

CIVIL AIR PATROL

Auxiliary of the U. S. Air Force

Annual Conference



WASHINGTON, D. C.

MAY 1949

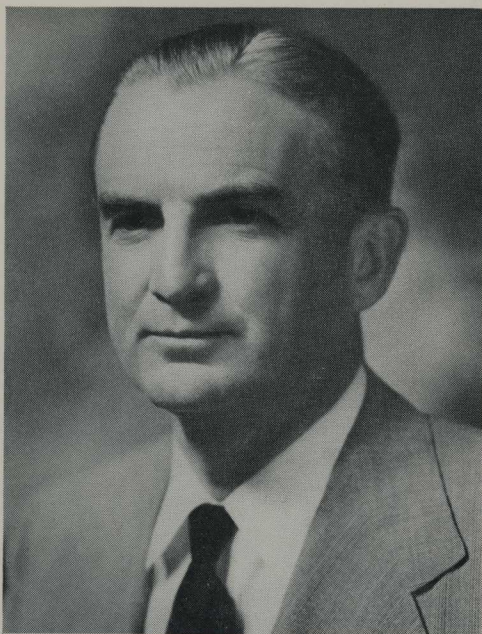


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HARRY S. TRUMAN



The Secretary of Defense
LOUIS A. JOHNSON

Secretary of the Air Force



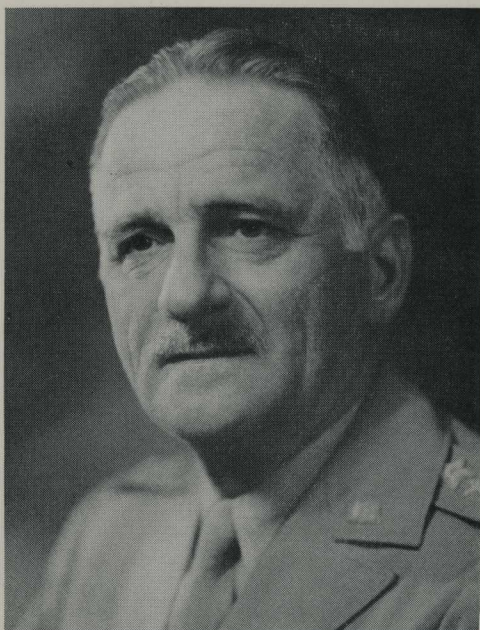
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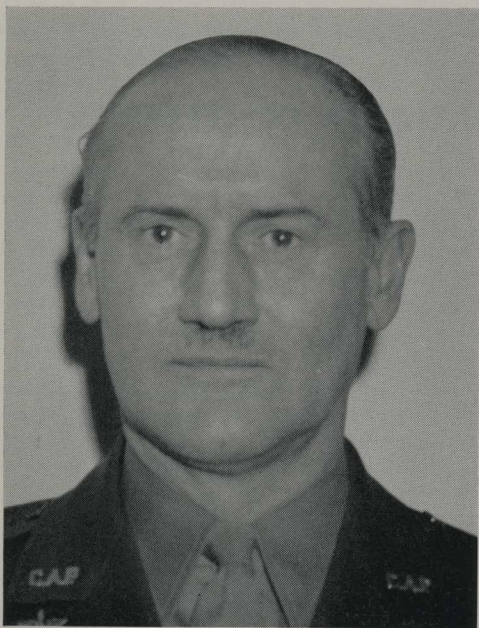


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A G E N D A

CIVIL AIR PATROL WING COMMANDERS CONFERENCE

10-11-12 May 1949

10 May 1949, Pentagon Theatre, Room 5-A-1070

0930-1000	Opening Remarks.....	Hon. W. Stuart Symington Secretary of the Air Force
1000-1030	USAF Reserve Forces.....	Lt. Gen. E. R. Quesada
1030-1100	USAF Comptroller Affairs.....	Brig. Gen. E. H. White
1100-1130	USAF Personnel Affairs.....	Col. R. W. Hall
1145-1215	USAF Materiel Affairs.....	Maj. Gen. F. H. Griswold
1215-1245	USAF Operations Affairs.....	Brig. Gen. O. S. Picher
1245-1315	USAF Public Relations.....	Col. William K. Martin

10 May 1949, Federal Room, Hotel Statler

1400-1515	Luncheon	
1530-	General Business Session.....	CAP National Board

11 May 1949, South American Room, Hotel Statler

0830-0900	Opening Remarks.....	National Commander OR Chairman National Executive Board, OR both
0900-1200	General Business Session.....	CAP National Board
1200-1300	Luncheon	
1300-1600	Continue, General Business Session.....	CAP National Board

11 May 1949, Presidential Room, Hotel Statler

1830-1930	Cocktail Hour	
1930-	Presidential Dinner	

NATIONAL COMMANDER'S REPORT TO CONGRESS

There are many tried and true friends with whom I have often discussed aviation and the part being played in its growth by the Civil Air Patrol, so to them, my report will be especially interesting, for without their faith and encouragement CAP would not be as advanced as it is today.

I might say that a year ago Civil Air Patrol was like a ship on the Sargasso Sea. It had its framework but the hull was becalmed for lack of impetus and guidance.

There were then 49 wings—49 individual wings trying to do a job without having a definite, clear-cut outline of the work to be done or how to do it.

The Honorable Leroy Johnson of California started the ball rolling in the right direction by introducing Public Law 557, which was passed by the 80th Congress to become the cornerstone on which today rests the Civil Air Patrol as a volunteer legal auxiliary of the U. S. Air Force.

With passage of that law, we have the Air Force as a guiding light—our big brother to help us and lead us, and the tempo of organizing and correlating the Civil Air Patrol has stepped up.

A previous Public Law, Number 476, enacted by the 79th Congress in 1947, had granted a Federal charter for incorporation as a non-profit corporate body, and thereby establishing the need of a formal constitution and by-laws. The constitution and by-laws were promulgated and approved at last year's National Conference. During this past year, the members of the National Executive Board and the Wing commanders have tackled the job of building and organizing anew with the utmost initiative, imagination and spirit. The effort has been surprisingly consistent and on the whole the Civil Air Patrol Wings throughout the country are now knit into an organization of which we are, we feel, justly proud.

In this, my annual report to Congress on the progress and record of Civil Air Patrol, I am not going into too many statistics and dry facts. They are available and have been presented to you in other forms, but I do want you to realize that the progress has been gratifying and that the future looks "clear and unlimited".

As General Vandenberg has told you, the Air Force is prepared to give CAP all the help possible within the limits of the law, and this assistance already has contributed greatly to the securing of additional members and the building of a thriving and healthy cadet program that I hope to see the peer of any in the world.

The wisdom of Congress in making the Civil Air Patrol a legal auxiliary of the Air Force has been amply demonstrated this past year in the increased efficiency and wider appeal of the CAP to the air-

minded civilian groups in the nation. Many wish to keep alive their technical air proficiency in small aircraft. Others strive to promote better citizenship through organization of the youth of the nation by assisting in giving the 'teen age groups a healthy and interesting outlet for inquisitive minds, in a period when juvenile delinquency is on the increase.

A high point in the program is the cadet exchange which General Spaatz and I recently arranged on a quick trip to England, France and Switzerland. As you know, our cadet exchange program with Canada was put into effect last year and its success prompted us to enlarge our Canadian-American program to include the three European nations.

It is easy enough for me to envisage in the not too distant future a youth organization linking together the airmen of the world in a fraternity that might go further than any of us now see toward establishing a firm basis for mutual understanding and lasting peace.

Air cadets from the three European nations and Canada will be "exchanged" with Civil Air Patrol cadets this summer: living in each other's communities, sharing the exchange cadet's friendships, knowledge and experiences, studying his problems; to be sure, even dreaming some of his dreams.

It seems to me that we could not find a finer means of drawing our world closer, of enlarging the horizons and outlook of the youth of this great nation of ours than the knitting of the minds and ideals of our boys and girls to those of air-minded youth groups in other nations.

The validity of this thinking was pointedly demonstrated to us when the group of "Marshall Plan" high school age youngsters were brought to this country early this year. These 34 young people, a boy and a girl from each of the 17 Marshall Plan countries were given a "Cook's Tour" of the United States under the sponsorship of CAP, with transportation arranged from the U. S. Air Force.

At most of their many stops, these youngsters were house guests of CAP cadet families. Those of you here who had any part in the arrangements along the trip can vouch for the splendid good will that was created. Colonel Nancy Tier, our Wing Commander in Connecticut, accompanied these young folks on their trip, and I think a paragraph from a letter she received from one of them explains the project in better words than I command. I quote: "It does not make any sense for me to try to deliver another one of my unbearable gratitude speeches here, because what I feel towards all you Civil Air Patrol people cannot be expressed in words. Since I came here I have been relating my exciting experiences in the U. S. A. over and over, and I never got

tired of repeating the details of our CAP trip for dozens of times. True enough, all those details, the planes and their pilots, the picturesque landscapes we flew over and the beautiful clouds we flew under have left a very clear path in my memory, and I wonder if we all will be able to forget them, someday. We will never forget our exciting departure at Mitchell Field; nor our Texas storm, or the Albuquerque paints—but I am confusing things. Maybe I will write a book some day, and I will tell the world how a group of boys and girls, while singing the 'Should Auld Acquaintance Be Forgot' and being 11,000 feet over the ground, discovered the greatest truth of all ages, that people from all over the world are simple, plain people, that can get along together very well." Signed "Very sincerely yours, Anthony Demetriades", from Athens, Greece. . . . Need I say more?

Getting on, in addition to the exchange of cadets, we also are sponsoring between Canada and the United States, a marching drill competition which last year stirred the air-minded youths of both nations to new heights of anticipation. The various wings and units of CAP and the Air Cadet League of Canada are striving for the privilege of representing their country in the final drills.

This year, the final drill team from the United States will meet the team from Canada at Toronto and we hope to wrest the marching title from our good cousins for at least one year.

A new training manual is being prepared in our organization and will be ready for distribution late this summer. The manual will cover the entire field of aeronautics and is designed to teach fully and clearly these fundamentals to the 100,000 students I hope to see enrolled in CAP by the end of this year.

This manual, by the way, is something new in the field of aviation. This is the first time that this admittedly technical field has been organized and prepared for presentation to teen age groups. Our training staff has spent countless hours in the preparation and, I am happy to say, we have had invaluable aid and guidance from some of the top educational people in the country.

I would like at this time to offer the heartfelt thanks of Civil Air Patrol to those selfless teachers and educators who have offered suggestions and guidance and then helped to edit and re-do the material for this manual.

During the past year our Civil Air Patrol aeronautics courses were adopted by many secondary schools throughout the country. All arrangements are being made by CAP units in the communities and the benefits of our works are free to any who wish to partake. CAP membership by students and faculty is desirable, but, and I emphasize, CAP membership is not a requirement for use of CAP material in the school systems. We are becoming and we desire all our affiliates to be leaders, not task masters.

This is the air age and the science of flying certainly must be considered one of the most important to include in the science courses of our schools.

We have completed plans making the CAP courses available to all the secondary schools in the United States and we expect to urge as many schools as possible to include the course next Fall.

This program is predicated on new regulations for organization, administration, and training of the cadets.

Book One of the manual will give the cadet a thorough grounding in the history and purpose of CAP and familiarize him or her with such subjects as air marking, search and rescue, communications, photography and emergency services.

Book Two goes right into the heart of aeronautics, dealing directly with the theory of flight, meteorology, and navigation, and is designed as a one year course when taught daily.

However, the senior program is not being neglected completely either, although this year we do seem to be robbing Peter to pay Paul in order to launch our full-scale cadet program.

The purpose of this entire Civil Air Patrol Educational Program is to teach the theories of flying so that the nation's youth will be aware of this most modern of sciences and to give them an opportunity to take part in the air development of America by adopting aviation as a civilian career.

I am sure you will all agree with me that this emphasis should properly be placed on our cadet program, for certainly the future of the world lies to a large extent in the hands of its air-minded youths. And we here in the United States owe a duty to the future to provide the training and knowledge of flight to the youth of today.

Not many of us realize the obligation we, the first generation of airmen, owe to the heritage of the air which starts with some of us who are still flying today after pioneering almost as far back as the turn of this century.

Well, to get to another side of the CAP picture, I want to recall to you the terrible blizzards that swept the West this past winter, taking its toll of CAP pilots' lives and destroying equipment and reserves that we could ill afford to expend so quickly. However, we had to be prodigal when the lives and welfare of many isolated families were at stake.

Everyone has heard of the great feats performed by the air force and the corps of engineers in fighting the blizzard conditions. CAP was caught behind the door and little credit, except among their own neighbors, went to the intrepid small plane pilot cruising for CAP in the worst possible weather conditions.

These CAP pilots flew hundreds of missions week in and week out during January and February, dumping food, medicine, messages, spotting isolated and desperate families and livestock. They acquitted themselves most courageously.

I personally want to thank every man and woman, boy and girl, in CAP who contributed to the magnificent record of the organization.

Incidentally, the CAP growth by leaps and bounds in 1949 also can be attributed to some extent to this excellent record.

After the storms cleared, many of these neighbors, who had been *voluntarily* helped at a critical time, decided that in the next emergency they would be ready too, and so the requests for new CAP units have come in steadily.

These small plane CAP pilots flew more than 1,400 official hours in more than 184 aircraft in the seven most severely stricken western states during the spectacular rescue work in January and February.

In nearly 1,000 sorties, CAP flying crews masterminded and observed thousands of miles of storm-swept country.

More than 23 tons of various relief drops were made by CAP personnel—and that's a lot of weight for small aircraft to distribute.

I am glad to report to you that the efficiency of a national radio network which has really been put into operation by the Civil Air Patrol during the past year was amply demonstrated during last winter's emergency blizzard conditions. The CAP network in many cases was the only link some isolated settlements retained with the outside world for weeks at a time.

This network, a mere outline on paper for the most part at this time last year, has been completed and now reports are received and correlated at national headquarters every Tuesday and Thursday

nights from every part of the nation and Hawaii and Alaska.

Hundreds of radio units throughout the country tackled the problem of setting up the network using surplus military radio equipment, in most cases, with an enthusiasm that soon started cadet classes humming with potential "ham" operators.

In fact, my report to Congress will be picked up by the National Radio Net of CAP and relayed to every point in the nation. It's a wonderful sense of achievement to realize how far this project has advanced since last I reported to you.

I am aware that we still have many problems to be met in the Civil Air Patrol and its administration, and I am sure that with patience and the guidance of the Air Force we shall meet the needs that emergencies will force us to face in 1949.

In summation, I believe we can safely assume that a year of accomplishment has been completed since we were all together at this time last year, and I am proud to report to you that in 1949, to this date, the total number of new applications processed by national headquarters is close to 6,000, an increase of about 3,500 over the same period last year and exceeds by several thousands the entire enrollment of new applicants in 1947.

That, I believe, represents the kind of progress we want in Civil Air Patrol and with your assistance and the mutual understanding and exchange of information and ideas possible at such gatherings as this, I hope we will go forward steadily to take our rightful place as the more or less greying but still vigorous tutor and guide for the airman of tomorrow.

NATIONAL EXECUTIVE BOARD REPORT

From Buffalo, New York, Col. Stuart C. Welch, National Executive Board member, reports widespread, increased wing activity throughout the 13 states comprising his region.

New York Wing

The New York Wing reports a total of 43 active units at the end of the year, four of them newly activated. The total cadet enrollment was 2,515, an increase of 387. Total adult enrollment was 4,484 an increase of 3,169.

A striking growth in the number of radio stations marked the year. The total of 73 stations are being organized into the effective communications network which is so vital to the potential usefulness and current efficiency of the wing.

Increased recognition of the importance of the CAP mission on the part of all governmental agencies led to a greatly improved supply situation. Among the acquisitions were: 58 training films, 59 film strips, 20 Link trainers, 138 K-21 cameras, 1 K-31 truck, 1 K-34 trailer, 1 SCR 279 radio, 2 SCR-268 radar and 412 miscellaneous items of radio equipment.

Public information officers at Wing Headquarters and of Group 6 (Buffalo) took part in a non-stop flight of two Air Force B-29's from Hawaii to Niagara Falls Municipal Airport in commemoration of Air Force Day. Both Wing Headquarters and local personnel cooperated with reserve and military agencies in various other commemorative activities throughout the state.

On 24 July, 1948, a drill team from Group 9, New York, represented New York State in the Inter-Wing Drill Competition and won. The team later represented the U. S. Civil Air Patrol in the International Competition at the opening of Idlewild Field on 7 August but lost to Canada. At the close of the year an advisory committee was organized in Buffalo to increase public understanding and cooperation.

New Jersey Wing

The New Jersey Wing reports a total of approximately 1,000 cadets and 500 senior personnel enrolled on December 31, 1948. Four new squadrons were activated during the year—Kearny Squadron 221-6, Ramsey Squadron 221-7, Budd Lake Squadron 222-6, and Ocean County Squadron 223-4. One squadron, Trenton Squadron 223-3, was re-activated. Two squadrons, Parachute Training Squadron 224-1 and Peterson Squadron 221-5 were de-activated.

Eighteen radio stations on 2374 kc and 19 stations on 148.140 were licensed by the F.C.C. All are actively participating in the National Net.

The wing held two week-end wing maneuvers—Operation "X", utilizing 800 CAP personnel and

Operation "Contact", utilizing 500 CAP personnel. One covered the entire state and the other a 50 mile area in the central part of the state. Both maneuvers utilized all training sections, with particular stress on the communications network. Intra-squadron maneuvers were held later along similar outlines.

The wing now has 14 operational Link trainers at squadron levels, exclusively used by CAP personnel.

On-the-job training of the wing cadets has been put into effect with the 2231st Air Force Reserve Training Center and the 805th Fighter Group, Air National Guard, at Newark Municipal Airport.

Delaware Wing

The wing's membership was increased by 39 senior members and 80 cadets. One new unit was activated and two more are being planned in the southern part of the state.

The Rehoboth Squadron, which did a fine job patrolling the Delaware Coast during the war, is active once more and making rapid progress both in membership and activity.

Fifteen new radio stations were licensed, bringing the wing's total to 35 licensed and regularly operating stations. A Search and Rescue unit has been activated. The unit is conducting regular meetings and instruction classes. One practice mission was flown; another is being planned.

Pennsylvania Wing

"Over and above the routine functions," the Pennsylvania Wing reports a long list of flying activities: Groups 1, 2, 4 and 6 executed four "Deer Drops," dropping food to wildlife in snowbound areas. At Mt. Carmel, Pa., on the occasion of the DC-6 disaster, the wing performed relief, patrolling, policing and security duties. For the ARS, it executed Operation Frozen Toe 1 and 2. Victims of cerebral palsy and other crippling diseases were flown to special hospitals.

A plan of assignments of pilots and observers was worked out whereby the entire state of Pennsylvania can be searched in one day. A plan of disaster coordination was worked out with the Red Cross.

Many group and squadron meetings were held. The commanding officer, adjutant, and liaison officer flew a total of 47,000 miles, the trips averaging 3½ days per week.

Other incidents of the year were: the Officers Training School, the Annual Anniversary Dinner, five visits from National Headquarters, and the establishment of new headquarters and building in Allentown, Pa.

Maryland Wing

From Baltimore, the Maryland Wing reports a relatively uneventful year. In August, the wing participated in the search for the murderer of a seven-year-old child and in September used the L-4 in a similar search in the Glenburnie area of Baltimore.

The Cumberland Squadron became active again, after a long period of inactivity, and almost at the close of the year, the Hagerstown Squadron also resumed operations. A change of wing commanders was made on 1 December, 1948.

Ohio Wing

The Ohio Wing experienced a definite upturn in activity during 1948, apparently ending the postwar slump. Although the number of senior members did not increase materially, cadet membership is growing. An example is the Columbus Squadron: during a recent recruiting drive, more than 100 boys applied; approximately 60 of these report regularly for meetings.

The wing is working to re-activate 15 units which collapsed at the end of the war. It has succeeded in re-activating four.

The wing licensed 45 radio stations, and believes 150 more could be added if additional and suitable equipment could be obtained.

The wing was not requested to conduct any search missions during 1948.

Michigan Wing

Fifteen new units were activated in the Michigan Wing; six more are in the recruiting stage. With the increased interest in Civil Air Patrol objectives being evidenced throughout the state, the wing hopes to double its active membership in 1949.

During May, June and July, 1948, thirteen Elimination Flying Contests were held throughout the state under the joint sponsorship of the Civil Air Patrol and the Amateur Athletic Union. Medals were awarded. On 15 August, the Michigan Flying Championship Contest was conducted at Joy Airport near Frasure, Michigan. The 1949 series of contests are now in the scheduling stage. The Aero Club of Michigan is financing the cost of the awards.

During the National Air Races at Cleveland, the Ford Trade School Squadron 649-4 put on daily drill squad exhibitions in front of the grand stand. Parachute Squadron 639-1 did exhibition parachuting.

In January, 1948, the Michigan Wing had only four licensed CAP radio stations. Today, there are 144 licensed stations. Approximately 30 more are now awaiting licensing.

On Oct. 19, 20 and 21, 53 CAP cadets served as page boys and ushers at the National Aviation Clinic at the Masonic Temple in Detroit. A special Bill of Policy was passed by the Clinic commending CAP for its cooperation and service.

Many successful training missions were held throughout the state. The mission which took place on 20 February, 1949 was a model for completeness of planning and subsequent reports.

Connecticut Wing

The Connecticut Wing experienced a marked increase both in size and effectiveness. Communications, operations, and public relations all received increased attention.

The wing now has a total of 60 radio stations in operation. This—and other activities—indicates the importance of the increased assistance the wing received from governmental agencies, and the job that can be done when support is received.

A new wing headquarters was established at the Meriden Airport. Much of the construction work was done by personnel of the Meriden Squadron. Costs were borne by the wing as a whole.

By the close of the year, an elaborate organization was completed for the patrol of the Connecticut River during flood stages in the spring of 1949. Flights by CAP are coordinated with all appropriate agencies, including the Red Cross, Air Reserve units and others.

Four new flights were added to the wing during the year. Three flights were reorganized and two flights in new locations were pending at the close of the year.

New Hampshire Wing

The New Hampshire Wing enrolled 127 new senior members and 34 cadets. It activated one new squadron and three new flights. A Civil Air Patrol cadet program was established in two high schools. Twenty-one radio stations were licensed and put into operation.

The wing participated in one official air search mission at the request of the Air Rescue Service, on 25 March, 1949. In this search, the wing used 17 planes and 37 CAP members. The southern half of the state was covered. Flying hours totaled 60 hours and 5 minutes.

Vermont Wing

The Vermont Wing flew approximately 11,000 miles during 1948 in Forest Fire Patrol. The flying began in the spring and continued through the summer. Several large fires were reported by CAP pilots and several instances of illegal burning were consequently prosecuted by the State Forestry Department.

Through the cooperation of the Air Force and AF-CAP officer, the second program of teacher training for the aviation courses taught in the high schools was conducted at the University of Vermont. Twenty high school teachers attended; 11 are now engaged in teaching the courses. During the next school year, it is expected that 20 high schools will participate in this program. Eleven high schools

offered the course during the 1948-49 school year.

The SCR-399 radio receiver and transmitter allocated to the Vermont Wing has been operating since August, 1948. Regular drills have been conducted. Thirty-nine SCR-622's have been licensed and are now being utilized in communications training.

During the winter the wing provided planes and pilots for the deer survey conducted by the State Fish and Game Department.

Rhode Island Wing

The Rhode Island Wing reports an increase in senior membership of 166 during 1948. Ninety-five more enrolled during the first three months of 1949.

The wing's cadet enrollment program was initiated three months ago; already it has netted 155 new cadets, with 50 more applications in the processing stage. Four new units were activated: the Westerly, Pawtucket and Metropolitan Squadrons and the East Providence Flight.

Ninety-one hours were flown in Forest Fire Patrol during the spring and fall of 1948. The mission was resumed this year as of 3 April, 1949.

Thirty-five planes are on standby for ARS at Westover. The wing participated in a number of search missions in various parts of the state. On one, a search for a lost pilot, 24-25 March, 1949, the wing executed 33 missions. The 22 airplanes manned by 28 pilots, flew a total of 66 hours.

Maine Wing

The Maine Wing, extremely active during the war but relatively inactive since, got back on an active basis last year. The wing staff was reorganized—is still in the process of development—and five squadrons were re-activated—Portland, Brunswick, Sanford, Rumford, and Lewiston-Auburn.

The largest single activity was on the 11-12 September when more than 8,000 attended an air show organized by the Houlton Squadron. Since its reactivation, the Portland Squadron has been the most active in the wing. The squadron organized three simulated search missions—7 November, 5 December, and 3 January—and "Breakfast Flights" on 26 September and 10 October.

The wing's greatest single accomplishment was the establishment of the communications network.

Massachusetts Wing

The Massachusetts Wing reports a total of 327 new senior members in 1948, with 119 additional enrollments up to March, 1949. New cadet members totaled 156, bringing the total strength up to 862. Senior applications now being processed number 50.

Sixteen units were either activated in late 1948, early this year, or in process of being activated: Falmouth, Leicester, Billerica, Marlboro, Franklin, New Bedford, Malden, Fitchburg, Newburyport, North Adams, Pittsfield, Bolton, Westfield, Dor-

chester, Lawrence and Somerville.

Massachusetts has 39 licensed radio stations at this time.

At the Navy's request, the wing participated in search and rescue operations on the 24th, 25th, 26th and 27th of March, 1949. Four L-4's, one T-6 and three privately-owned aircraft flew a total of 52 flying hours for CAP.

On 27 March, a model airplane meet was held at the Commonwealth Armory. Prizes were given for the best models.

On 10 April, both the Worcester boys and girls team won the Massachusetts state drill championship in Worcester. Nine teams competed.

From Portland, Oregon, Col. Harry K. Coffey, member of the National Executive Board, from the Northwest Region, reports that the Oregon Wing experienced an increase of 300 per cent in activity during the past year, the wing's best year since 1942.

Oregon Wing

For this wing, 1948-49 could be called the "Year of Decision." From a maximum of 15 units in action at the war's peak, the natural postwar let-down curtailed Civil Air Patrol activity so disastrously that by the middle of 1947, only three units were even attempting to accomplish their CAP mission. Even on paper, the wing had shrunk to eight units. One of the most potent factors in starting an upward cycle was the establishment of the CAP radio net. During 1948, the wing got its first radio station on the air. By September, 14 stations were in the net.

By the beginning of this year, all eight of the remaining wing units had their programs in progress once more. Two new units were organized and two dormant ones reactivated. This brought the total strength to 12 fully operational units.

Already, five more new units are in process of organization. This will lift the total to 17 units, two more than the war-time peak. And the rush has just started. Seven Link trainers were acquired and installed in various units.

Increase in individual unit activity is illustrated by the progress of the Portland Squadron. In June, 1947, this unit was down to approximately six active senior members and 20 active cadets. By December, the squadron had 89 active senior members and 109 active cadets.

Alaska Wing

As of December 31, 1948, the Alaska Wing had been in existence eight months: five months under the leadership of Lt. Col. Jack Scavenius and three months under the leadership of Col. Jesse R. Carr.

Wing headquarters were established at Anchorage, and the Commanding General of the Alaska Air Command authorized construction of an elaborate wing office on the Municipal Air Field. A C-45

plane, a jeep, and a staff consisting of a commissioned officer, an enlisted assistant, a civilian secretary, and a new crew chief were also authorized.

After the end of the severe weather, the CAP went all-out on the development of its CAP program. Wing headquarters were completed and equipped with new furniture. A 75-foot radio antenna was installed and the SCR-399 radio set installed by the 26th Communications Squadron, with the help of special technical representatives. All 11 of the L-5 aircraft in the Alaskan Air Command have been authorized for release as a gift to CAP. The Commanding General, Alaskan Air Command, has issued orders to move two more buildings to Merrill Field for use by the CAP.

Hawaii Wing

The Hawaii Wing reports that preliminary plans have been made for the CAP, using siren-equipped aircraft, to give emergency warning service to the populated beach areas of the Island of Oahu. Three meetings were held with representatives of the Honolulu Police Department, the agency responsible for emergency warning. Sirens were installed on two CAP planes and two different tests were conducted for the Police under varied weather conditions. The tests proved satisfactory and the Honolulu Police Department has requested money from the board of supervisors to buy additional sirens and conduct training missions.

The wing processed enlistment applications for a number of senior members and cadets. The liaison officer furnished 34 training films for the use of CAP squadrons. Several Air Force officers were utilized as instructors for CAP night cadet pre-flight classes.

The wing purchased \$125.00 worth of model airplane building materials and divided this equipment among the active CAP squadrons on Oahu. The wing radio net control station maintained contact with the National Radio Net Control station at National headquarters in Washington, and conducted drills with the 7th Regional Control station at Spokane, Wash.

Nevada Wing

The Nevada Wing reports an active schedule of relief activities.

Due to the severe weather this past winter, many communities, ranches and individual families were isolated and in need of assistance. The wing flew a number of these missions, dropping food, medical supplies, heating apparatus, etc. to stranded and destitute people. All missions were completed successfully.

In the Lake Street disaster at Reno, the CAP helped the Police Department in getting the fire under control. This was literally a holocaust. The distress area covered two streets. The CAP also aided the Red Cross and other emergency agencies in giv-

ing first aid to victims overcome by smoke and exhaustion and helped to transport victims to nearby hospitals.

When a landslide occurred on the western side of the Sierra Nevada mountains, during the heavy freeze, and electricity failed throughout the district, due to uprooting of transmission lines, the SCR-545 power plant, on loan to this wing, was used extensively with most satisfactory results.

A number of search and rescue missions were completed. On one search, operations were coordinated with personnel from Air Rescue Service of Hamilton Air Force Base using not only wheeled aircraft but ski-equipped planes as well. The operation base was at Hubbard Field in Reno. When ARS radio equipment failed, the Nevada Wing, CAP, SCR-399 was transported to Hubbard and placed in service with practically no delay in order that communications could be maintained.

A new unit was activated at Carlin, Nevada, and a squadron at Las Vegas is now in process of being re-activated. Other units will be activated at Tonopah and several neighboring cities.

Enrollment in the cadet program has increased about 60 per cent in the past year.

During the year, the Communications Section of the Nevada Wing expanded throughout the area; today it has approximately 26 licensed stations in operation on the various CAP frequencies. This, of course, includes the AF station, currently assigned to CAP and checked into the Regional Net in December, 1948.

Operational training has been given to Cadets and Senior members throughout the area, consisting of telephone, CWm message dropping, panels and light signaling.

At present, the Communications Section is contacting qualified communications personnel in key positions in Nevada. It is hoped that in the near future, equipment can be processed to provide sufficient transmitters to place in the hands of these people throughout the State.

Washington Wing

All activities in the Washington Wing were accelerated during 1948. The wing now has 11 active squadrons, each of which has a cadet organization in operation. Total wing enrollment consists of 900 senior members and 545 cadets. Of the cadets, 460 are boys and 85 girls.

In practically all cases, Training Directive No. 41 is the basis of the curriculum used both by senior and cadet organizations for their study. Instructors for the most part are drawn from the senior organization, except that in certain instances Air Force, Air Reserve, Naval Reserve, National Board and CAA instructors have been brought in from time to time. The Richland Squadron, the wing's largest unit, has succeeded in placing the cadet program in the high schools, a development which has lent con-

siderable prestige to the CAP movement in that district.

A poll at the end of 1948 showed that units of the Washington Wing can draw upon 112 light aircraft, privately-owned, and 240 pilots of private grade, or higher, to participate in emergencies, search and rescue, and field days. Also, the four L-4 planes assigned to the Washington Wing have been active in cadet indoctrination flights and the Pilot Proficiency Program. No fatal accidents in the ranks of CAP took place in 1948.

Washington Wing units participated in three searches for lost aircraft, at the request of the McChord Air Force Base Search and Rescue Unit. During the disastrous floods in the spring of 1948, the Richland squadron and their 40 or more aircraft, were instrumental in maintaining the flow of personnel and emergency materials in and out of the Hanford Area for approximately four weeks.

The Washington Wing was chosen as the Seventh Region Net Control Station. The section maintains twice weekly communications with National Headquarters and acts as a relay between Hawaii, Alaska and National Headquarters. Communications with other Regional Stations have been 100 per cent successful. At the end of 1948, the wing had 16 stations in operation, as well as receivers at all units, monitoring scheduled transmissions.

Consolidated Report

From Phoenix, Arizona, Col. J. Michael Morris, member of the National Executive Board, reports that the seriousness of the problems faced by our national government was principally responsible for a marked renewal of interest in the Civil Air Patrol activities in his region of *Arizona, California, New Mexico, Colorado and Utah.*

This interest took the form of return of hundreds of non-participating members to an active-participation basis. The rate of enrollment rose sharply, and continued at a steady pace throughout the year. Community interest was marked. Requests for activation of units came in considerable numbers from state and municipal officials, schools and civic leaders.

This sudden revival of interest found some of the wing commanders with little more than paper organization, a situation which presented the first real new problem of the year. This problem was taken "in stride" by the wing commanders—with the assistance of the liaison officer—and by the end of the year it could be said that, with one possible exception, all wings were operating with adequate staffs at the wing-group level.

The problem of equipment in sufficient quantity and quality for the training program was a major one. It can safely be said that the majority of the wings are reasonably well satisfied now with the equipment they have received, which is being used to good advantage.

In October, 140 officers and enlisted men and women from wing, group, squadron and flight levels were taken to National Headquarters for a three-day conference—briefing by representatives of the Office of the Secretary of Air, Headquarters, USAF, civilian defense agencies and the National Commander and his staff, followed by an open discussion.

The year 1948 was a good year individually for the wings as well as area-wise. The wings' capacity for work increased many times. Their relations with the public, the schools, other civilian components and the USAF improved tremendously.

The radio network was developed to a high degree of operating efficiency.

Routine missions such as search and rescue, forest patrol and plasma flights, were accomplished successfully and speedily.

Given the continued support of the USAF, it appears that in the near future there will be no task too difficult, no mission too dangerous for the men and women of the CAP to accomplish.

Consolidated Report

From Fargo, North Dakota, Col. Irven A. Myhra, National Executive Board member, reports that all eight wings in his region experienced progress. All reported at least a small growth both in senior members and cadets; a few wings showed a large gain. The general gain in membership was reflected in a net increase in squadron strength, with more communities participating and some squadrons being re-activated.

Everywhere the cadet program is developing solidly. Most of the wings are working with their respective State Educational Departments to include the CAP pre-flight courses in the school classrooms. The proposed new text books seem to be the answer to the one large question all the wings have been asking on the problem of cadet education. The circumstance that reserve officers can now act as instructors for their own credit has been a great help. All the wings will be represented by cadets at the summer encampments.

Overall accomplishments in the senior programs show that the Civil Air Patrol is an organization that is "on its way." Receipt of new equipment helped considerably; more and more, the L-4 planes are being used in the way intended. Several wings have succeeded in stimulating general community interest in air activities by sponsoring model airplane meets, search and rescue missions, air shows, organized basketball squads, breakfast flights, drill and flight competitions and dances.

To report the records of the individual wings, special mention should be made of:

Wisconsin in its Air Search Rescue Program in cooperation with Air Search Unit, Selfridge Field. Commendation by the Wisconsin Conservation Commission to Civil Air Patrol in being instrumental in saving \$150,000.00 in standing timber. Assisting in

evacuation of patients at Mount Washington Sanatorium fire when eight senior members responded within minutes in aiding in the removal of patients.

Minnesota in its patrol of the Northern Minnesota forest fires on which senior members flew many hours in their own planes as well as the L-4's. The service of the members to the blood banks.

Nebraska in its operation "Snow Bound" carrying food, clothing, medicine and necessities to isolated farms, conducting searches for missing people, covering the areas to be worked by the snow plows and dozers, in all doing an all-out job in such an emergency. Two Civil Air Patrol pilots, W/O John C. Huff and William O'Brien lost their lives while on a relief mission in Nebraska operation "Snow Bound."

South Dakota for its activities in the aid of the operations during the blizzard in their state.

Iowa for its search and guarding of military aircraft, aid in model air meets and air shows put on by various communities as well as directly by themselves.

Illinois for its large membership and activities in many directions with units ready to go in any emergency.

North Dakota for its search of military aircraft when 22 aircraft with pilot and observer were in the air 30 minutes after daybreak with temperature 20 below zero and from three different sections of the state. North Dakota flew many missions during operation "Snow Bound."

Indiana for its training of cadets by actual work in towers, practice maneuvers and training of personnel.

The problems seem to be alike in all wings and have mainly to do with the following: air transportation of wing staff members to squadrons for their help and visits; transportation for the material received from war surplus; arranging for and finding suitable quarters for the squadrons.

From Dallas, Texas, Col. D. Harold Byrd, vice chairman of the National Executive Board, reports that the Southwestern Region is slowly rebuilding its strength and enthusiasm. Through the media of personal contacts, both by mail and regional meetings, the region is resuming the attitude that it is part of a large organization striving to assist the nation in every way possible.

The Civil Air Patrol is becoming a vital part in the emergency disaster plans of each state in the region. The belief is that once the value of the assistance the CAP can render is known throughout each state, the CAP program once more will become foremost in the mind of every citizen.

It is becoming the policy of the region to get rid of "dead wood" in the organization and maintain only efficient personnel. Personnel who do not desire to fulfill their assignments as specified in applicable regulations are being eliminated.

Oklahoma Wing

The Oklahoma Wing reports a widely-varied program of major activities, including complete reorganization of the wing staff, establishment of 12 new group areas strategically located to expedite getting planes into the air in any area on request of Air Search and Rescue; establishing of Civil Air Patrol as a part of the State Disaster Relief Plan; establishment of a state-wide radio network that will give complete communications coverage in case of any emergency; and coordination of Civil Air Patrol programs with Air Reserves, Air ROTC, Army Ground Forces and Air National Guard.

Six new units were activated: Frederick, Altus, Stillwater, Tulakes, Tri-City, and a Composite Communications Squadron under the supervision of Wing Headquarters. Eight additional units will be activated in the near future: Muskogee, Okmulgee, Idabel, Balko, Norman, Hobart, Lawton and Chickasha, Oklahoma.

Six search and rescue missions were flown, two at the request of the Air Search and Rescue, USAF, the others at the request of the Civil Aeronautical Administration.

Proclamations on CAP week were obtained from the Governor and from mayors of cities. Efforts were made to obtain State funds to help with the CAP program, but thus far without much encouragement.

Regular visits were made to the lower echelons to aid them with their problems and to check the type of instruction being given, especially to the cadets. Plans were worked out for the summer encampment program for Civil Air Patrol cadets. The CAP program was coordinated with Air Reserves, Air ROTC, Army, and the Air National Guard, particularly with regard to credit being given for reserves participating in the CAP program.

Missouri Wing

The Missouri Wing activated four new units—the Sedalia, Webster Groves, Trenton and Chillicothe squadrons. Three units were de-activated—the Cape Girardeau and Moberly squadrons and the St. Louis Women's Flight.

Recruitment drives throughout the state netted 214 new senior members and 163 new cadets.

The AF-CAP liaison officer made a number of trips to Kentucky, Georgia, Utah, etc. to pick up various items of equipment allocated to the wing by National Headquarters. The greater part of the equipment received during 1948 was in good condition; the units put it to good use.

Arrangements were made by the AF-CAP liaison officer to transport Missouri CAP personnel to the Communications Conference at Tinker Air Force Base. This meeting was attended by the liaison staff and members of the communications sections of the units throughout the state. The AF-CAP liai-

son officer for Missouri also sent out letters to all Air Force reservists in Missouri explaining how they might obtain credits for participation in the CAP program.

Kansas Wing

The Kansas wing activated five new units, enrolled 226 new senior members and 36 new cadets. Senior members now number 500, cadets 375.

Two search missions for lost aircraft were conducted in 1948. In one search, three L-4 planes took part. The lost aircraft was found after two hours of flying time. The Kansas Wing now has eight radio stations on the air, four of them portable units.

Louisiana Wing

Louisiana has come to the realization that the Civil Air Patrol is active in the state. Following is a list of some of the wing's activities:

An active part was taken in the Port Allen levee break. Within three hours after the break, the CAP had set up communications, boats and planes.

A new squadron was activated at Baton Rouge, and a female unit was organized at New Orleans. Civil Air Patrol assisted in sponsoring Model Airplane meets.

Civil Air Patrol participation in the New Orleans Mardi Gras Float won a first prize.

WJFX, the wing radio station, was licensed by the FCC in January, 1948.

Louisiana CAP Rifle and Pistol Club was organized the 23rd of July. It has received a charter as an organizational member of the National Rifle Association of America.

The cadet encampment was held at Keesler Field, with Kentucky, Tennessee, Mississippi, Alabama, and Arkansas wings jointly. Thirty-two cadets attended.

The Louisiana Wing received three L-4's, an SCR-399 with PE generator, an SCR 545 radar unit and a 2½ ton van type truck.

Texas Wing

The Texas Wing is again building its organization to full strength. It is a slow process, but it is progressing according to plan.

The wing has developed an effective and efficient search and rescue organization under the command of Major Howard W. Smith. Approximately 650 hours were flown in search of Air Force as well as civilian aircraft. The Air Force Search and Rescue sent a letter of commendation to the Texas Wing.

The Texas Wing Forestry Group received national recognition for their efforts in preserving the forest of East Texas. Through the media of their radio-controlled ground units and aircraft, the group accomplished the mission. Approximately 250 hours were flown patrolling the forest fires.

The wing is in process of organizing what may be the largest emergency radio communications network in the United States. The goal is from 150 to 200 stations.

The Texas Wing received quantities of equipment during the reporting period. This property was screened at wing headquarters and that equipment which was useful was transferred to the subordinate units. Transportation equipment assigned to this office was transported from California by regular Air Force personnel whose expenses were paid by the wing. However, arrangements were made to furnish the gasoline and oil to transport the vehicles to Texas and to operate them in the state for one year. This equipment has been used by disaster units, forest fire fighting units, for cadet transportation and many other operations.

Air Force aircraft on loan to the Texas Wing are being rotated periodically to obtain maximum utilization from each plane.

Consolidated Report

From Nashville, Tenn., Col. W. C. Whelen, National Executive Board member, reports that the year 1948 brought a definite upturn in Civil Air Patrol activity in the nine wings comprising the Southeastern Region—*North Carolina, South Carolina, Florida, Georgia, Alabama, Mississippi, Tennessee, Kentucky and West Virginia*. The postwar downward trend has ceased; real progress is being made towards a large, well-organized peace-time organization.

The total increase amounted to 29 additional squadrons and flights, 470 new senior members, and 415 additional cadet members.

The wisdom of those leaders who insisted on Civil Air Patrol assuming its place as a peace-time organization has been justified. CAP is fast becoming known and called upon by public agencies to perform all types of emergency missions. Space here permits mentioning only a few:

Florida Wing's excellent radio communications net played a vital part in maintaining 24-hour communication contact in the hurricane-swept areas when other means of communications were out.

South Carolina's Wing turned its BD-71 switchboard over to a local telephone company and placed EE-8 telephones in strategic offices in the town of Calhoun Falls, thereby providing communications when the telephone company's facilities were inoperative. In January, 1948, one CAP squadron flew a total of 46 hours, looking for two fishermen who had been lost at sea.

When, in July, an elderly man and a boy were drowned and Coast Guard and local pilots failed to locate the bodies, the Civil Air Patrol took up the search, at the family's request, and located the bodies in three days.

North Carolina Wing, in addition to taking part in search missions in cooperation with the Air Rescue Service, flew a girl polio victim from Gastonia, N. C., to a hospital at Rochester, N. Y. The Elkins squadron rescued a pilot from a crashed BT-13 at night, probably preventing his death. Its Regional

Radio-Net Control Station has been highly praised for its successful operation.

West Virginia Wing established ten strategically-located search and rescue units; its disaster relief plan, worked out with the Naval Reserve, aided cities bordering the Ohio River when they were threatened by floods.

Alabama Wing, at the Red Cross' request, made available 500 beds and blankets for flood missions. Seventy-five Civil Air Patrol members in Birmingham and a like number in Montgomery, reported for active duty.

Kentucky Wing, through its London Squadron's "Operations Frostbite," trained both seniors and cadets under adverse weather conditions, with a minimum of equipment. They also performed several actual search missions.

Mississippi Wing is finding that the Radio and Training Aids supplied by the Air Force are making it possible to attract the interest of people who are not too enthusiastic about flying but who can be of immense help in training cadets and performing other missions assigned to the Civil Air Patrol. This wing is taking an active interest in its Radio Communications Program.

Georgia Wing was highly praised by the Air Rescue Service for the manner in which it organized and conducted the searches performed in cooperation with that unit. Members took an active part in the 1948 state-wide Air Marking Program, financing most of the expenses of the project.

Tennessee Wing took very seriously its assignment as part of the Air Rescue Service. Its members took part in two 2-day maneuvers. Communication was established with all squadrons through the wing station and also through a mobile power unit relay system. Actual contact could be made from wing headquarters with the planes on search. Several search missions were accomplished. Tennessee also developed a plan to encourage aviation interest among the business leaders of the state by bringing them into the Civil Air Patrol as members of the advisory board.

The wings in this region have pledged themselves

to much greater progress in 1949 and to the fullest cooperation with our National Commander and his staff.

Consolidated Report

From Boise, Idaho, Col. Leverett Davis, National Executive Board member, reports that the three wings under his jurisdiction—*Idaho*, *Wyoming* and *Montana*—have made distinct gains during the last year, in spite of handicaps.

The three states represent about eleven per cent of the geographic area of continental United States, but have considerably less than one per cent of the country's total population. This disparity gives rise to unique problems.

The contributing factor in the gain experienced by the three wings was the assignment to each wing of a C-45 plane. This made possible the transportation of members and supplies over the great distances involved.

Statistics for the three states show a total of 605 senior members—a gain of 387, a total of 296 cadets—a gain of 255, and 23 squadrons, representing a gain of 13 during the year.

Montana Wing

Under the able leadership of Col. Richard A. Kullberg, Montana led the three states in activities. Montana's CAP radio stations now number 68, a gain of 51 for the year.

Wyoming Wing

Wyoming staged an excellent recovery, virtually all since the appointment of Col. Thomas E. Knight.

One unique unit was activated, the Jackson Ski Squadron. Winters in the Jackson Hole country are severe, with deep snows. All planes of this squadron are ski-equipped, and their activities correlated with ground ski patrol parties.

Idaho Wing

Idaho has made steady but less spectacular progress. All non-active members have dropped during the year and substantial progress was made in recruiting and building a rejuvenated organization.

It is anticipated that the three states will make a steady advance during 1949.

FINANCIAL COMMITTEE REPORT

In accordance with Section 7 of the Constitution and By-Laws of Civil Air Patrol, a National Board standing committee was constituted by Personnel Order 376, 22 July 1948. This committee was designated "The CAP National Finance Advisory Committee," members of which are as follows: Colonel J. Michael Morris, Chairman; Colonel Walter A. Caskie; Col. Kilbourne L. House; Col. Richard A. Kullberg; Col. Pride Ratterree; Col. Eric Ravndal; and Col. Bertrand Rhine. The same order appointed the Chairman of this Committee as Chief Financial Officer of the National Executive Board.

Shortly after the appointment of this committee, on 12 August 1948, its first meeting was held. At this time a tentative budget, drafted by National Headquarters, was considered and adopted. Including all budget needs, the yearly total is approximately \$1,500,000.00.

The puzzle contest still in effect at the time of this meeting did not appear to be the best or most effective method of obtaining funds on a year-round basis; this project later proved to be unsuccessful, with considerable losses to the underwriters. The committee received several fund raising suggestions at this first meeting.

Mr. Cord Meyer first appeared before the committee, presenting a plan whereby his organization, a membership corporation under the laws of the State of New York, could assist in a limited manner through donations to cadet activities. Anticipated annual contribution was estimated at \$50,000.00; however, some doubt existed as to whether the corporation, under the laws of the State of New York, could disburse funds outside that state.

The possibility of CAP carrying out its own fund raising program was discussed by the committee. Their opinion was that the impression made on the person contacted for a donation would be much better should the campaign be conducted by a volunteer.

Mr. George Truman and Mr. Bill Brownell suggested to the committee a plan suited to local (Wing, Squadron, Flight) fund raising activities. Events at the local airport would be featured.

Mrs. Helen Housel then placed before the committee a plan to obtain \$3,000,000.00 per year, to be conducted through a well-known public relations firm. It was this plan which the committee decided to recommend in principle to the National Executive Board. Mrs. Housel was requested to prepare an outline of her plan and to appear before the National Executive Board at its next meeting, together with a representative of the Public Relations firm,

to place the fund-raising project before that body for final decision.

The Chief Financial Officer then, on 17-18 August 1948, reported the findings of the Committee to the National Executive Board. Unfortunately, Mrs. Housel was unable to provide the outline which had been requested; therefore, the National Executive Board, not wishing to continue further without more information, decided to look to another organization for a fund raising plan.

Colonel George A. Stone, then Chairman of the National Executive Board, requested that the Chief Financial Officer and the National Finance Advisory Committee study various fund-raising programs and select several prospective companies, requesting each to present a prospectus. He stressed the fact that although CAP is in immediate need of funds, no campaign should be entered hastily, without complete investigation of the firm, methods to be used, etc.

In carrying out the request of the National Executive Board, the Chief Financial Officer continued attempting to find a suitable fund raising plan for CAP. By this time, it was apparent that the puzzle contest was not going to prove successful; at the Executive Board meeting 12-13 October, the Chief Financial Officer proposed that the aid of radio commentators and newspaper columnists be enlisted to encourage people to enter the contest. The Board, however, felt it would be best to allow the puzzle contest campaign to run its course, and sustain such losses as were unavoidable. General Spaatz emphasized the fact that Air Force aid is for the purpose of supporting the cadet program; should Air Force carry out this program in any other way, the cost would be much greater. CAP should obtain its funds by direct appeal to the public.

With this thought in mind, the Chief Financial Officer contacted various organizations in search of the plan best suited to CAP's need. With the end of the fiscal year, no such plan had been definitely selected; however, the initial work had been done. The organization, through the CAP National Finance Advisory Committee and the National Executive Board, had decided in general the type of plan desired for the use of CAP. Through the propositions placed before the committee, several definite ideas had materialized. The Fiscal Year 1949 should see considerable progress, with a strong possibility that a successful fund raising campaign can be held and a permanent source of income discovered.

FINANCIAL STATEMENT
CIVIL AIR PATROL, INC.
Fiscal Year 1948 (Jan. 1-Dec. 31)

Receipts

Assessments for Congressional Dinner.....	\$ 5,480.00	
Contributions to Finance Cadet Activities.....	3,700.00	
Royalties from sale of "Flying Minute Men".....	2,500.00	
TOTAL RECEIPTS.....		\$11,680.00

Disbursements

Congressional Dinner.....	5,121.68	
Special Cadet Activities		
National Model Aircraft Meet.....	\$ 286.95	
Conference of Educators, CAP Cadet Textbook.....	720.94	
Exchange of Cadets with Air Cadet League of Canada.....	2,745.07	
International Drill Competition.....	463.78	
Total	4,216.74	
Miscellaneous Expenses	148.18	
TOTAL DISBURSEMENTS		\$ 9,486.60

Total Receipts.....	\$11,680.00	
Less Total Disbursements.....	9,486.60	
Balance, 31 December 1948.....		\$ 2,193.40

CONSTITUTION & BY-LAWS COMMITTEE

Proposed Amendments to Constitution and By-Laws by Colonel W. C. Whelen, 4-5-43, chairman, Colonel Harold R. Smethills, 8-3-94, Colonel Nancy H. Tier, 1-5-90, Colonel Rudy C. Mueller, 7-6-42, Colonel R. L. Bowen, 8-1-49.

A letter was forwarded to each member of the National Board by the chairman of said committee requesting that suggestions as to amendments be submitted to the Committee. Acknowledgment is made of suggested amendments received from the following National Board Members: Colonel Frank F. Tracy—Missouri Wing, Colonel Gordon A. Da-Costa—Illinois Wing, Lt. Col. Frank E. Hope, acting for the Mississippi Wing. The remaining National Board Members either replied that they had no suggestions or failed to submit a reply.

The Committee, after due consideration of the proposed amendments to the by-laws, recommends to the National Board for action at its annual meeting on 10 May 1949, the following:

- a. That Section 6, "Composition", be amended to read as follows:

"Composition—The Appeal Board shall be composed of five Wing Commanders and a first and second alternate selected at the annual meeting of the National Board.

Should any Wing Commander, who is elected to the Appeal Board resign or be removed from his position as a member of the National Board, he shall automatically lose his status as a member of the Appeal Board. Should the membership of the Appeal Board, including the two alternates, be reduced to less than five members, the National Executive Board is hereby empowered to elect from the membership of the National Board sufficient replacements to bring the number of members

to five, such replacements to complete the terms of the former members of the Appeal Board, who have lost their membership on said Board. This election by the National Executive Board may be held either at the regular quarterly meeting of the National Executive Board, or in a special meeting called for that purpose."

- b. That Section 6, "Conduct of Meetings", be amended to read:

"The Appeal Board shall immediately elect a Chairman and all appeals, stating the grounds for such appeal shall be addressed to such Chairman. Said appeal shall be submitted within thirty (30) days of the date of order removing member of the National Board, otherwise, no right of appeal shall exist. Upon receipt of such appeal the Chairman shall call a meeting of the Appeal Board within thirty (30) days and shall notify the National Executive Board of the time and place of the meeting to allow the presentation of the grounds for the removal of the member of the National Board. In the absence of the Chairman, his designee shall preside at the meetings of the Appeal Board."

- c. That Section 2, "Allocation of Dues", be deleted from the By-Laws.

- d. That Article IX of the Constitution be amended to read:

"The fiscal year of the Corporation shall be from July 1 through June 30."

W. C. WHELEN, Colonel, CAP,
Chairman, The CAP National
Committee on Constitution
and By-Laws

UNIFORM & INSIGNIA COMMITTEE

Report to the National Board CAP from the CAP National Committee on Uniforms and Insignia.

The following named personnel were appointed as members of the National Committee on Uniforms and Insignia, per par 2, CAP Personnel Order 378, dated 28 July 1948;

Colonel Stuart C. Welch, 2-1-785
Colonel John R. McGuire, 5-1-775
Colonel Phillip F. Neuweiler, 3-1-295
Colonel Harry W. Schaefer, 6-2-458
Colonel W. O. Fuller, 7-2-1430

The duties of this committee are to study such plans and requirement as pertaining to the CAP uniforms and insignia.

During the meeting of this committee two recommended changes were considered, namely: a. The change of the present Civil Air Patrol Wing Badge Insignia and, b. Some award for presentation to CAP Cadets and Senior Members for various degrees of accomplishment.

New designs for change in Wing Badges and Civil Air Patrol Insignia were invited from all of the state organizations and many good ones were submitted.

The design as submitted to the United States Air Force for approval had been selected from many submitted samples. The design as submitted by Major C. B. Colby, CAP NY Wing was the most popular with the National Committee on Civil Air Patrol Uniforms and Insignia. Also submitted to the USAF for approval at the time were nine (9) new Civil Air Patrol ribbons for awarding to Civil Air Patrol Members for various degrees of service and achievement.

On 13th of August 1948, approval was given by the United States Air Force for five (5) new designs of the Civil Air Patrol flight badges and the nine (9) new Civil Air Patrol ribbons.

National Headquarters submitted a draft of CAP Regulation 35-4 (Prescribed Uniform, Decorations,

Badges and Service Ribbons for CAP Personnel) to this Committee on 12 November 1948 for approval prior to publication. The Committee recommended three (3) minor changes—Changes were made and the Regulation was published 12 January 1949.

I wish to compliment National Headquarters on this extremely well and clearly written Regulation. This publication should once and for all establish the uniform pattern to be followed throughout Civil Air Patrol.

Facsimile drawings were sent to three (3) of the Nation's leading Manufacturers of Uniforms and Insignia for bid estimates of an initial supply of this insignia. Bids were received and discussed in all details and the final contract was awarded to Gemsco Inc.; 395 4th Avenue, New York, because of their lowest bid and the quality of the product offered by that Company at the bid price.

Production was begun and a commitment made by the manufacturer to have the Wing Badges ready for delivery by the 1st of April 1949. The nine (9) new ribbons would be ready for delivery shortly thereafter.

During the time negotiations were being made with the manufacturer, all Civil Air Patrol Wing Commanders were contacted and informed of the approximate price of the new insignia and were requested to canvass each organization within the Wings for initial orders of this new insignia. The Wing Commanders were advised that the initial price could not be published at that time for the reason that the price would depend upon the quantity ordered under the initial contract. The manufacturer had only submitted a bid scale on which the final price for the initial order would be determined.

Orders for the initial supply of this insignia were received in this Headquarters and consolidated the 15th of March 1949. These orders were forwarded to Gemsco who agreed to ship the initial orders to the designated addresses (Wing Headquarters or Wing Supply Officers) COD.

STAFF SECTIONS' REPORT

For the Civil Air Patrol, 1948-49 was a year of expanding activities and added responsibilities—the CAP's most successful year.

Throughout continental United States, Alaska and Hawaii, the CAP moved further into the pattern of its mission as a full-time auxiliary of the U. S. Air Force, and in cooperation with the Red Cross, local state and federal public agencies. Many new squadrons and flights were founded within existing wing units.

In blizzard-locked areas of the West and flood-stricken districts of the Midwest and South, Civil Air Patrol planes made an impressive record of rescue flights, air reconnaissance, and aerial deliveries of food, medicines, and other supplies. They hunted for lost planes and helped evacuate marooned pilots. CAP senior members and cadets helped patrol highways and other areas in times of disasters. CAP pilots flew the sick and injured to hospitals and rushed doctors to dangerously ill in isolated places.

Evacuation Exercise

In widely-separated parts of the country, aerial maneuvers, including simulated search and rescue missions, gave CAP air personnel practical training for public emergencies. In one instance, a fleet of 17 small CAP planes evacuated the key people of an entire town, together with important documents, in connection with a simulated attack conducted by the Air Force. The CAP's aim is to train an auxiliary cadet force of 100,000 annually.

National CAP Headquarters, working with local CAP units all over the country, set up and got into operation the largest amateur radio network in the world, providing the nation with an invasion-and-disaster-proof system of communications, including nearly 3,400 stations, which could maintain communications effectively everywhere even if all normal telephone, radio and telegraph systems went out of commission.

CAP enlarged its cadet training program with the aim of creating an annual junior reserve of at least 100,000 cadets, most of whom would become a part of the growing aircraft industry and serve as a reserve of trained personnel in time of emergency. National Headquarters is preparing a new cadet manual which will serve as a comprehensive instructional text for all units.

In the field of international relations, arrangements were completed for a summer exchange of cadets with England, France, and Switzerland. Canada and the United States exchanged cadets last year; the plan worked so well it has been made permanent. It is hoped other countries can be brought into the scheme in future years. The cadets spend two weeks air-visiting the country. All are

expected to return home enthusiastic ambassadors of international good will.

While wings all over the country report individual exploits of rescue and search missions, the year's outstanding mission was, of course, CAP's large-scale participation last winter in Operations Snowdrop, Haylift, Snowbound, Birdseed, and others, in the Western states.

During the months of January and February 1949, the Western half of the United States experienced the worst winter weather in years. Extremely heavy snow, high winds, and below-zero temperatures blocked country roads and most major highways and railroads.

Mercy Missions

Starting as early as January 2, Civil Air Patrol units were flying mercy missions. As the scope and severity of the emergency increased, more and more CAP units were called upon for assistance by such agencies as the Air Force, the Fifth Army, American Red Cross, Indian Service, District Engineers, States, counties and other civil agencies, until all CAP units of the Arizona, Colorado, Nebraska, South Dakota, North Dakota and Wyoming Wings were at work.

More than 2,000 hours were flown and about 600 CAP personnel were employed. Two CAP members—a pilot and an observer—lost their lives when their plane crashed in rugged Nebraska weather. Another pilot was injured and ten planes were damaged, two of them seriously.

CAP flying crews master-mapped and observed hundreds of thousands of miles of storm-locked areas, to enable delivery of feed, food, and other supplies to spots where they were needed. So accurate was this preliminary reconnaissance, that in many regions the Air Force, Navy and other agencies, deferred all action until the situation had been reconnoitered by the Civil Air Patrol.

In direct relief operations, Civil Air Patrol pilots dropped more than 33 tons of food, feed, fuel, machine parts, medical and other supplies to hundreds of stricken farm families and isolated communities. The Arizona Wing covered 90,000 miles of territory and dropped 22 tons of hay, food and medicines. The Colorado Wing dropped or delivered a ton and a half of supplies, and the North Dakota Wing, during its 550 hours of air activity, dumped quantities of fuel, food and medicine to large numbers of farms and isolated towns. California's Group 9 (San Bernardino), in cooperation with the Air Force, dropped 50,000 pounds of hay to starving cattle in the Cima district.

More than 30 sick and injured persons were air-evacuated to hospitals. The Utah Wing parachuted

sheep dogs down to herders whose dogs had died. In Nebraska, cadets of the Kearney Squadron worked long hours in below-zero weather to load Air Force C-47's with hay to be dropped in "Operation Haylift". The North Dakota Wing played a big part in easing the suffering and preventing financial losses during the emergency.

Tribute to CAP

Said Arizona's Governor, Dan E. Garvey, in a letter to Lieutenant Colonel Irving Smith, Executive Officer of the Arizona Wing:

"We should have been almost helpless without the unstinted assistance and good efforts of the CAP. . . . There never was a task too difficult, a mission too dangerous—you and your pilots responded to every call. . . . In many instances you dipped deeply into your own pockets to buy hay for stranded cattle, horses and sheep.

"The Civil Air Patrol has become an indispensable arm of our government, of our economy and our society out here in the vast barren reaches of the Inland Southwest."

Search and Rescue

During the past year, the Search and Rescue Program has been progressing very satisfactorily. CAP wings which are located within the areas of responsibility of the Air Rescue Squadrons of the Air Rescue Service, have coordinated their plans, and in every case, when called upon, have rendered invaluable service to their country and humanity.

The Air Rescue Service of the USAF has, on many occasions, expressed appreciation for the proficiency and spirit of cooperation of the CAP personnel, when called upon for search missions.

Today, within the continental limits of the United States, there are approximately 500 CAP squadrons with some 4,000 aircraft and crews, ready, willing and able to take to the air on search and rescue missions.

Aircraft Accident Prevention

The subject of aircraft accidents is always a difficult one to approach. A program is urged by National Headquarters to reduce the number of accidents. Everyone is enjoined to exert maximum effort to post no "Pilot Error" accidents.

National Headquarters of Civil Air Patrol is now negotiating for an insurance policy to cover the privately-owned airplane, its passengers and crew, when on official missions. It is hoped such a policy can be agreed upon at a rate satisfactory to all.

International Drill Competition

The International Drill Competition between Canada and the United States was held at the Idlewild Airport on Long Island, New York on 7 August 1948.

Westchester Group 9, of the New York Wing, defeated units from Maryland, New Jersey, Connecticut and Delaware, and earned the right to represent Civil Air Patrol in the International Com-

petition. However, they fell in defeat to the Canadian team.

The 1949 program is designed to present a team at the International Meet which will give the Canadians plenty of trouble and, it is hoped, will return the Major General Lucas V. Beau International Challenge Trophy to this country.

To accommodate participating Wings, the United States has been divided into four (4) regions which are as follows:

Region 1: New York, Massachusetts, Connecticut, New Jersey, Delaware, Virginia, West Virginia, South Carolina, Georgia. (Total 9 Wings)

Region 2: Alabama, Mississippi, Louisiana, Kansas, Missouri, Texas, New Mexico. (Total 7 Wings)

Region 3: Michigan, Indiana, Illinois, Wisconsin, Minnesota, Iowa, North Dakota. (Total 7 Wings)

Region 4: California, Utah, Idaho, Wyoming, Oregon, Washington. (Total 6 Wings)

Regional Competition will be:

Region 1: Washington, D. C.—Andrews Air Force Base, 15 May 1949.

Region 2: Tinker Air Force Base, 29 May 1949.

Region 3: Selfridge Air Force Base, 19 June 1949.

Region 4: March Air Force Base, California, 3 July 1949.

National Competition: Lowry Air Force Base, 30 July 1949.

International Competition: Toronto, 30 August 1949.

Aeronautical Ratings

With the advent of the new CAP Aeronautical Rating Program the wearing of the new aviation badges is authorized only after the CAP member has received his rating by personnel orders issued by National Headquarters.

In the past, pilot ratings were issued by the various wings and there was no way of knowing just how many, and who, were rated CAP personnel. This situation was due to the failure of several wings to forward the proper information to National Headquarters.

To date, more than 2,000 pilot ratings have been issued under the new program.

Supply and Maintenance

The supply and maintenance section of National Headquarters, Civil Air Patrol, has increased its activity three-fold in the past year over previous years, largely due to the urgent call for supplies and equipment necessary to meet the ever-increasing activity and membership in the Civil Air Patrol organization.

The AF-CAP liaison officers stationed throughout

the entire United States, Alaska and Hawaii, have acted as agents for this headquarters in locating and reporting valuable surplus property at various military installations which has been procured for the cadet training program. This equipment includes such items as radio transmitters and receivers, telephones and switchboards, field telephone wire, aerial cameras, office furniture, clothing, Link trainers, aeronautical mockups, training aids and numerous other smaller items in various quantities for use in the cadet training program.

Since the implementation of Public Law 557, 26 May 1948, making Civil Air Patrol an official auxiliary of the United States Air Force, the organization has enjoyed a priority (II-B), which has allowed the supply of considerable quantities of surplus property, heretofore not available to the organization as an educational institution.

Transportation has been a very difficult problem for AF-CAP liaison officers and wing commanders in moving quantities of supplies and equipment made available to Civil Air Patrol. This problem has been solved to a limited extent by the assignment of a 2½ ton, van-type, K-60 truck to each AF-CAP liaison officer. These trucks are Air Force owned, operated and maintained and are used for the distribution of supplies and equipment within the Civil Air Patrol wing and for emergencies and rescue service.

Real property acquired during the past year consists of many buildings and ground areas, some of which are: approximately 400 pre-fabricated type buildings; an entire installation on Lookout Mountain, California, consisting of buildings and five acres of land; a former officers' club at Bowman Field, Kentucky; a large group of buildings and an area at Adams Field, Arkansas; thirty (30) buildings at Carrollville, Wisconsin, and many other groups and wing buildings throughout the United States.

ERP Students Visit U. S.

This year, thirty-four (34) European students visited this country representing seventeen nations receiving aid under the Economic Recovery Program. The countries represented were: Austria, Belgium, Denmark, France, Germany, Great Britain, Greece, Holland, Ireland, Italy, Luxembourg, Norway, Portugal, Sweden, Switzerland, and Turkey. One boy and one girl were selected from each country.

Air Force provided three aircraft and the students, along with press representatives, members of the State Department, Voice of America, and two Civil Air Patrol representatives, (Colonel Nancy H. Tier and Major L. A. Edwards) toured the United States. The wings visited were: Tennessee, Texas, Arizona, New Mexico, California, Colorado, Michigan, with the tour winding up in Washington, D. C.

Cadet Exchange Plan

The exchange of cadets between the Air Cadet

League of Canada and the U. S. Civil Air Patrol in 1948 was considered extremely successful. Twenty-four (24) CAP cadets with a like number of RCA cadets were entertained royally.

In 1949, exchange will include England and Switzerland, as well as Canada. Twenty-five (25) CAP cadets will be exchanged with Canada and twenty-five with England, with five from France and five from Switzerland.

CAP Radio Network

For the two-fold purpose of (1) providing a nation-wide radio network which could be used to handle traffic in times of local or national disasters and emergencies and (2) to train new radio operators and keep old operators proficient, the Civil Air Patrol set up two radio nets—the National Radio Net and the State Radio Nets. The systems covered all the 48 states, Alaska and Hawaii.

For operational efficiency, the area was divided into eight regions, with a Regional Net Control Station in charge of each. Each region has from five to seven states under its jurisdiction. The National Radio Net Control station, in Washington, routes its traffic through the regional stations, which in turn, direct it to the state concerned. In addition to the National Network, each state has a state-wide net operating inside its territory. Wing Headquarters serve as control stations for their state nets.

Through the cooperation of the USAF and the FCC, the necessary frequencies were obtained to make these nets a reality. The USAF loaned the Patrol 51 sets capable of 400 watts output of power, for use by the wing stations. Through donable property sources, the Patrol secured thousands of other transmitters, ranging in power from one to 400 watts—equipment which is now being used by group, squadron and flight units inside the state nets.

Each state has set up, or is in the process of setting up, a communications training program. For maintenance training, donable equipment is redesigned and operative sets repaired. The state nets operate on both 'phone and C.W. In addition, the California Wing now has an effective statewide radio teletype system.

National net roll calls and drills are performed each week on Tuesday and Thursday from National Headquarters Net Control Station at Bolling Air Force Base.

The CAP now has 3,420 stations licensed and equipped for two-way radio communications. This figure is expected to exceed 5,000 by July 1, 1949.

Headquarters Organization

At the outset of the past year, National Headquarters, Civil Air Patrol, was known as the 32nd Air Force Base Unit. The authorized manning table for this unit consisted of sixty-four (64) officers, sixty-two (62) enlisted men and fifty-four (54) civilians, totaling 180. During the period 1 January

1948 to 1 April 1948 the total senior membership of Civil Air Patrol increased from 121,617 to 122,718. National Headquarters received an approved manning table, dated 1 April 1948, authorizing an increase of two officers, one enlisted man and one civilian, bringing the total authorized strength up to sixty-six (66) officers, sixty-three (63) enlisted men and fifty-nine (59) civilians. The CAP membership increased from 122,718 to 129,790 during the period 1 April 1948 to 31 December 1948.

After many consultations with the staff at Air Force Headquarters, it was agreed that the AF-CAP liaison officers stationed at other than Air Force installations should be authorized as airmen in MOS

750 for maintenance of the assigned aircraft. On 24 November 1948, we received Personnel Authorization Number 1-166 with an authorized increase of twenty-two (22) enlisted spaces. This brought the total strength of headquarters to eighty (80).

On 28 August 1948, pursuant to authority contained in letter, Department of the Air Force, subject "Designation and Reorganization of Certain Air Force Base Units", dated 10 September 1948, National Headquarters was re-designated Headquarters and Headquarters Squadron, Civil Air Patrol, USAF, and was re-organized under USAF Table of Distribution 1-32, dated 31 August 1948.

FUTURE OF CIVIL AIR PATROL

General Carl A. Spaatz, Chairman of the National Executive Board of CAP, depicted the future of the organization at the Presidential Dinner when he said:

"I think we can best sum up the goals of our growing program as the creating of better citizens from our cadet groups, the developing of more air-trained and air-minded youths and the providing of a pool of partially trained students of the Air Age. . .

"The purpose of this volunteer civilian organization is the promotion of peace, prosperity and security in America and the world through air education and the development of aviation in all its phases."

Summation of CAP Objectives

Under the Mobilization and Readiness Plan, Civil Air Patrol will continue as a permanent auxiliary of the Air Force and remain a volunteer force to assist the military and civilian agencies during an emergency and maintain a pool of 100,000 carefully selected cadets trained in ground and pre-flight subjects.

The CAP will provide trained crews and aircraft for anti-submarine patrol along the sea frontiers; provide border patrol along our borders if requested; provide an auxiliary radio net of mobile, fixed and portable stations to augment the Armed Forces and

commercial communication systems in case of local, state and national emergencies.

Present CAP Mission

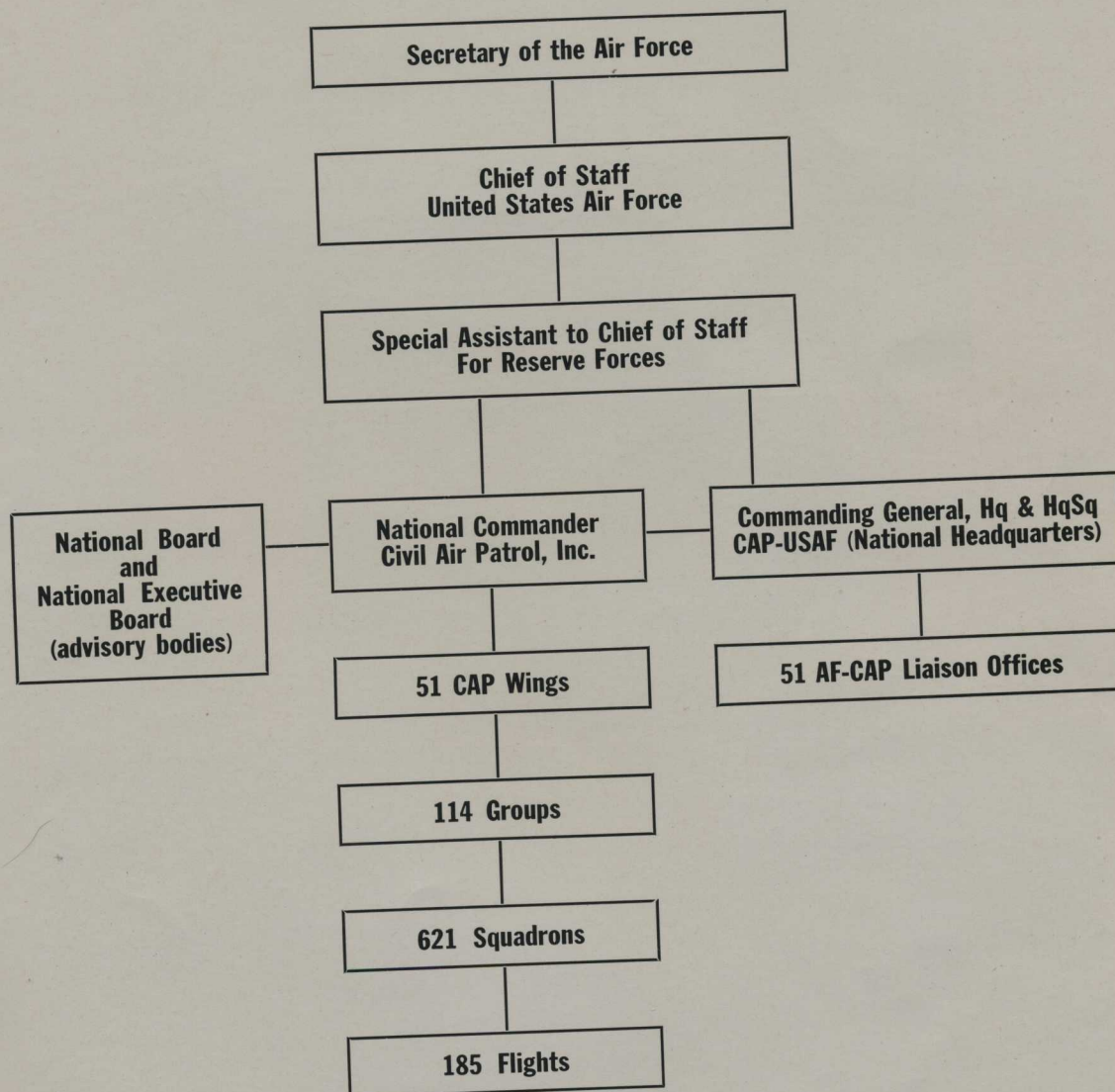
Civil Air Patrol is prepared to assist the Civil Defense Agencies through a personnel trained for anti-sabotage patrol, both air and ground, and for the patrol of transportation facilities, water supplies, power plants, telephone exchanges, radio stations, high power lines and airports.

Trained crews and aircraft are provided for evacuation or supply of the civilian population of cities, towns or rural areas in devastated, isolated or danger areas.

The CAP is prepared to provide aid through equipment and trained crews for the relief of citizens in any emergency on a local, state or national scale and prepares for this emergency work by conducting field exercises, maneuvers and mobilizations. Plans for these exercises are carefully prepared within the wings.

The organization participates in search and rescue missions when requested; has completed a plan whereby crews and aircraft are available for courier, mail and light transport services for the Air Force, Army and Navy; can provide crews and aircraft for radar tests, tows target flights and non-combat reconnaissance flights; and such other missions as may be ordered by the Commanding General, Civil Air Patrol.

ORGANIZATIONAL CHART OF CIVIL AIR PATROL



TYPICAL CAP CADET ACTIVITIES

