched CAP into a maximum training effort.

The first phase of the new program's Level I was designed to prepare new personnel for effective service with Civil Air Patrol, but all current members were also required to complete Level I as refresher training. This amounted to a Herculean task since it involved training all new members plus the more than 35,000 current members, attaining a degree of standardization heretofore unattainable.

The program consists of three basic levels. **Level I** is designed for orientation of new personnel and refresher training. **Level II** is a specialization level where the senior member learns more about a specific area, i.e., cadets or emergency services. **Level III** is a broadening area where members prepare for staff and command positions.

The long term goal of the program is to prepare each CAP member with the knowledge to advance through the progressive training levels and become more efficient in his chosen functional area. A spin-off of the new program is the computerized reporting system whereby CAP commanders can now quickly identify their most active and best trained personnel.

Overall, this program is making Civil Air Patrol a modern and progressive organization responsive to the needs of the nation.

USAF Aerospace Rescue and Recovery Service (ARRS) Training Support

A search and rescue (SAR) mission coordinator's course has been developed by the Air Force's Aerospace Rescue and Recovery Service in response to a request by Civil Air Patrol for more concentrated training in the techniques of search and rescue organ-



LONGEST SEARCH—In the cold gray Alaskan dawn, a Civil Air Patrol aircrew prepares to resume the search.



RADIOLOGICAL CHECK—Kansas Wing members test radiological monitoring equipment prior to participating in a practice civil defense mission.

(Photo by Tom Van Brimmer, Great Bend Tribune, Kansas)

ization and management. This course is designed to cover the entire spectrum of inland search and rescue techniques and methods.

Some items of special consideration are: mission organization; planning and prosecution; recovery operations; legal and public information aspects of search and rescue; ground and air safety; and electronic search and management theory. In 1972 the rescue centers hosted a total of eight sessions and trained some 300 Civil Air Patrol personnel.

American National Red Cross-CAP Cooperation

In May, a new, expanded Statement of Cooperation between the American National Red Cross and the Civil Air Patrol was signed. In it, the ANRC agreed to provide additional support to CAP units such as meals and medical assistance when they're assisting in disaster relief. Additionally, CAP wing commanders are

authorized to provide emergency services on a volunteer basis when requested by authorized Red Cross representatives. This Statement of Cooperation further solidified the outstanding relationship between the Red Cross and CAP.

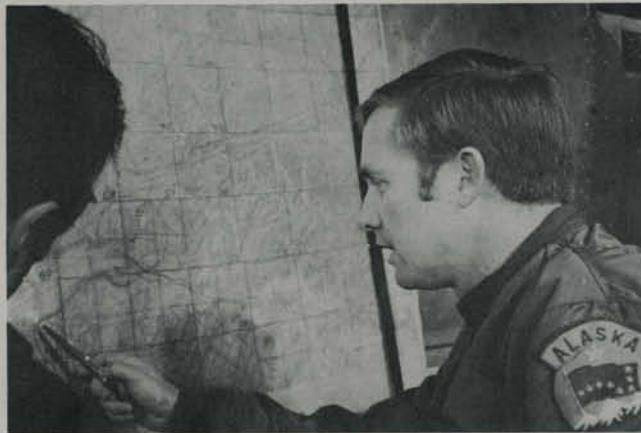
Defense Civil Preparedness Agency (DCPA) Radiological Training Support

The close relationship between DCPA and CAP continued to reap windfall benefits for both agencies in the area of radiological monitoring. CAP has benefited and will continue to benefit from the advances made in 1972 by DCPA in providing radiological equipment and expert training. This effort will accelerate the expansion of an already large segment of personnel qualified as ground and aerial radiological monitors. This in turn increases CAP's capability to support DCPA agencies in radiological monitoring when requested.

National Headquarters, CAP, has also received excellent support from the Civil Defense Staff College, Battle Creek, Michigan, in making available to CAP members home study courses designed to improve CAP's capability to support DCPA in Civil Defense activities.

Joint Emergency Operations Seminars and Exercises

Last year, more than 300 CAP members attended eight seminars designed to study and further develop capabilities for the effective use of non-air carrier aircraft and supporting systems during emergencies. These programs were based upon a curriculum designed by the Defense Civil Preparedness Agency Staff College, in cooperation with CAP and other agencies. The eight courses included several hundred other participants



WELL DONE— This search pilot is credited with four lives saved during 1972.



NATIONAL COOPERATION—Civil Air Patrol and American Red Cross officials renew joint statement of cooperation between the two agencies. CAP also maintains a mutual support relationship with other national organizations such as Federal Aviation Administration, Defense Civil Preparedness Agency, American Legion, Veterans of Foreign Wars (VFW) and Optimists International.



CHLORINE EMERGENCY—A barge loaded with 640 tons of deadly liquid chlorine was involved in a near disastrous accident on the Ohio River. Civil Air Patrol was a vital element of the volunteer task force that worked around the clock to avert possible disaster.

representing: DCPA; the American National Red Cross; Civil Defense university extension programs; and miscellaneous federal and state agencies.

Pilot Upgrade Training

During 1972, the Civil Air Patrol participated in 64 flight training clinics. These clinics are designed to improve flying skills and are conducted by flying agencies such as the Federal Aviation Administration, Aircraft Owners and Pilots Association, SAFE, INC., and various universities with flying programs. Clinics were also organized and conducted by the Civil Air Patrol. A flying clinic consists of several hours of ground instruction in air traffic control, weight and balance, instrument procedures, engine operations and performance, navigation, weather and other related subjects. These clinics terminate with a comprehensive evaluation checkride administered by a certified FAA instructor pilot. Pilots are made aware of areas in which improvements or further study is needed. In 1972, 1,062 CAP pilots attended flight training clinics.

Communication Modernization

During 1972, continued progress was made in communications, both in equipment quantity and quality. A milestone was marked in the history of CAP communications when a nationwide equipment conversion to single-sideband (SSB) operation on 4 megahertz frequencies became a reality at the end of 1971. The SSB equipment modernization program began as a five-year program on 1 January 1969, with only 338 SSB stations in CAP. It was completed in November of 1971, more than two years ahead of schedule, and the total number of SSB radios has grown to over 4,300 at the end of 1972.

The modernization of CAP communications does not end with the completion of the SSB program. CAP is continuing its equipment modernization program with the conversion from AM to FM on the VHF frequencies. FM was approved for CAP use by the FCC in July of 1971. At the beginning of 1972, there were only 130 licensed FM radios. At year's end, there were 1,100, with 24 wings having already attained 100% conversion.

In line with continued improvement on the use of frequencies assigned to the Civil Air Patrol, a petition was submitted to the FCC requesting that radioteletype be authorized for FM on the VHF frequencies.

Excellent progress has also been made in the acquisition and licensing of fixed and ground-mobile search and rescue (SAR) stations for communications with aircraft on 122.9 and 123.1 megahertz.



MASSACHUSETTS MISSION—A CAP pilot (left) explains his flight pattern during a search and rescue mission near Boston. Proficiency such as this in all areas of emergency services helped *the Bay State* win top honors as *the Number One Wing* in Civil Air Patrol. Each of CAP's 52 wings competed in *the National Commander's Evaluation* which covers 22 critical operational areas.

There are now 616 licensed SAR stations and each wing has met the established goal of two per wing. All told, CAP has a combined total of over 16,000 radios.

Flying Resources

The Civil Air Patrol corporate aircraft fleet consisted of 800 aircraft at the end of 1972. This includes 78 aircraft acquired from Department of Defense excesses and 56 purchased by the Corporation during 1972.

Additionally, more than 5,000 Civil Air Patrol members are aircraft owners—which provides CAP with a total fleet of 6,194 available aircraft.

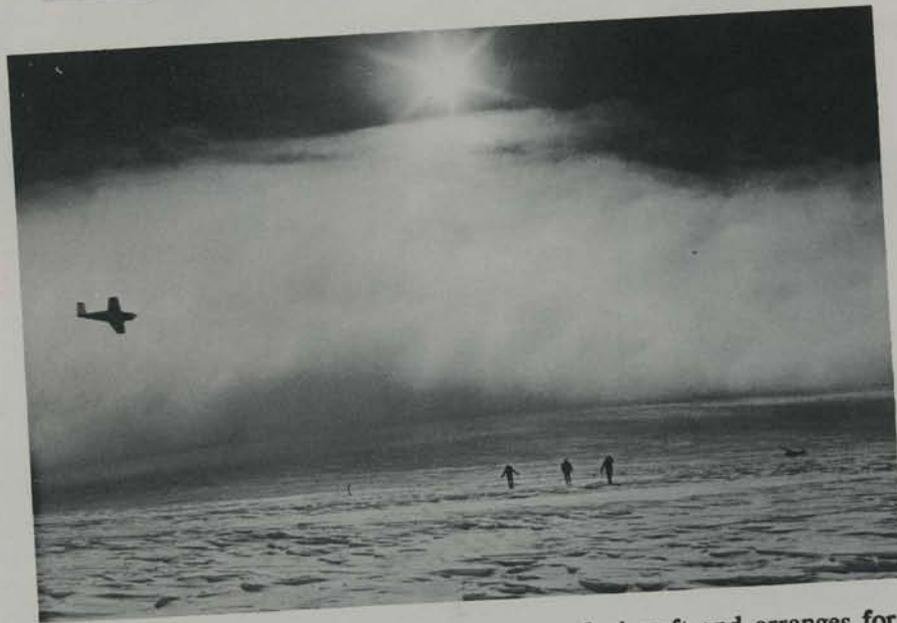
Nearly 18,000 of CAP's senior members are pilots.

(Photos courtesy Anchorage Daily Times)

GLACIER MISHAP—Disabled plane at 8,000 foot level atop Alaska's Knik Glacier with party of climbers attempting a winter ascent of Mt. Marcus Baker.



LOCATOR BEACON—After a cold night, downed party activates crash locator beacon and scans sky for search planes.



A Civil Air Patrol search plane locates downed aircraft and arranges for helicopter pickup.

Aircraft Accident Prevention

The safety record set in 1971 suffered minor setbacks in 1972. As a result of an unfavorable trend early in 1972, renewed efforts were made in creating an awareness to the problems encountered in the take-off and landing phases where most accidents occur. This, coupled with the new Federal Aviation Administration Accident Prevention Program, reversed the trend and brought about a stronger program in the last quarter with 34 of the 52 wings completing 1972 accident-free.

YOUTH MOTIVATION—CAP'S TOP PRIORITY

The Cadet Program

Since the early days of World War II, Civil Air Patrol has been vitally concerned with the youth of this country.

Today youth motivation is CAP's top priority and the vast majority of corporate funds goes into a wide range of cadet activities. The emphasis is well placed. CAP leaders realize that these young men and women are a solid investment offering great long-range dividends for Civil Air Patrol, the U. S. Air Force and the nation.

The ultimate goal of CAP's cadet program is to help form the leaders of tomorrow by creating clear-thinking, responsible young citizens of today. It carries out this mission through a balanced program of activities, aerospace education and practical leadership experience.



FLIGHT TALK—Cadet at South Dakota flying encampment discusses lesson with a U. S. Air Force officer who also serves as a Civil Air Patrol senior member.

Increased Cadet Responsibilities

In 1972, much progress was made in CAP's nationwide drive to increase the personal involvement and realistic leadership problems for more cadets. The challenges which go with these no-nonsense exercises are being met squarely by CAP's young men and women—nearly all of them teen-agers.

Perhaps the most visible manner in which CAP cadets have accepted these increased responsibilities is in support of the Civil Air Patrol Emergency Services Mission.

During tropical storm Agnes, hundreds of cadets performed dozens of difficult tasks—including many dirty, back-bending and menial but necessary jobs.

In Wellsville, New York, CAP cadets were among the first to arrive for volunteer service in flood disaster relief. They stayed in the village for two weeks and were on duty around the clock. The cadets, ranging in age from 14 to 18, assisted in transporting supplies, medicine, and also assisted in hospital evacuation.

Their biggest job—which earned a well-done from state and local officials—was operating the Civil Defense Communications System. These youngsters handled the entire night shift and shared this duty with CD personnel during the day.

Cadet SAR Roles

Although CAP cadets are currently prohibited from flying on Air Force authorized missions, many Alaskan cadets were involved on the ground during the massive search for Congressmen Hale Boggs and Nick Begich.

Here again, these CAP youngsters responded when and where needed—no matter how cold, damp or unglamorous the job. They cleaned hangars, serviced aircraft, made coffee, operated radios and manned a special refueling station at the Portage air strip.

It is significant that these mundane tasks were carried out competently and cheerfully. Nearly all the cadets—with their strong interest in flying—would have preferred to be part of the airborne search operations.

Cadet Awards

The Billy Mitchell Award, signifying completion of the first seven of the fifteen achievements of the Cadet Program, was earned by 1,476 cadets.

The Amelia Earhart Award, given after completion of 11 of the 15 achievements, was earned by 522 cadets.



SIMULATOR TRAINING—This Nevada cadet is introduced to an F-111 Simulator by a U. S. Air Force expert during summer encampment.

The General Carl A. Spaatz Award, which recognizes completion of the structured cadet program, and is the highest cadet award, was earned by the following 36 cadets:

| | |
|-----------------------|------------------|
| Judyanne Helwig | Michigan |
| David V. Pulliam | Michigan |
| Thomas H. Chapin, III | Tennessee |
| Roy K. Salomon | Pennsylvania |
| James F. Knauss | National Capital |
| Wayne M. Denesik | California |
| Thomas W. Mazzone II | Massachusetts |
| George G. Roy | Illinois |
| Marie E. Stutz | Pennsylvania |
| Raymond T. Hawkins | Maryland |
| Alvin W. High | Washington |
| Donald P. Flinn | Pennsylvania |
| Reynaldo Montalvo | Puerto Rico |
| Don J. Rheinhart | Ohio |
| James P. Daley | Minnesota |
| Joel W. Miller | Virginia |

Arthur D. des Lauriers
 James M. Murray
 Michael K. Hayden
 David E. Robinson
 Russell R. Bateman Jr.
 Allen B. Nease
 David H. Klaus
 Philip A. van Veen
 Montgomery M. Broward
 James K. Massey
 James W. Reagan
 David H. Spenner
 Andre M. Dall'au
 Theresa L. Rice
 Richard L. Anderson
 Chris L. Crowl
 Mark L. Swaney
 Paul A. Willard
 Stanley M. Edwards
 Richard B. Sorenson

Wisconsin
 New York
 Indiana
 Connecticut
 Utah
 Kansas
 Illinois
 Delaware
 Florida
 Florida
 Florida
 Wisconsin
 Florida
 West Virginia
 Virginia
 Arizona
 Ohio
 Virginia
 North Carolina
 North Dakota



SMITHSONIAN TOUR—Visiting cadets and escorts during Washington phase of Cadet Exchange.

CADET SPECIAL ACTIVITIES

Providing incentive and reward to deserving cadets, 11 special activities were conducted in 1972. There were 747 cadets participating in these activities throughout the country and, through the International Air Cadet Exchange, around the world.

International Air Cadet Exchange

The United States exchanged 199 cadets with 24 nations in 1972. Participating countries were:

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

Civil Air Patrol is grateful to the U. S. Air Force, which has provided outstanding support since the program was begun in 1948.

Cadet Officer School

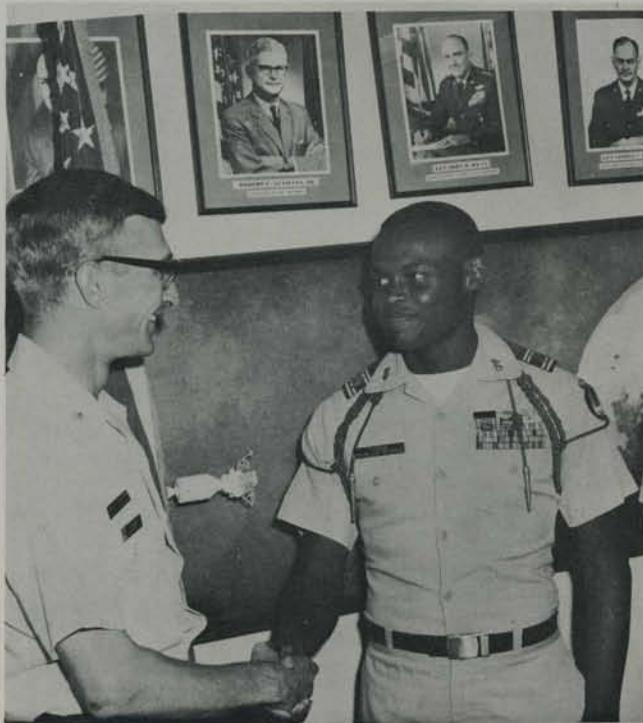
In August, 155 male and female cadets attended this two-week course at Maxwell AFB, Alabama. Designed to increase the effectiveness of cadet officers, the curriculum included problem solving techniques, psychology of leadership, and public speaking, as well as physical fitness and orientation trips. Instruction was divided between lectures and seminars, and the course was concluded with a graduation parade.

Air Force Academy Survival Course

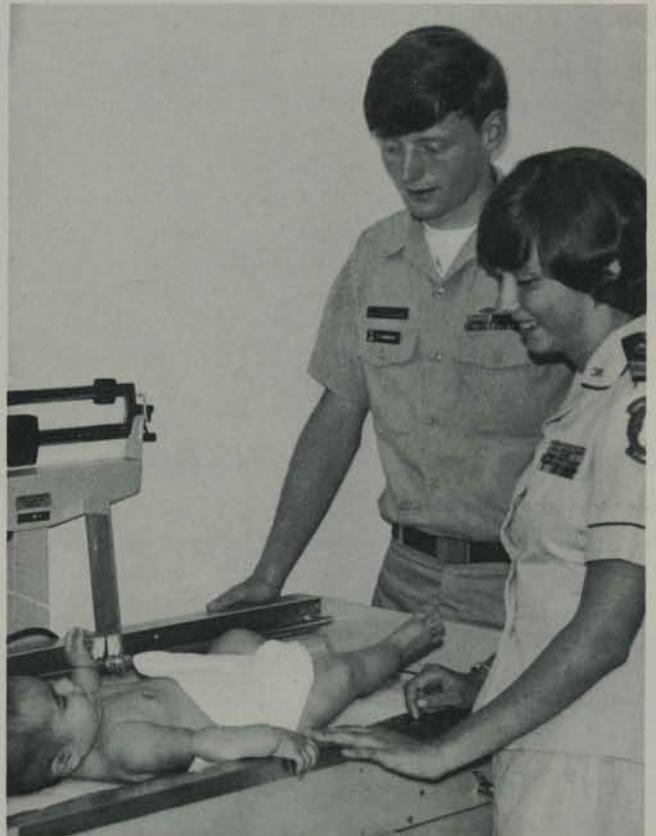
Conducted at the Air Force Academy in Colorado, this one-week course is the same one given to Air Force Academy cadets. Training in water survival and life-sustaining techniques was followed by actual practice in living off the land in mountainous country. Held in July, 55 male cadets attended this rugged course.

Medical Services Orientation Program

In July, Sheppard AFB, Texas, hosted 54 male and female cadets at the 1972 Medical Services Orientation Course. This activity acquainted the cadets with various medical careers in both USAF and civilian life.



PROUD CADET—Texas cadet after being inducted into Air Force Reserve and appointed to the Air Force Academy Prep School.



MEDICAL ORIENTATION—Cadets at Medical Services Orientation Course hosted by Sheppard Air Force Base, Texas.

FAA Cadet Orientation Program

Also in July, 57 cadets, both male and female, attended the Federal Aviation Administration Academy Course at Will Rogers Field, Oklahoma City, Oklahoma. The cadets received instruction in ground control approach, control tower procedures, weather and air traffic control. Briefings on FAA systems and tours of the Academy were provided as well as information on career opportunities in the FAA.

Air Force Logistics Command Orientation Program

This one week activity was held for the first time in the summer of 1972. Sponsored by four Air Force Logistics Command bases across the country, the course introduced 85 male and female cadets to the mission of AFLC. Included were briefings and tours which gave the cadets information and first-hand observation of airframe maintenance procedures, as well as computer centers and base supply operations. In addition, the cadets received orientation flights in the T-29 and C-118 aircraft and T-40 Link Trainer.

Space Flight Orientation Course

The National Aeronautics and Space Administration at Marshall Space Flight Center and Redstone Arsenal, Huntsville, Alabama, hosted this one-week program attended by 53 male and female cadets in 1972. The course is designed to motivate cadets toward careers in aerospace and allied sciences. Subjects covered during this course included history, philosophy and objectives of space flight; propulsion and structural design of space vehicles; guidance; navigation; instrumentation; and communications.

Communications—Electronics Course

In June, the 44 participants in the Communications Electronics Course were hosted by Keesler AFB, Mis-

issippi. This is a two-week course conducted by USAF professional educators. The techniques of formal classroom instruction, laboratory exercises, and tours through communications facilities were used to familiarize the cadets with the concept, design, and operation of modern electronic equipment.

Air Training Command Familiarization Course

Flight simulator and physiological training was received by 45 outstanding male cadets at four Air Training Command Bases: Williams, Arizona; Webb, Texas; Moody, Georgia; and Craig, Alabama; undergraduate pilot training bases in the summer of 1972. This familiarization training is designed to stimulate a career in the USAF as a pilot.



SERIOUS THOUGHT—An Arkansas cadet receives assistance in solving a flight problem during a two-week course at Fort Chafee, Arkansas, designed to prepare him for the FAA Private Pilot Written Examination.



SURVIVAL SCHOOL— In the rugged mountains of Colorado, CAP cadets go through a tough no-nonsense survival course conducted by experts from the nearby Air Force Academy. A total of 55 young men spent seven days learning how to live off the land, survive in water, administer first aid and read maps.



A Republic of Korea cadet catches the flavor of the International Air Cadet Exchange with this American Indian headdress during a California sight-seeing trip. Cadets from 24 nations visited the United States as guests of Civil Air Patrol and the U. S. Air Force. At the same time, 234 CAP cadets/escorts traveled to 24 foreign countries during the 1972 IACE program.

Civil Air Patrol's top priority—as always—is youth motivation. These young men, operating from a CAP mobile radio station, are learning some of the problems—ground and air—which confront a CAP mission coordinator during search and rescue operations.





At Keesler AFB, Mississippi, CAP cadets have an opportunity to operate modern electronic equipment during a two-week communications course conducted by the U. S. Air Force.



A happy young lady—one of more than 400 CAP cadets who completed solo flight training last year—explains pre-flight inspection. The Civil Air Patrol Corporation, local wing and individual cadet, each contribute an equal share of the cost of this extensive and expensive program.



SOMEDAY- Selected Civil Air Patrol cadets from across the nation participated in the Air Training Command Familiarization Course during 1972. In this scene at Craig AFB, Alabama, two cadets are introduced to the T-37 jet trainer by an Air Force instructor pilot. Similar courses were held in Georgia, Texas and Arizona.



FREEDOM FIGHTERS—An Air Force instructor pilot and visiting Civil Air Patrol cadets discuss the role of the F-5 in training foreign pilots under the military assistance program at Williams AFB, Arizona.

SUMMER ENCAMPMENTS

Last year, nearly 4,000 cadets participated in summer encampments at 32 military installations throughout the country. These programs, from seven to fourteen days duration, enabled CAP cadets to actually live in a military environment by participating in day-to-day activities.

This is one of CAP's most important and biggest programs. A state survey indicates it is a key factor in retention—which has been a knotty problem in Civil Air Patrol and nearly all youth programs. The summer encampment is expected to have an increasingly important role now that this country has entered its no-draft policy. The U. S. Air Force, for example, requires about 100,000 young men and women annually.

Civil Air Patrol believes its summer encampment programs can help fill this huge volunteer manpower quota. There is no substitute for a personal visit, personal involvement and the opportunity to meet, talk with and observe the men and women who are on active duty.

An additional 2,600 cadets participated in weekend bivouacs, many of which were held on military installa-

tions. More than a thousand CAP senior members acted as escorts, advisers and counselors during these encampments and bivouacs.

CADET FLIGHT TRAINING

Cadet Flight Training consists of two programs, sponsored in part by CAP National Headquarters, and directed by the individual CAP wings/regions. The Solo program provides for 15 hours of flying time as well as appropriate ground school training leading to solo qualification. The Pilot License program provides 25 hours of flight instruction and appropriate ground school training to cadets who are already powered solo qualified. This training leads to attainment of a private pilot certificate. The CAP Corporation pays one third of the cost for both these programs and the cadet and CAP wing pay the remainder. In 1972, 426 cadets received solo training and 28 cadets received license training. In addition to the National Matching Fund Program, many cadets also received flight training through locally sponsored programs, or through individual initiative.

AEROSPACE EDUCATION

In support of its aerospace education mission of helping to keep the American public informed about aerospace matters as assigned by its Congressional Charter, Civil Air Patrol is actively engaged in promoting and supporting several educational programs of nationwide significance. These include:

Internal Program

Working directly with its own membership, CAP through its National Headquarters has continually upgraded and strengthened its "internal" programs to better prepare both its cadet and senior members to be more fully informed on the nature of aerospace and qualified in its promotion. To this end, CAP cadets are offered a comprehensive self-study course in aerospace education while the senior membership has available to them a training and education program designed to prepare them to assume specific responsibilities in promoting CAP's aerospace education programs to the public. A slide/tape briefing was prepared for use by all senior members to stress each individual's personal responsibility for being informed on aerospace matters, and to communicate with the public in an informal day-to-day manner as well as at every formal group opportunity.

Teacher Preparation

During 1972, CAP cooperated with over 200 colleges and universities nationwide in co-sponsoring its aerospace education workshop program. Attendees at these projects who numbered some 20,000 strong were, generally speaking, professional educators, including elementary and secondary level classroom teachers, counsellors and school administrators. For its workshop participants and other interested individuals, CAP offers a special aerospace education membership category designed for professional educators who are committed to a belief in the importance of promoting aerospace education within their academic settings.

Contacts With The Educational Community

As a continuing responsibility in the promotion of aerospace education to the general public, CAP works closely with local and state level offices of education. During 1972, 49 state superintendents of education endorsed CAP's aerospace education programs and many subsequently recommended including CAP offerings within the schools of their state.

School Programs

Civil Air Patrol promotes a one-year aerospace education elective course for junior and senior high schools. Records of specific schools teaching such courses have not been maintained until recently, but over 1,200 are now known. The content of such courses varies considerably as desired by the schools and specific teachers. It is not specifically known to what degree the CAP syllabus or texts are used at any given time in all of these schools. Obviously some, even though initially promoted by CAP, will not use CAP texts.

The National Congress On Aerospace Education

Each year Civil Air Patrol co-sponsors a National Congress on Aerospace Education for interested educators from across the nation. In April 1972 the Congress was co-sponsored by Civil Air Patrol, the Federal Aviation Administration, National Aeronautics and Space Administration, and the National Aerospace Education Association at Middle Tennessee State University. The University and the Tennessee Aeronautics Commission were the hosts.

In April 1973, Civil Air Patrol will again serve as the project organization and plan and conduct the Congress in Oklahoma City. The hosts will be the State of Oklahoma, represented by Governor David Hall, and the Oklahoma Aeronautics Commission.

Scholarships

For the 1972-73 school year CAP awarded over \$41,000 to 63 CAP young people attending colleges throughout the nation.

Following its tradition of honoring outstanding individuals who have contributed to the support and development of aerospace activity in the United States, CAP named two scholarships this year after Dr. Wernher von Braun and Dr. Mervin K. Strickler, Jr. (the latter is the Special Assistant for Aerospace Education to the Administrator of the Federal Aviation Administration).

Frank G. Brewer-Civil Air Patrol Memorial Aerospace Awards

These awards memorialize Frank G. Brewer, Sr., (1892-1957), and his keen interest in aviation, youth, and education. In 1943 Mr. Brewer endowed three annual trophies. The national BREWER TROPHY, a sought-after accolade in his lifetime, is still awarded

annually by the National Aeronautic Association.

In 1957, the Brewer family established the Civil Air Patrol Memorial Aerospace Award to be given each year in three categories. To qualify, recipients must have made outstanding contributions to the advancement of youth in aerospace activities. This year an additional award was presented to Col Clara E. Livingston, CAP, who was retiring after 16 years as Puerto Rico Wing Commander, for her outstanding efforts in the field of aerospace education, working with the Department of Education, Commonwealth of Puerto Rico.

The 1972 awards were presented by Lt Col Frank G. Brewer, Jr., CAP, at the September National Convention meeting in Dallas, Texas. The winners were:

Cadet Category:

C/WO Michael A. Fisher, CAP
Patrick Cadet Squadron
Florida Wing

Senior Member Category:

Major Chris Chaney, CAP
Flight Operations Officer, Group 1
Colorado Wing, CAP

Organization/Individual Category:

Department of Education
Commonwealth of Puerto Rico
Colonel Clara E. Livingston, CAP
Retired
Wing Commander, Puerto Rico Wg, CAP



DYNAMIC DUO—This Civil Air Patrol mother-daughter team from Colorado (left and center) was presented a scholarship for their award winning performance in the 1972 Powder Puff Derby.



GLIDER CHECKOUT— Cadet receives final instructions prior to take-off at the Illinois Wing Glider Encampment.

Directions For The Future

The setbacks in the aerospace industry economy have had a notable benefit, strangely enough, insofar as the aerospace education advocates are concerned. It has been their contention for years that science and technology should "talk" to the American public to promote understanding and appreciation of their efforts. Today the depressed job market in aerospace has had a drastic effect on enrollments in Aerospace Engineering Departments in many colleges and universities across the country. These departments are concerned about their very existence. As a result many are becoming interested in offering courses which would appeal to non-engineering students. In more and more cases they are seeing the value of aerospace education for education majors and are offering courses for prospective elementary and secondary teachers at the undergraduate and graduate level. In addition, more engineering departments are interested in summer workshops for teachers, whereas in the past these have been primarily offered by education and industrial arts departments. This will be an area of increasing interest to Civil Air Patrol in its advisory and promotional role.

CAP CHAPLAINCY

These men and women of the clergy perceive this service as a civic and patriotic effort, expanding their pastoral ministry in service to the nation's youth. The 1,140 CAP chaplains and over 300 visiting clergy provide over a hundred thousand man-hours each year conducting worship services, providing moral leadership instruction, and participating in scheduled activities. CAP is a cross section of American society. Members are united in volunteer service for a variety of reasons, including personal satisfaction and achievement. Religion may or may not be a part of their interest, but moral responsibility is.

In 1972, the Military Chaplain's Association opened its doors officially to accept CAP chaplains into full membership. This was the result of two years hard work by the National Chaplain, Colonel Ralph R. Pace, and the Chief of Air Force Chaplains, Major General Roy M. Terry. This acceptance transcends the attitude that CAP chaplains were dedicated clergy only in a humanitarian effort, and provides full professional status, on par with active duty, Veterans Administration and institutional chaplains. This new affiliation will work within an interfaith framework to strengthen the bonds of fraternity and stimulate professional growth.

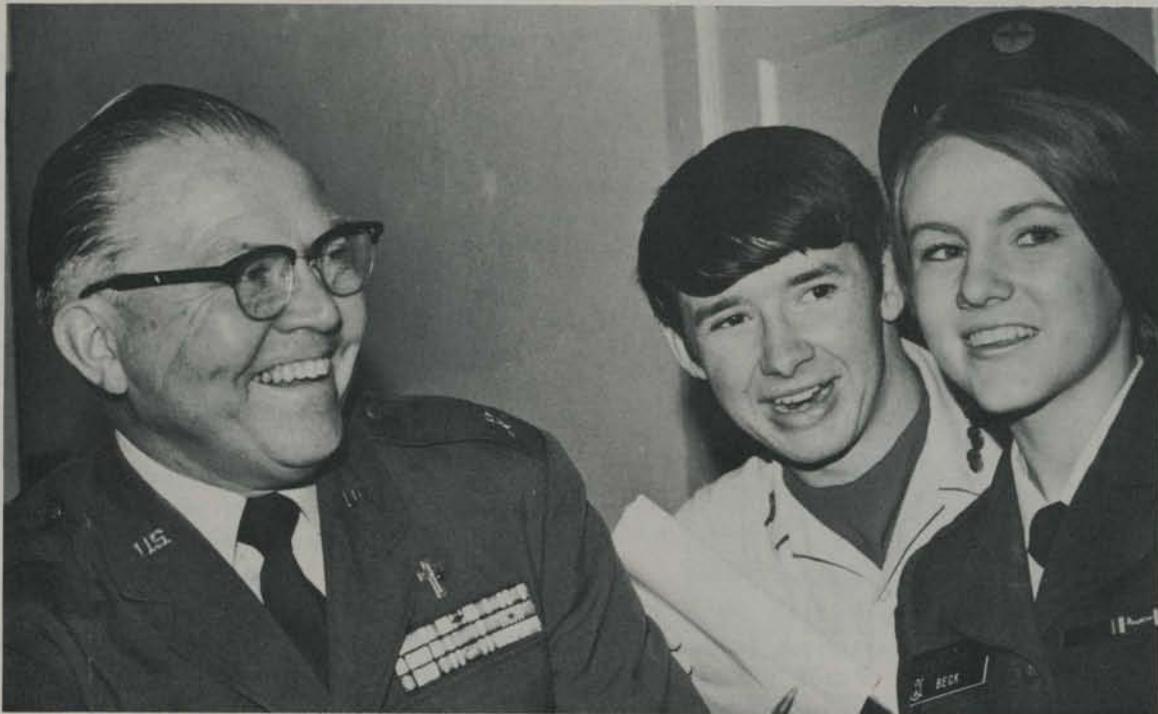
The 1972 CAP convention brought Dr. Robert P. Taylor, Director of Development at Southwestern Baptist Theological Seminary, Fort Worth, Texas, as the

keynote speaker for the National Chaplain Committee meeting. Dr. Taylor was the first National Chaplain appointed to Civil Air Patrol by the Air Force, serving from 1950-1952 with a national office in Washington, D. C. Later he served as Chief of Air Force Chaplains with rank of Major General.

CAP chaplains participated in the annual President's National Prayer Breakfast in February 1972. In cooperation with the civic observance held in Washington, CAP chaplains were instrumental in providing separate programs and ceremonies throughout the United States and Puerto Rico.

His Eminence, Terence Cardinal Cooke, Military Vicar of the Military Ordinariate, presented a plaque to the National Chaplain's Office as a special token of appreciation of the outstanding work of CAP chaplains. This distinctive recognition was made at a special dinner in New York City in which selected military and civilian dignitaries honored the military and CAP chaplaincy.

The second annual observance of Civil Air Patrol Sunday was held on the first Sunday in December, paying special tribute to those who give so unselfishly to the aims of CAP and in remembrance of the anniversary of the attack on Pearl Harbor. Chaplains conducted services in churches and hospitals throughout the nation.



CHEERFUL COUNSELING— The chaplain's role is vital to the success of CAP's cadet program. More than 1,100 volunteer chaplains serve in Civil Air Patrol.

SUPPORT FOR CIVIL AIR PATROL

Special Appropriation For Aircraft Maintenance

An allocation of \$250,000 provided a much needed shot in the arm for the corporate aircraft fleet. The funds were fully utilized to provide much needed maintenance on 176 aircraft and to provide 20 remanufactured engines for Civil Air Patrol use for the future. The proposed Amendment to the Civil Air Patrol Supply Bill (Section 9441 of Title 10, United States Code), incorporates a provision for reimbursement of a portion of the aircraft maintenance expenses associated with flying Air Force requested missions.

Property Acquired From DOD

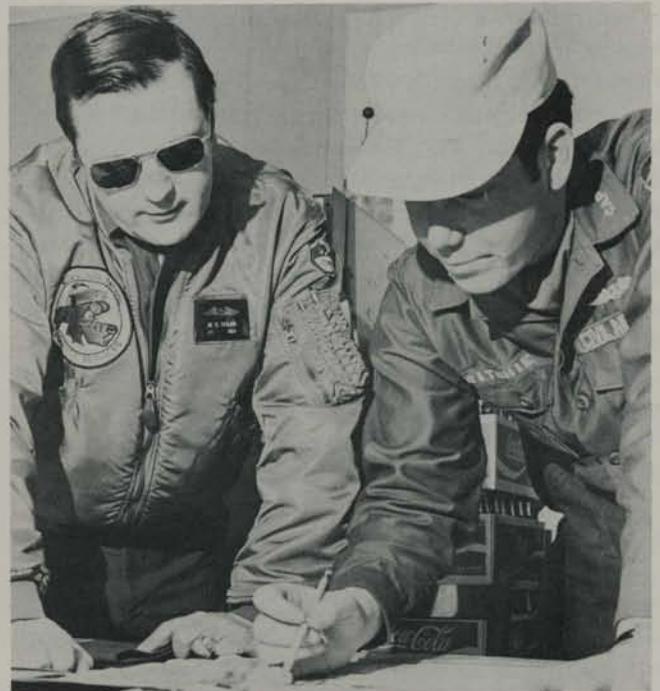
The value of DOD excess property acquired for CAP during calendar year 1972 was estimated at \$3,069,600. This estimate is 20 percent of the original DOD acquisition cost since the property is normally well used before it is given to CAP. This represents an 18 percent decrease from acquisitions in calendar year 1971. This included 78 aircraft, which is a decrease of 33 aircraft compared to calendar year 1971 acquisitions.

Occupancy Of Department Of Defense Facilities

Civil Air Patrol units occupy 282,367 square feet of DOD building and office space and 79.01 acres of DOD controlled land. For comparison purposes, the 1971 figures were 302,408 square feet and 75.5 acres. The use of DOD facilities by Civil Air Patrol units offers some financial relief to Civil Air Patrol and provides for maximum utilization of the DOD facilities.



ENGINE WARMUP— Winter flight operations in South Dakota require careful preparation.



SEARCH PLANNING— Connecticut pilots prepare to assist in search for a missing Cessna with three persons on board.

Reserve Assistance Program

USAF Reserve personnel working through the Reserve Assistance Program provide a valuable resource to Civil Air Patrol in the form of experience, special skills, professionalism, and a body of trained people available to assist CAP in conducting its various activities. For FY 1973 USAF has allocated 12,699 paid reserve man-days to support CAP programs. But the bulk of reserve support comes from the dedicated reservists who receive only retirement point credit for all or most of the hours they spend helping CAP annually.

Reservists and man-days are used to support such programs as Cadet Officer School, Cadet Flight Training, Aerospace Education Workshops, Summer Encampments, CAP National Staff College, International Air Cadet Exchange, Medical Services Orientation Program, Air Force Logistics Orientation Program, Search and Rescue Exercises and Civil Defense Exercises.

Also, Reservists often assist in solving problems facing CAP regions, wings and units.

The importance of the Reserve Assistance Program in aiding CAP to accomplish its mission is clearly established and should be maintained. These dedicated reservists are an important resource and are truly appreciated by the membership of Civil Air Patrol.

Business Membership

The Business Membership Program continued to play a vital role in enlisting support from the business community to further the aims and objectives of Civil Air Patrol. The Business Membership Program enables U. S. business firms and corporations to support CAP through annual membership subscriptions and contributions. Since CAP is a private, benevolent, nonprofit organization dependent almost entirely on individual membership dues, financial support from concerned business and industrial leaders has provided a much needed source of revenue. Nearly \$31,000 has been contributed since the program was launched in late 1970.

In December 1970, a law was enacted requiring all aircraft to be equipped with an emergency locator transmitter after 31 December 1973 (new or imported aircraft after 31 Dec 1971). In order to maintain the

viability of its search and rescue forces and to keep abreast of development in electronic search and rescue techniques, Civil Air Patrol decided to use most of its income from the Business Membership Program to buy directional finding homers for some of its aircraft. During 1971 and 1972, the corporation purchased 129 homers at a cost of over \$28,000 out of the funds provided by the business membership. At least one homer was provided each CAP wing; the rest were distributed on the basis of search and rescue activity. Plans have been made to continue purchasing homers through FY 1975. The use of this additional equipment will assist CAP in maintaining its position as the number one search capability in the U. S.

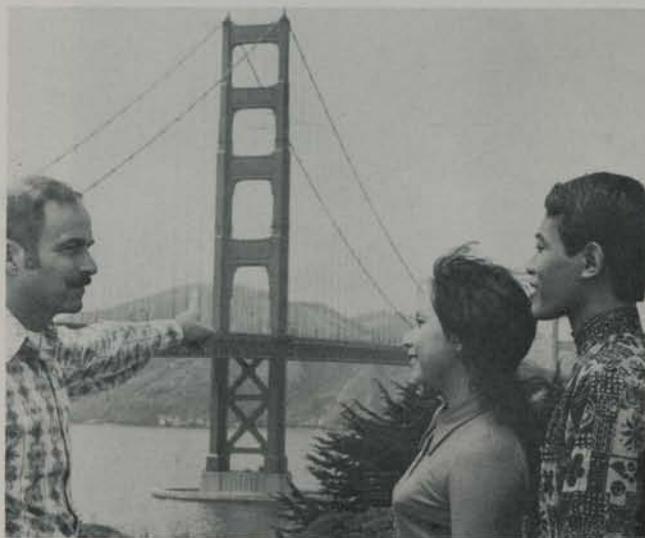
Mr. Zenon C. Hansen, Chairman of the Board, Mack Trucks, Inc., has continued to serve as Chairman of the Business Member Committee since the inception of the program.



MERCY MISSION—Pennsylvania's Aero-Medical Squadron 108 use Marine helicopter airlift to rush emergency medical aid to Tropical Storm Agnes flood victims in Wilkes Barre, Pennsylvania, area.



CADET HONOR—This thirteen year old Vermont Cadet of the Month is rewarded with an orientation flight in a Cherokee aircraft piloted by USAF liaison officer.



SIGHTSEEING—Malaysian cadets during California phase of the International Cadet Exchange.

USAF Airlift Support For CAP

During calendar year 1972, despite reductions in support aircraft, the U. S. Air Force, including Air Force Reserve and Air National Guard, continued to provide outstanding airlift support to CAP members for CAP programs and activities. The Air Force flew 1,371 airlift missions and 7,250 flying hours in support of Civil Air Patrol. This resulted in nearly 12,000 passengers being transported some 8.5 million passenger miles. These figures speak for themselves. Without this kind of support, CAP would be forced to curtail many of the cadet and senior programs.

Proposed Amendment To CAP Supply Bill

The proposed amendment to Section 9441 of Title 10, United States Code (the CAP Supply Bill), has been included in the Department of Defense Legislative Program for the 93rd Congress. Passage of the bill will significantly reduce the personal financial burden now borne by the volunteer members of CAP and increase the capability of CAP to accomplish its vital service to the nation.

If approved, the amendment will:

- Authorize CAP to obtain property from the Air Force that is excess to any other Federal department or agency, including excess government owned property in the hands of contractors. The current law authorizes CAP to acquire property that is excess only to the military departments.
- Authorize the Air Force to provide uniforms for Civil Air Patrol cadets under procedures similar to those now in effect for Air Force Junior ROTC Programs subject to prescribed limitations.
- Expand present authority for reimbursing fuel and lubricant costs to include the operational unit capabilities testing and approved training missions.
- Authorize the Air Force to reimburse, in a fixed amount per flying hour above fuel and lubricant costs, the Civil Air Patrol while they are flying specifically authorized missions subject to such limitations as may be prescribed.
- Authorize the Air Force to reimburse members of Civil Air Patrol for the payment of travel expenses and subsistence while they are assigned to authorized specific missions subject to such limitations as may be prescribed.
- Expand the use of services and facilities needed by the Civil Air Patrol to carry out its mission, to include the services and facilities of the other Federal departments or agencies as considered necessary.



ACADEMY HONORS— This former Civil Air Patrol cadet and Air Force Academy graduate is the 13th cadet to be named to the CAP honor roll at the Academy.

(Photo courtesy U. S. Air Force Academy)

STATISTICAL SUMMARY

State Support

In 1972, a record 31 states gave financial support to Civil Air Patrol totaling \$889 thousand, also a new high. This local support is vital, deeply appreciated and put to visible use by serving all people in all communities.

| WING | AMOUNT |
|----------------|-----------|
| ALABAMA | \$ 25,000 |
| ALASKA | 105,000 |
| ARIZONA | 50,000 |
| ARKANSAS | 20,000 |
| COLORADO | 39,772 |
| CONNECTICUT | 10,500 |
| HAWAII | 66,000 |
| ILLINOIS | 76,600 |
| LOUISIANA | 14,865 |
| MAINE | 5,000 |
| MARYLAND | 77,390 |
| MINNESOTA | 32,415 |
| MICHIGAN | 50,000 |
| MISSISSIPPI | 7,500 |
| NEVADA | 30,000 |
| NEW MEXICO | 4,500 |
| NEW HAMPSHIRE | 15,000 |
| NEW YORK | 53,000 |
| NORTH CAROLINA | 20,739 |
| NORTH DAKOTA | 28,900 |
| PENNSYLVANIA | 15,000 |
| PUERTO RICO | 15,000 |
| RHODE ISLAND | 8,500 |
| SOUTH CAROLINA | 40,000 |
| SOUTH DAKOTA | 12,360 |
| TENNESSEE | 21,700 |
| UTAH | 5,000 |
| VERMONT | 5,000 |
| VIRGINIA | 20,000 |
| WEST VIRGINIA | 12,000 |
| WYOMING | 2,500 |

State Appropriations— Ten Years In Review

| YEAR | NO. WINGS | AMOUNT |
|------|-----------|-----------|
| 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 |
| 1971 | 29 | 823,868 |
| 1972 | 31 | 889,295 |

VITAL STATISTICS

31 December 1972

| | 1971 | 1972 |
|--|--------|--------|
| Membership | | |
| Cadets | 32,802 | 27,306 |
| Seniors | 37,415 | 35,124 |
| Total Membership | 70,217 | 62,430 |
| Organizational Units | | |
| Regions | 8 | 8 |
| Wings | 52 | 52 |
| Groups | 259 | 234 |
| Senior Squadrons | 255 | 290 |
| Cadet Squadrons | 406 | 393 |
| Composite Squadrons | 1,124 | 1,023 |
| Flights | 86 | 80 |
| Total Units | 2,190 | 2,080 |
| Aircraft | | |
| Corporate Owned | 806 | 800 |
| Member Owned | 5,311 | 5,394 |
| Total Aircraft | 6,117 | 6,194 |
| Pilots | 18,208 | 17,976 |
| Communications (Radio Stations) | | |
| Fixed Land | 4,437 | 4,645 |
| Ground Mobile | 7,077 | 6,988 |
| Air Mobile | 857 | 883 |
| Citizen Band Service | 3,197 | 3,097 |
| Corporate Aeronautical | 357 | 473 |
| Universal Search and Rescue | 457 | 616 |
| Total Radio Stations | 16,382 | 16,702 |
| Search and Rescue Missions (USAF Auth) | | |
| Missions | 389 | 348 |
| Flights (Sorties) | 16,549 | 14,560 |
| Hours Flown | 30,909 | 27,391 |
| Search Objectives Located | 103 | 119 |
| Lives Saved | 24 | 20 |
| Effectiveness Tests | | |
| Search and Rescue | 52 | 52 |
| Civil Defense | 51 | 52 |
| Encampments | | |
| Host Bases | 37 | 32 |
| Separate Encampments | 113 | 117 |
| Cadets Attending | 6,546 | 6,581 |
| Seniors Attending | 952 | 1,046 |
| Total Attendance | 7,498 | 7,627 |
| Cadet Awards | | |
| Mitchell Award | 1,425 | 1,476 |
| Earhart Award | 339 | 522 |
| Spatz Award | 25 | 36 |

Wing Participation In Search And Rescue

1 Jan 72 through 31 Dec 72

(USAF Authorized Missions)

| State | Sorties | Hours | State | Sorties | Hours |
|---------------|---------|---------|----------------|---------------|-----------------|
| Alabama | 387 | 656.3 | Nebraska | 119 | 293.8 |
| Alaska | 1,585 | 3,632.5 | Nevada | 243 | 488.1 |
| Arizona | 597 | 1,387.2 | New Hampshire | 240 | 315.7 |
| Arkansas | 355 | 591.6 | New Jersey | 258 | 340.8 |
| California | 2,206 | 3,367.7 | New Mexico | 158 | 365.9 |
| Colorado | 653 | 1,338.2 | New York | 375 | 635.9 |
| Delaware | 19 | 26.1 | North Carolina | 264 | 469.4 |
| Florida | 353 | 689.7 | Ohio | 84 | 176.0 |
| Georgia | 368 | 744.6 | Oklahoma | 63 | 115.0 |
| Hawaii | 37 | 80.2 | Oregon | 150 | 259.8 |
| Idaho | 92 | 214.6 | Pennsylvania | 601 | 1,015.7 |
| Illinois | 244 | 392.3 | Puerto Rico | 9 | 13.9 |
| Indiana | 131 | 288.7 | Rhode Island | 18 | 26.5 |
| Iowa | 147 | 279.3 | South Carolina | 181 | 335.6 |
| Kansas | 124 | 254.4 | South Dakota | 28 | 67.5 |
| Kentucky | 165 | 411.4 | Tennessee | 277 | 483.5 |
| Louisiana | 233 | 464.1 | Texas | 573 | 1,350.7 |
| Maine | 78 | 135.5 | Utah | 338 | 712.3 |
| Maryland | 299 | 587.5 | Vermont | 82 | 155.7 |
| Massachusetts | 305 | 506.5 | Virginia | 247 | 409.9 |
| Michigan | 112 | 248.7 | Washington | 719 | 1,021.3 |
| Minnesota | 138 | 250.6 | West Virginia | 109 | 203.3 |
| Mississippi | 198 | 392.0 | Wisconsin | 145 | 333.2 |
| Missouri | 271 | 544.5 | Wyoming | 91 | 166.3 |
| Montana | 24 | 61.3 | TOTAL | 14,560 | 27,390.8 |
| Nat. Capital | 67 | 89.5 | | | |



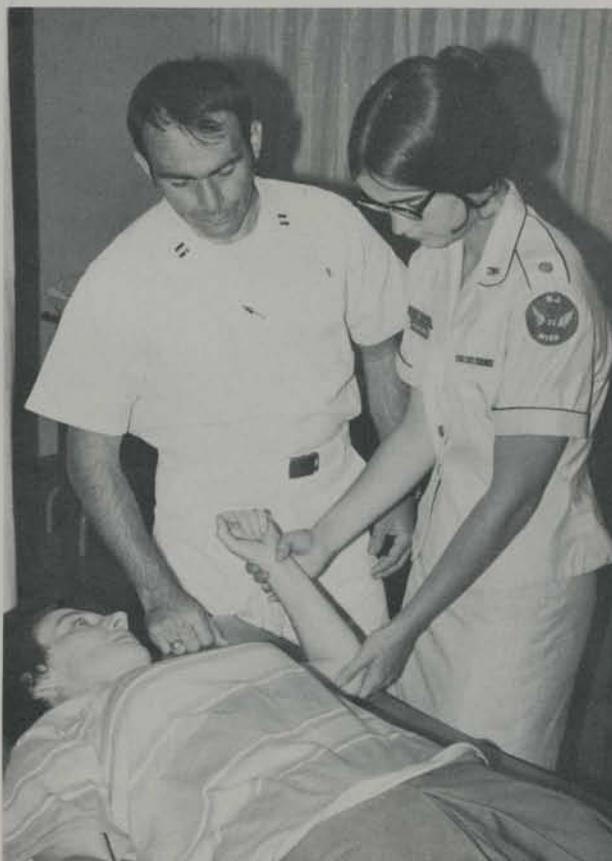
O-1 CHECKOUT—Washington cadet shows a pretty visitor the newly certified Washington Wing O-1 Bird Dog aircraft.

Finds And Saves

The following shows CAP wing credits for finds (objectives located) and saves (lives saved) during 1972 while participating in 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 | Finds | Saves | State | Finds | Saves |
|---------------|-------|-------|----------------|------------|-----------|
| Alabama | 3 | | Nebraska | 1 | |
| Alaska | 70 | 17 | Nevada | 3 | |
| Arizona | 4 | | New Hampshire | | |
| Arkansas | *1 | *2 | New Jersey | | |
| California | 2 | | New Mexico | 2 | |
| Colorado | 3 | | New York | 1 | |
| Delaware | | | North Carolina | 2 | |
| Florida | 2 | | Ohio | | |
| Georgia | 1 | | Oklahoma | 1 | |
| Hawaii | | | Oregon | | |
| Idaho | 2 | | Pennsylvania | 4 | 1 |
| Illinois | 2 | | Puerto Rico | | |
| Indiana | | | Rhode Island | | |
| Iowa | | | South Carolina | | |
| Kansas | | | South Dakota | 1 | |
| Kentucky | | | Tennessee | 1 | |
| Louisiana | | | Texas | 2 | |
| Maine | | | Utah | 1 | |
| Maryland | | | Vermont | 2 | |
| Massachusetts | | | Virginia | 2 | |
| Michigan | 1 | | Washington | 2 | |
| Minnesota | | | West Virginia | | |
| Mississippi | 1 | | Wisconsin | 2 | |
| Missouri | | | Wyoming | | |
| Montana | | | TOTAL | 119 | 20 |
| Nat. Capital | | | | | |

*Joint save and find with Oklahoma.



PULSE CHECK—New Jersey cadet receives instructions from an Air Force medical officer at the Medical Services Orientation Course.



FLYING GRANDMOTHER—This youthful Alabama grandmother received her pilot wings through a Civil Air Patrol Flight Training Program.

FLIGHT TRAINING— One of four CAP volunteer flight instructors with California's Conder Squadron Cadet Flight Training Program.

(Photo courtesy Plane & Pilot Magazine)



THE NATIONAL TREASURY OF
CIVIL AIR PATROL
BALANCE SHEET
JUNE 30, 1972

ASSETS

CURRENT ASSETS

| | |
|--|------------|
| Cash on hand and in banks | \$ 379,642 |
| Accounts receivable (due currently)—Note 1 | 127,111 |
| Inventories (at lower of cost or market) | 158,843 |
| Investments—savings accounts | 318,686 |
| Prepaid expenses | 2,037 |
| | \$ 986,319 |

OTHER ASSETS

| | |
|---|--------|
| Accounts receivable (due after one year)—Note 1 | 71,431 |
|---|--------|

FIXED ASSETS

| | |
|--|-------------|
| Equipment | \$ 78,441 |
| Less: accumulated depreciation (straight-line method) | (44,950) |
| | 33,491 |
| | \$1,091,241 |

LIABILITIES AND FUND BALANCE

CURRENT LIABILITIES

| | |
|---|------------|
| Notes payable—bank (due currently)—Note 1 | \$ 92,570 |
| Accounts payable | 11,106 |
| Deposits and refunds due | 79,382 |
| Due to national scholarship fund | 42,998 |
| Payroll taxes due | 1,389 |
| | \$ 227,445 |

OTHER LIABILITIES

| | |
|---|-----------|
| Notes payable—bank (due after one year) | \$ 73,781 |
| Finance reserve fund | 21,106 |
| | 94,887 |
| | 768,909 |

FUND BALANCE

\$1,091,241

NOTES TO FINANCIAL STATEMENTS

NOTE 1—Notes payable—bank amounting to \$166,351 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 \$172,466. The notes are due in monthly installments and are classified on the balance sheet as follows:

| | |
|---------------------|------------|
| Due within one year | \$ 92,570 |
| Due after one year | 73,781 |
| | \$ 166,351 |

THE NATIONAL TREASURY OF
CIVIL AIR PATROL
STATEMENT OF INCOME
FOR THE YEAR ENDED JUNE 30, 1972

| INCOME | |
|-------------------------------|-------------------|
| Members dues and charter fees | \$ 566,431 |
| Members contributions | 36,209 |
| Interest earned | 16,601 |
| Sale of educational material | 242,964 |
| Amarillo Depot receipts | 33,655 |
| Other | 5,175 |
| | <u>\$ 901,035</u> |

| EXPENSES | |
|-------------------------------------|-------------------|
| Cadet activities | \$ 167,841 |
| Senior activities | 14,479 |
| Subscriptions | 34,852 |
| Public relations | 3,406 |
| Insurance | 86,124 |
| Machine rental | 54,652 |
| Corporate employees | 22,337 |
| Regional and national chairman fund | 10,554 |
| Administrative supplies | 11,215 |
| New equipment | 13,298* |
| Contingency reserve | 4,215 |
| Art and art supplies | 2,673 |
| Awards | 4,121 |
| Equipment maintenance | 2,852 |
| Administrative | 10,675 |
| Protocol | 633 |
| Professional salaries and expense | 33,748 |
| General aviation | 27,011 |
| Self insurance expense | 7,220 |
| National scholarship fund | 16,601 |
| 1971 budget items | 24,578 |
| Publication production expense | 208,129 |
| Depreciation | 6,703 |
| Business members expense | 512 |
| Amarillo Depot expenses | 23,049 |
| | <u>791,478</u> |
| Excess of income over expenses | <u>\$ 109,557</u> |

*Directional finding homers for electronic search purchased with Business Member contributions.

THE NATIONAL TREASURY OF
CIVIL AIR PATROL
STATEMENT OF FUND BALANCE
JUNE 30, 1972

| | |
|---|-------------------|
| Balance—June 30, 1971 | \$ 659,352 |
| Excess of income over expenses for the year ended June 30, 1972 | 109,557 |
| Balance—June 30, 1972 | <u>\$ 768,909</u> |

NATIONAL EXECUTIVE COMMITTEE

| | |
|---|---------------------------------|
| Brig Gen Leslie J. Westberg, 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 Paul W. Turner, CAP, Chairman Emeritus | National Finance Officer |
| Brig Gen Lyle W. Castle, CAP, Chairman Emeritus | National Legal Officer |
| Col Julius Goldman, CAP | Northeast Region Commander |
| Col Jonathan H. Hill, CAP | Middle East Region Commander |
| Col Richard R. Dooley, CAP | Great Lakes Region Commander |
| Col Thomas C. Casaday, CAP | Southeast Region Commander |
| Col John H. O'Gara, CAP | North Central Region Commander |
| Col Luther C. Bogard, CAP | Southwest Region Commander |
| Col Frank L. Swaim, CAP | Rocky Mountain Region Commander |
| Col Raymond H. Gaver, CAP | Pacific Region Commander |

Executive Director
Gordon T. Weir

CAP WING COMMANDERS

| | | | |
|----|---------------------------|------|----------------------------|
| AL | Col Lee F. Smith | NCAP | Col George A. Cox |
| AK | Col James E. Carter | NB | Col Barry L. Thompson |
| AZ | Col Eugene G. Isaak | NV | Col Joseph Ferrara |
| AR | Col Bob E. James | NH | Col John M. Plane, Jr. |
| CA | *Col Howard Brookfield | NJ | Col Frederick S. Bell |
| CO | Col Wayne E. Russert | NM | Col Richard A. Damerow |
| CT | Col Joseph B. Witkin | NY | *Col Paul C. Halstead |
| DE | Col Louisa S. Morse | NC | Col Ivey M. Cooke, Jr. |
| FL | Col Robert C. Owen | ND | Col Erling A. Nasset |
| GA | Col Raymond B. Mabrey | OH | Col Gerald M. Tartaglione |
| HI | Col Eugene A. Kerwin | OK | Col Paul E. Martz |
| ID | Col George W. Falkner | OR | Col Roy G. Loughary |
| IL | Col Leonard A. Brodsky | PA | Col A. A. Milano |
| IN | *Lt Col James N. Mahle | PR | Col Rodolfo D. Criscuolo |
| IA | Col William B. Cass | RI | Col Edgar M. Bailey |
| KS | Col Eugene R. Beaver | SC | Col E. Lee Morgan |
| KY | *Lt Col John F. Price | SD | Col Palmer M. Kickland |
| LA | Col William H. Cahill | TN | *Lt Col William C. Tallent |
| ME | Col Richard T. Davis | TX | Col Joseph L. Cromer |
| MD | Col Stanley F. Moyer, Jr. | UT | Col Larry D. Miller |
| MA | Col Carl J. Platter | VT | *Lt Col Joseph L. Roemisch |
| MI | Col Edward L. Palka | VA | Col Earl T. Van Stavern |
| MN | Col John T. Johnson | WA | Col Kenneth H. Kershner |
| MS | Col John A. Vozzo | WV | Col Robert E. Gobel |
| MO | Col Donald N. Fulton | WI | Col Ben D. Silko |
| MT | *Lt Col George W. Bonnes | WY | Col Ronald R. Kelso |

* Interim Commander

Prepared by Office of Plans and Programs, National Headquarters,
Civil Air Patrol, Maxwell AFB, Alabama 36112.

FRONT COVER: During an aerial search mission this Civil Air Patrol aircraft probes a mountain peak near Portage Pass. Photo by SM Jim Martin, CAP Polaris Group, Anchorage, Alaska.



This Piper "Grasshopper" on permanent display at the U. S. Air Force Museum, is a nostalgic reminder of the early days of Civil Air Patrol.

HERITAGE

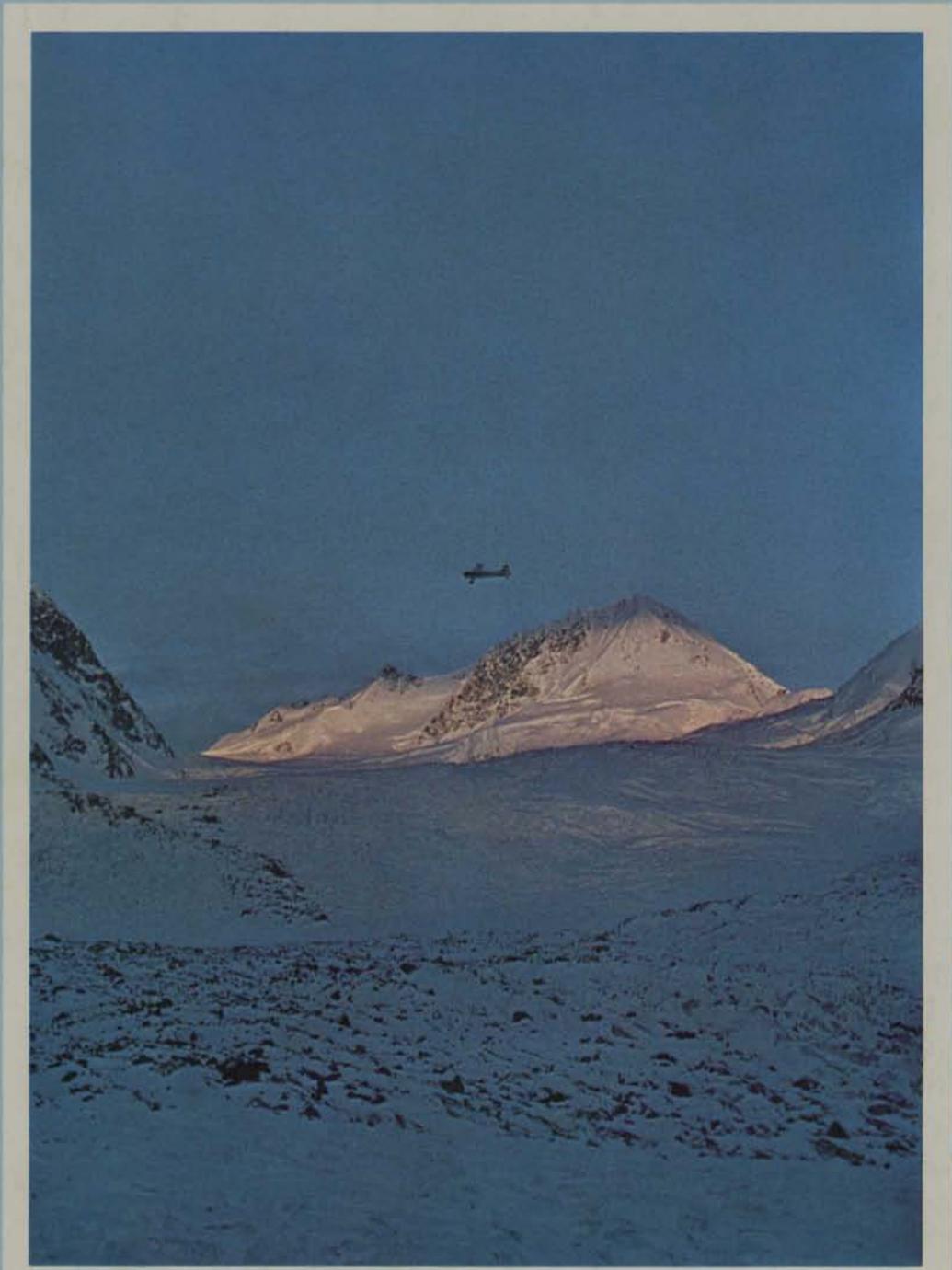
Created in December, 1941—just six days before the attack on Pearl Harbor—CAP members made a magnificent response in a variety of wartime missions.

One of its major responsibilities was coastal patrol. In light aircraft such as this, Civil Air Patrol pilots and observers patrolled the eastern seaboard from Halifax to Key West and the Gulf of Mexico, searching for enemy submarines. Later in the war, these small planes were armed with bombs or depth charges . . . and put to good use.

CAP crews spotted 173 German U-boats and attacked 57 of them. They destroyed two and assisted in the sinking of many more by directing shore-based bombers to their targets.

It was hazardous duty. A total of 26 Civil Air Patrol crew members were killed and others seriously injured. Nearly 100 aircraft were lost during 18 months of coastal patrol.

Other wartime flying operations included border patrol, target-towing, courier/mail service, search and rescue, passenger flights and mercy missions. Among the high honors won by Civil Air Patrol volunteers, who served without pay, were 25 War Department decorations for Exceptional Civilian Service and more than 800 Air Medals.



... and the search goes on