

1972

# CIVIL AIR PATROL

## Report to Congress







*For nearly 30 years, thousands of youngsters have been introduced to the challenging world of communications/electronics as Civil Air Patrol cadets.*

*CAP's ultimate goal in its extensive youth motivation programs is to assist young women and men in becoming responsible citizens and leaders of tomorrow in their chosen professions.*





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 with deep humility and personal pride that I present this Civil Air Patrol Report for 1971.

Humility in the knowledge that its members, without thought of personal gain, have again written an inspiring chronicle of dedicated service to the nation. Pride in my association with the men and women of this great organization whose unselfish efforts during the past year reached new heights in humanitarian operations.

For more than three decades, Civil Air Patrol has been blessed with volunteers whose contributions have benefitted their fellow-man in many ways. Today, as always, their only reward is the quiet satisfaction of serving dependably in a necessary and meaningful role.

As for the future, I share President Nixon's confidence that its members will continue to serve for the good of all mankind.

*Richard N. Ellis*  
RICHARD N. ELLIS  
Brigadier General, USAF  
National Commander



## SEVENTY ONE—WELL DONE

Civil Air Patrol's biggest story of 1971 was also its proudest.

CAP pilots and crews flew a record-breaking 30,909 hours in search and rescue operations. More than 16,000 times, its fleet of light aircraft took to the air on mercy missions.

The geographical areas covered by these missions indicates the scope of Civil Air Patrol Emergency Services Operations. They ranged from the subtropics of Puerto Rico to Alaska's frozen wilderness and from New England's icy Atlantic to Hawaii's blue Pacific.

CAP crews located 103 objectives and were directly responsible for saving 24 lives.

### International Air Cadet Exchange

Last year, 430 young men, women, and escorts took part in CAP's annual International Air Cadet Exchange (IACE). A total of 26 countries participated.

The goal of this program remains unchanged since CAP staged its first IACE in 1948. That year, 25 American youths exchanged visits with members of the Air Cadet League of Canada. Their objective was to promote international goodwill and understanding while dispelling ignorance and prejudice.

In today's world, the IACE has taken on increased significance—at home and abroad.

Overseas, even in many friendly nations, the image of America is often distorted by a stream of depressing and embarrassing news concerning the United States. This is not surprising. In this country, bad news also gets more exposure because it is more spectacular. But the average foreigner does not see the other side of the coin. Rarely is he able to visit here, talk with those who have, or meet Americans in person.

As a result, the average American is pictured as struggling through a way of life dominated by pollution, racial strife, unemployment, clogged highways, student unrest, crime in the streets, and political bickering.

IACE—here or there—has a relatively small but effective role in bringing our nation's image back into honest focus.

Foreign cadets visiting here have the doors to the American homes opened to them. They literally become part of Uncle Sam's down-to-earth way of life. No propaganda. No shielding from harsh realities. They see the problems and the progress. The bad and the good. They form their own opinions. But when they return home, their opinions are based on personal observation.



**RICHARD N. ELLIS**  
Brigadier General, USAF  
National Commander

American cadets visiting other countries are roving ambassadors of goodwill. Their appearance and actions speak for themselves—and this nation has never had better spokesmen.

### Thirtieth Anniversary

The past year, 1971, was an important milestone for Civil Air Patrol as it commemorated its Thirtieth Anniversary.

Nationwide observances were launched in Denver, Colorado, during CAP's Annual Board Meeting and National Convention which attracted more than 1,200 conferees.

The convention theme, "Three Decades of Volunteer Service to the Nation," focused attention on CAP's origin in 1941—just six days before the attack on Pearl Harbor. An excellent account of those early days appears elsewhere in this report.

During the Denver Conference, Samuel H. du Pont was unanimously re-elected National Board Chairman. A native of Florida, he holds the rank of brigadier general in the Civil Air Patrol.

### Cadet Flying

New and increased emphasis was placed on cadet flying training during 1971. This emphasis resulted in a banner year. A total of 610 young men and women—an all-



**SCHOLARSHIP WINNER**—In late 1971, this serious young man from Denver was selected in national competition to receive the Reed Pigman Flight Scholarship for 1972. He is CAP Cadet Lt Col Cary F. Veith whose dream of becoming an airline pilot will move towards reality during four months' flight training—all expenses paid.





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

time record— participated in some form of flight training. Included were 520 cadets who were awarded flight badges after successfully completing solo requirements.

The mark set last year seems destined to be short-lived. An ambitious goal of 1,800 cadets—three times the 1971 record—has been established for 1972.

### **Aircraft Resources**

At year's end, the Civil Air Patrol fleet consisted of 806 aircraft with an estimated value of \$4.3 million. This significant increase over 1970 was made possible by acquiring 111 excess aircraft from Department of Defense sources.

Additionally, more than 5,000 CAP members have planes of their own—which swells the CAP fleet to an impressive 6,117 available aircraft.

More than 1,200 new pilot/members joined Civil Air Patrol during 1971, bringing the total to 18,208 pilots.

### **State Support**

A total of 29 Civil Air Patrol wings received financial support from their states during 1971. These funds, made available through a variety of sources, increased CAP effectiveness in serving the people in all communities. Total funds received were \$823,868 . . . nearly double the amount of a decade ago.

### **CAP Supply Depot**

A centralized supply depot was established by Civil Air Patrol for receiving, storing, and issuing aircraft parts acquired through the government excess program.

From their location, in Amarillo, Texas, depot personnel ship parts to CAP units and charge only a small handling fee. This enables the depot to be a self-supporting operation.

### **Executive Director**

In May, Gordon T. Weir, a retired Air Force colonel from Connecticut, was appointed to the newly-created position of Executive Director for the Civil Air Patrol Corporation.

He is no new comer to CAP. In his last active duty assignment (1968-71), Mr. Weir was Chief Liaison Officer for CAP's Rocky Mountain Region. Previously, he was Deputy Commander of the Air Force Technical Training School near Denver and served as Air Attache in the U. S. Embassy, Tokyo, Japan.

### **North Dakota Top Wing**

Two northern states waged a close race for top honors in the National Commander's Annual Evaluation of CAP Wings with North Dakota finally edging New Hampshire.

The victory is a special triumph for members of the North Dakota Wing because they ranked near the bottom just five years ago. Since 1967, they have climbed steadily upwards.

CAP Col Richard A. Salsman has commanded the wing since early 1969.

### **Civil Defense Cooperation**

During 1971, the Civil Air Patrol joined with the Office of Civil Defense and Federal Aviation Administration in developing a pilot course to increase official awareness of the State and Regional Defense Airlift Plan (SARDA), which would control the nation's non-air-carrier aircraft during a national emergency. Nearly 200 members of FAA, OCD, state aviation, and CAP attended these seven regional schools.

To further assist the nation's civil defense effort, CAP wings for the first time joined state civil defense operations in "CDEX 71." During many of these tests, CD members have provided both aerial and ground radiological defense refresher training to CAP volunteers. These joint operations have led civil officials to a new realization of the capabilities of both the CAP and of the non-air-carrier aircraft.

Civil Air Patrol is clearly taking a leading part in preparing the country to meet any emergency which might require the use of general aviation aircraft. The total utilization of SARDA assets will undoubtedly release many USAF aircraft for their tactical mission during a national emergency.

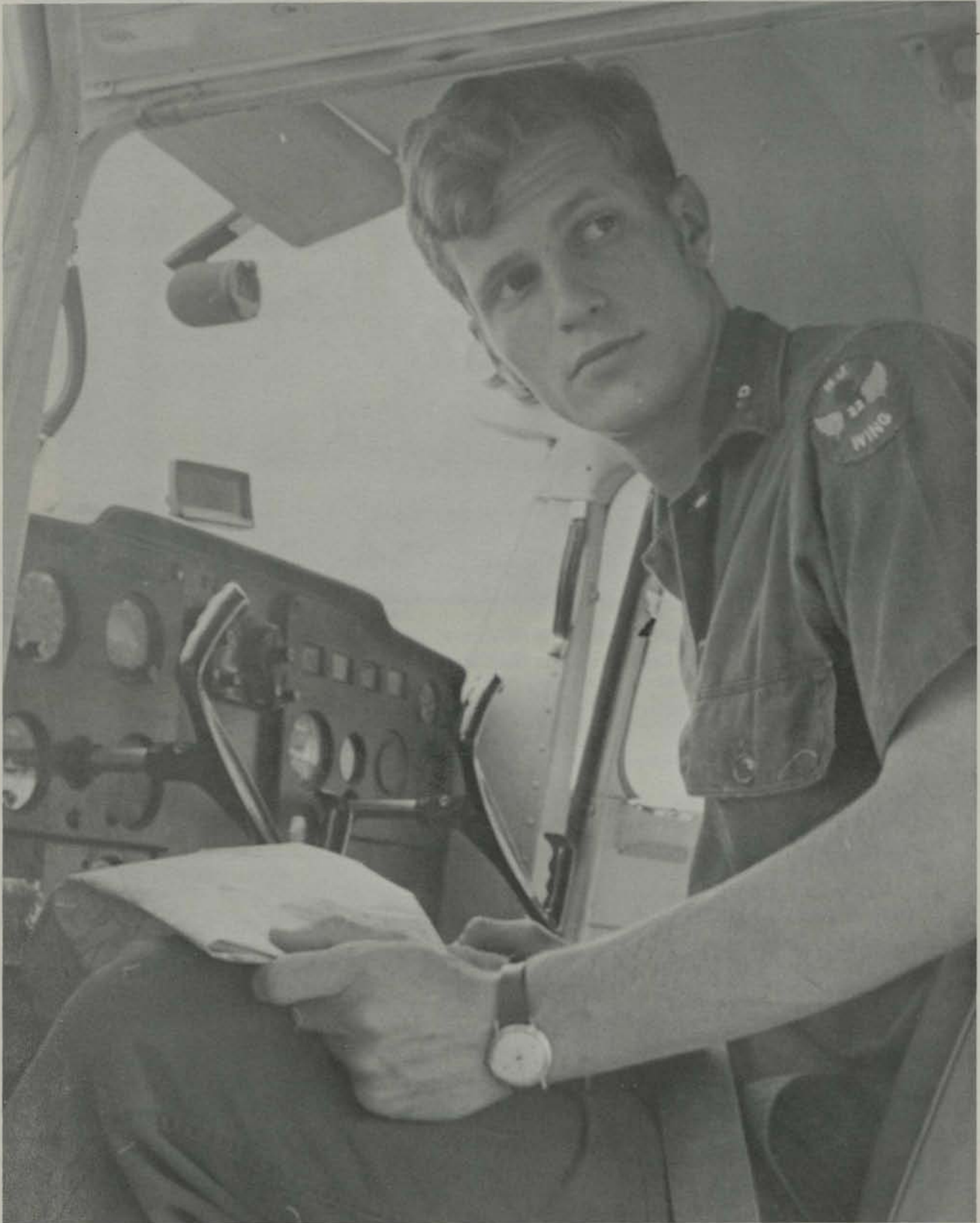


**REWARD!!!**—CAP's outstanding cadet of 1971, Eric P. Dahl of Memphis, Tenn., receives double-barreled congratulations from two Lone Star State cadets.



**REWARD???**—This Minnesota cadet received somewhat cooler congratulations following his first solo flight during a CAP flying encampment held in the North Star State.





**NUMBER ONE**—This Cadet Captain from New Jersey was first to win his wings during CAP's Flying Encampment in Oklahoma. Four encampments were held with 94 cadets—young men and women—receiving private pilots certificates.



# THE CADET PROGRAM

In January, 1971, the modified cadet program was fully implemented. Cadet learning and development is centered around four basic areas: aerospace education, leadership, physical fitness, and moral leadership. Aerospace education is accomplished by *sequential completion of 15 achievement packets*. For each achievement, the cadet negotiates a contract with his unit commander that identifies the intended achievement completion date. He then progresses on a self-study basis at his own pace.

As each achievement is completed, the cadet advances in rank and receives a ribbon denoting his level of progress. Successful completion of all 15 achievements enables a cadet to take the Spaatz Award Examination, which, if passed, earns him the higher rank obtainable—cadet colonel. The attainment of this level denotes completion of the structured cadet program.

The other three facets of the program are conducted at unit meetings under the supervision and assistance of the unit's senior member and senior cadet officer staff.

## Cadet Awards

The Billy Mitchell Award, signifying completion of the first seven achievements, was earned by 1,425 cadets.

The Amelia Earhart Award, given after completion of 11 of the 15 achievements, was earned by 339 cadets.

The General Carl A. Spaatz Award was earned by the 25 cadets listed below:

Joseph M. Rosenthal	Minnesota
James H. Heriot	West Virginia
James L. Collins	Tennessee
Russell A. Bell	National Capital
Madaline G. Barnes	Michigan
Leonard J. Brenkus	Illinois
Antonio Mazario	Puerto Rico
Wayne T. Kamaura	Hawaii
Robert C. Hickcox	New York
Jeffrey K. Ellis	Maine
James A. Moore	Tennessee
Patricia A. Haulenbeek	Oklahoma
John T. Cunningham	Illinois
Karen M. Golz	Illinois
Wayne D. Miller	Wisconsin
William P. McNulty	Minnesota
Rodney E. Hazen	Arizona
William M. Conlon	New York
Douglas M. Hawley	California
John J. Schaefer	Illinois
Larry F. Willers	Colorado
Bruce L. Hildreth	Virginia
Maureen B. O'Reilly	North Dakota
Steven A. Austen	Louisiana
Beverly A. Vito	New Mexico



**DON'T TOUCH THAT DIAL**—These Hoosier state cadets are serious about their work in communications. That obviously does not mean they are not enjoying it.

## CADET SPECIAL ACTIVITIES

In 1971, eleven special activities were provided and had a total participation of 975 cadets. These special activities included:

### International Air Cadet Exchange

In 1971, these countries participated in the Exchange Program with the United States:

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

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



## **Cadet Officer School**

This two-week course, conducted at Maxwell AFB, Alabama, is designed to increase the effectiveness of male and female cadet officers. Instruction is divided between lectures and seminars and includes a field exercise and graduation parade. Subjects covered during the two weeks range from problem-solving techniques, public speaking, and psychology of leadership to physical fitness and includes orientation trips. Last year, 134 cadets attended this course.

## **Air Force Academy Survival Course**

In July, 63 male cadets attended the Air Force Academy Survival Course at the Air Force Academy, Colorado. The course is the same course given to Air Force Academy cadets and includes training in water survival, living off the land, and developing life-sustaining techniques in mountainous country.

## **Space Flight Orientation Course**

This one-week course was conducted by the National Aeronautics and Space Administration at the Marshall Space Flight Center and by the Redstone Arsenal, Huntsville, Alabama. This course was attended by 68 cadets as part of their aerospace education. It also helps motivate them toward careers in aerospace and the allied sciences. Subjects covered include the history, philosophy, and objectives of space flight; propulsion and structural design of space vehicles; guidance; navigation; instrumentation; and communications. Male and female cadets may attend this course.

## **Cadet Flying Encampment**

In 1971, the cadet flying encampment program was conducted at Norman and Stillwater, Oklahoma. During July and August, four encampments were conducted. Ninety-four male and female cadets received their FAA Private Pilot Certificates.

## **Medical Services Orientation Program**

Also in July, 63 male and female cadets attended the 1971 Medical Services Orientation Program hosted by Sheppard AFB, Texas. This activity acquainted the cadets with various careers in nursing in both USAF and civilian life. The highlight of the program was a visit to the School of Aerospace Medicine at Brooks AFB, Texas.

## **Aerospace Career Exploratory Seminar**

During the summer of 1971, Aerospace Career Exploratory Seminars were conducted at Andrews AFB, Maryland, and Hamilton AFB, California, for 56 male and female

cadets. The objective of the two-week course is to provide in-depth exposure to aerospace career requirements and opportunities. The seminars, which included several field trips, also provided practical laboratory experience.

## **FAA Cadet Orientation Program**

The Federal Aviation Administration Academy at Will Rogers Field, Oklahoma City, Oklahoma, conducted this course in July for 63 cadets. It provided instruction in ground control approach, control tower procedures, weather, and air traffic control. The Academy presented briefings on FAA systems and tours of the Academy. It also provided information on career opportunities in the FAA and entrance requirements. Male and female cadets may attend this program.

## **Communications-Electronics Course**

During June, Keesler AFB, Mississippi, hosted the Communications-Electronics Course. This two-week course, conducted by professional USAF instructors, acquainted 45 male and female cadets with the concept and design of modern electronic equipment. The cadets also participated in formal classroom instruction, laboratory exercises, and tours through various communications facilities.

## **Air Training Command Familiarization Course**

This course was conducted during June and July at four Air Training Command undergraduate pilot training bases for 55 outstanding male cadets. They received flight simulator and physiological training and toured base facilities. This familiarization training is intended to stimulate an interest in the USAF as a career.

## **Flight Training (Solo)**

The solo flight training program, sponsored in part by CAP National Headquarters and directed by individual CAP wings, soloed 520 cadets in 1971. This program is designed to give male and female cadets 15 hours of flying time and appropriate ground school training leading to solo qualifications. The CAP Corporation pays one-third of the cost, and the cadet and CAP wing pay the remainder.

## **Summer Encampment Program**

During 1971, 6,546 young men and women took part in CAP's annual summer encampments and bivouacs. The cadets were escorted by nearly 1,000 senior members during these activities which ranged from 7 to 14 days in duration.

Encampments were staged at 37 military installations across the nation. This program gave each cadet an opportunity to observe and participate in the life and function of a military base.





**COMPASS COURSE**—In the mountains of Colorado near the Air Force Academy, CAP cadets are all business as their instructor shows how to pinpoint a location. The one-week course is conducted by survival specialists from the Academy.



# AEROSPACE EDUCATION

As assigned in its charter from the Congress, one of CAP's three primary missions is the provision of an aerospace education program to help keep the American public informed. Reasoning that only through an understanding of the implications of aerospace technology to both civil and military developments can the average citizen be informed in this area, CAP has assumed an appreciable portion of the responsibility to tell this story. Under the guidance of National Headquarters, CAP conducts the following programs:

## School Programs

Top priority in the CAP aerospace education mission is the promotion of an aerospace education program designed for schools. An increasing number of schools in all 52 wings of Civil Air Patrol have adopted CAP aerospace education school programs. The most outstanding CAP wing in this area is that of the Commonwealth of Puerto Rico which offers the CAP program in 56 of its secondary schools.

## Cadet Program

As an integral part of its internal program, CAP offers to its cadet membership a comprehensive self-study program in aerospace education. Working with their assigned adult counselors, CAP cadets progress through a sequence of seven textbooks that deal with the nature of aerospace and its impact on the world we live in.

## Teacher Preparation

During 1971, CAP and the U.S. Air Force combined efforts to provide assistance to more than 200 college or university-level Aerospace Education Workshops involving more than 30,000 teachers.

CAP provides an Aerospace Education Senior Membership category for all U.S. citizens desiring membership who are affiliated with the administrative process of educational institutions. These members have as their responsibility the support and implementation of aerospace education concepts and philosophy within their spheres of leadership.

## Contracts With The Educational Community

In its effort to keep all Americans aware of the importance and value of aerospace education, CAP works

closely with leaders of the educational community at local, state, and national levels. During 1971, for example, some 40 state superintendents of education endorsed CAP's Aerospace Education Program, and many recommended including this program in the schools of their state.

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

In memory of Frank G. Brewer, Sr., the Brewer family has established three memorial aerospace awards to be given each year in three categories. To qualify, recipients must have made outstanding contributions to the advancement of youth in aerospace activities.

The 1971 awards were presented by Lt Col Frank G. Brewer, Jr., CAP, at the September National Board Meeting in Denver, Colorado. The winner's were:

### Cadet Category:

C/WO David Wagner, CAP  
Clackamas Composite Squadron  
Oregon Wing

### Senior Member Category:

Lt Col Noel A. Bullock, CAP  
Director of Aerospace Education  
Rocky Mountain Region

### Organization/Individual Category:

Mr. H. Miller Lanier  
Chairman, Tennessee Aeronautics Commission

## Scholarships

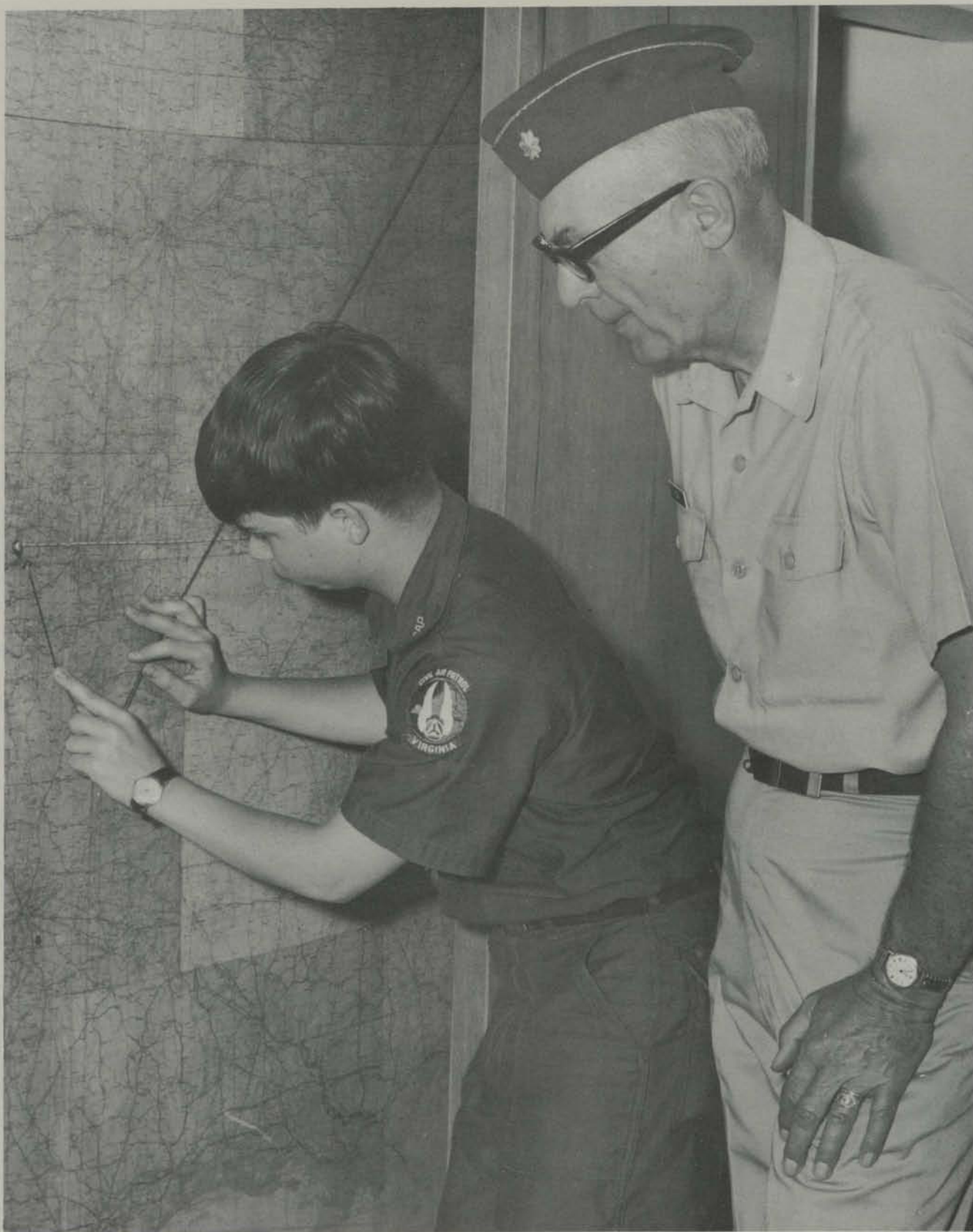
For the 1971-72 school year, CAP's National Headquarters awarded academic scholarships and grants valued at \$40,000 to 60 members. Twenty-seven received first-time awards totaling \$17,500. Thirty-three cadets received renewals of previously awarded scholarships totaling \$22,500.

In addition to these annual academic awards, the Reed Pigman Flight Scholarship for 1971 was presented to Cadet Charles A. Pfeiffer of the Florida Wing. This scholarship, valued at \$5,000, pays for all instruction leading to a commercial pilot rating. The scholarship was established by Mrs. Reed Pigman in memory of her late husband, an aviation pioneer who founded American Flyers, Inc., a charter airline, and a flying school at Ardmore, Oklahoma.





**GLOBAL GREETING**—Cadets from Great Britain visiting Florida are welcomed by a native of Africa. Scene took place near Palm Beach during a trip to one of the Sunshine State's most popular tourist attractions.



**RESERVE ASSISTANCE**—This Virginia cadet works at a simulated flight plan under the probing—but patient—eye of a U.S. Air Force reserve officer.



**THE NATIONAL TREASURY OF  
CIVIL AIR PATROL  
BALANCE SHEET  
JUNE 30, 1971**

**ASSETS**

**CURRENT ASSETS**

Cash on Hand and in Banks	\$ 125,516.98
Accounts Receivable (Due Currently) — Note 1	180,744.49
Inventories (At Lower of Cost or Market)	170,722.01
Investments — Note 2	409,174.89
Prepaid Expenses	13,379.19
	<u>\$ 899,537.56</u>

**OTHER ASSETS**

Accounts Receivable (Due After One Year) — Note 1	176,904.97
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**FIXED ASSETS (At Cost)**

Equipment	\$ 76,007.01
Less: Accumulated Depreciation (Straight-line Method)	( 38,248.39)
	37,758.62
	<u><u>\$1,114,201.15</u></u>

**LIABILITIES AND FUND BALANCE**

**CURRENT LIABILITIES**

Notes Payable Bank (Due Currently) — Note 1	\$ 129,645.48
Accounts Payable	15,429.48
Deposits and Refunds Due	49,213.99
Due to National Scholarship Fund	56,707.33
Payroll Taxes Due	1,050.54
	<u>\$ 252,046.82</u>

**OTHER LIABILITIES**

Notes Payable Bank (Due After On Year) — Note 1	\$182,223.19
Finance Reserve Fund	20,579.59

**Fund Balance**

202,802.78  
659,351.55

\$1,114,201.15

**THE NATIONAL TREASURY OF  
CIVIL AIR PATROL  
STATEMENT OF FUND BALANCE  
JUNE 30, 1971**

Balance — July 1, 1970	\$ 715,887.87
Excess of Expenses over Income for the Year Ended June 30, 1971	( 56,536.32)
Balance — June 30, 1971	<u><u>\$ 659,351.55</u></u>

**THE NATIONAL TREASURY OF  
CIVIL AIR PATROL  
STATEMENT OF INCOME  
FOR THE YEAR ENDED JUNE 20, 1971**

**INCOME**

Members Dues and Charter Fees	\$ 475,595.55
Members Contributions	38,008.67
Interest Earned	26,396.79
Sale of Educational Material	228,123.10
Other	9,259.08
	<u>\$ 777,383.19</u>

**EXPENSES**

Cadet Activities	\$182,162.75
Senior Activities	10,845.25
Subscriptions	38,115.69
Public Relations	4,863.76
Insurance	90,755.07
Machine Rental	70,529.96
Regional and National Chairman Fund	20,019.53
Administrative Supplies	17,916.18
Contingency Reserve	4,338.20
Art and Art Supplies	2,440.98
Awards	4,677.58
Equipment Maintenance	2,026.83
Administrative	7,786.74
Protocol	547.17
General Aviation	89,697.14
Self Insurance Expense	7,294.15
National Scholarship Fund	26,396.79
1970 Budget Items	20,456.93
Publication Production Expense	179,108.03
Salaries	38,921.50
Depreciation	5,874.10
Legal Fees	3,624.06
Business Members Expense	2,221.12
Contributions	3,300.00

833,919.51

Excess of Expenses over Income

(\$ 56,536.32)

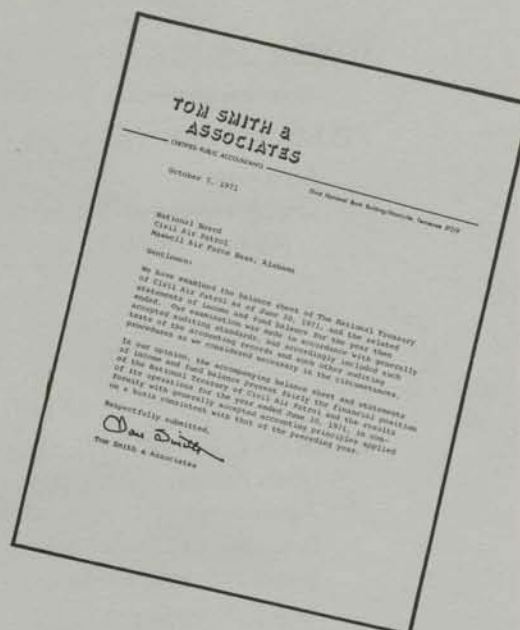
**NOTES TO FINANCIAL STATEMENTS**

**NOTE 1** — Notes Payable — Bank amounting to \$311,868.67 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 \$319,488.82. The notes are due in monthly installments and are classified on the balance sheet as follows:

Due within one year	\$129,645.48
Due after one year	\$182,223.19

**NOTE 2** — Investments at June 30, 1971 consisted of the following:

Bank Certificate of Deposit	\$105,902.70
Savings Account	303,272.19
	<u>\$409,174.89</u>







**HEY, THAT'S FUN!**—Two jubilant girls from Hawaii's CAP wing are captured by the flying bug—and the camera—following their first flight. (Photo courtesy of Warren R. Roll, Honolulu Star Bulletin)



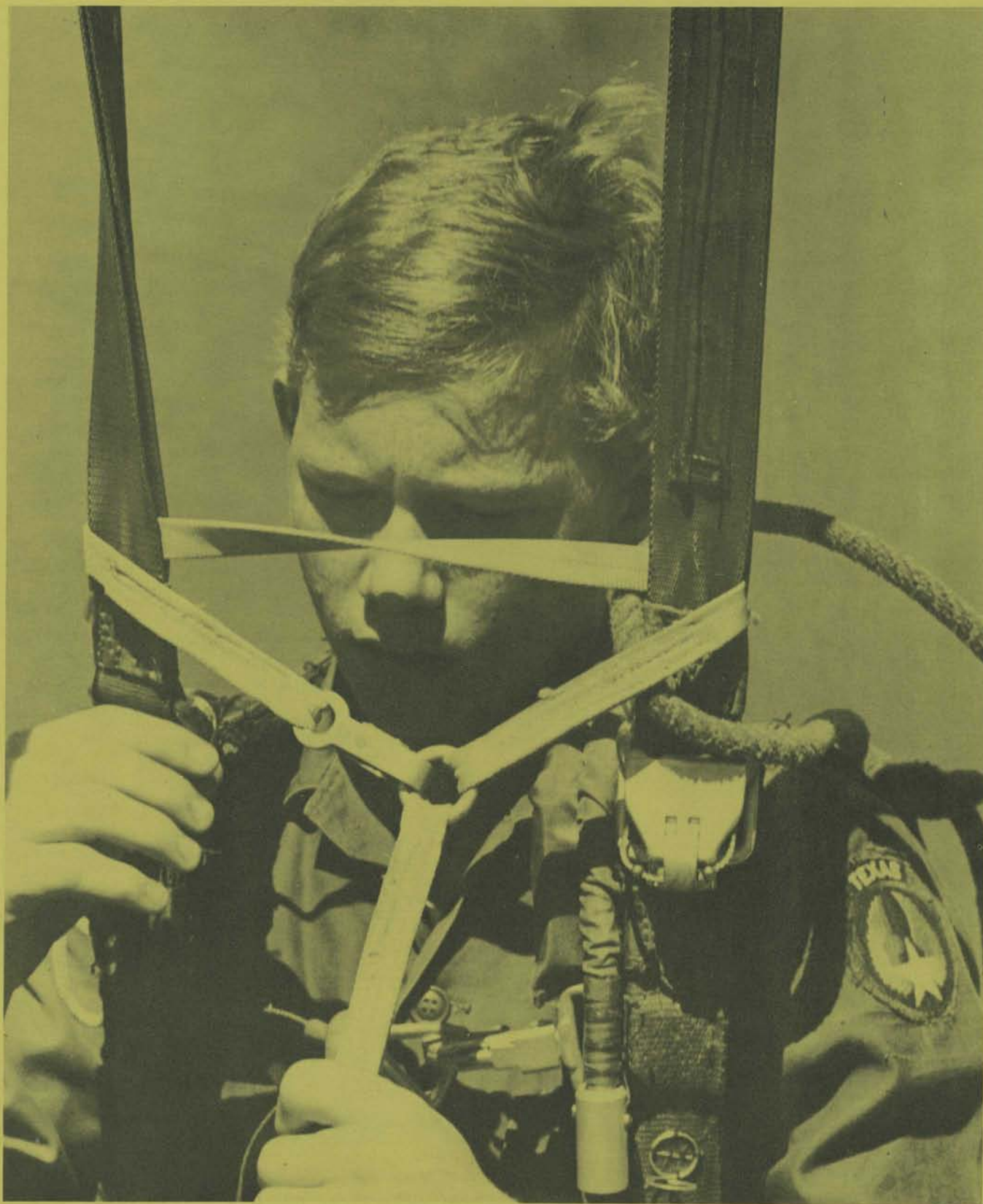


**COMPUTER CONFUSION**—This California cadet is learning that in the sky or on the ground, there is nothing like an understanding instructor. He is the guy who patiently unravels the mystery of arriving at point A from point B safely and on time.



**"NOW THAT WE'RE PILOTS"**—Two Florida cadets purchase their personal flight computers after completing private pilot training at Civil Air Patrol's flying encampment.





**PHYSIOLOGICAL TRAINING**—This Texas cadet discovers that even a simulated parachute jump can provide a rare thrill. Action took place during a Physiological Training Program conducted by USAF's Air Training Command for 55 outstanding CAP cadets.



**LITTLE BROTHER IS WATCHING**—Paradoxical as it may seem, Civil Air Patrol's fleet of light planes are geared for instant response if giant military aircraft or civilian airliners run into trouble. This was again illustrated in 1971 when CAP conducted a massive search for an ill-fated F-111 bomber. During an intensive 19-day effort, pilots and crews from six CAP wings put 695 aircraft into the air and flew nearly 2,400 hours. A total of 3,806 CAP members volunteered their services in a variety of roles including more than a thousand communicators who operated 1,051 mobile/fixed radios.



# EMERGENCY SERVICES

Figures don't lie.

However, they do not always tell the whole story.

CAP set an all-time record during 1971 as it flew 30,909 hours in search and rescue operations—but that is only the end product.

For each hour a pilot is in the air, 10 additional hours are required to put him there. This conservative ratio is based on the many behind-the-scenes people whose multi-talents make each mission a coordinated effort. They include observers, communicators, mechanics, drivers, ground search teams, and others.

Their combined efforts, all volunteer with no thought of pay or expense, total more than 300,000 hours. This is equal to 34 calendar years. The only compensation received for this tremendous contribution in time, talent, and privately-owned equipment was reimbursement for the gas and oil actually used on search missions.

California again was the pacesetter among the 51 CAP wings called on for search and rescue operations. Pilots and observers from the Golden State were in the air 5,094 hours.

Since February, 1961, Civil Air Patrol has responded to more than 4,000 missions requested by the Air Force's Aerospace Rescue and Recovery Service. During this time CAP airmen have flown nearly a quarter of a million hours, have assisted some 16,000 persons, and have saved 1,268 lives.

## Finds and Saves

1 Jan 1971 through 31 Dec 1971

	Finds	Saves		Finds	Saves
Alaska	36	3	Nevada	1	
Arizona	3		New Hampshire	1	2
California	7	1	New Mexico	3	2
Colorado	4		New York	2	1
Florida	2	2	North Carolina	4	
Georgia	2	3	Oklahoma	1	2
Hawaii	8	6	Oregon	1	
Idaho	2		South Carolina	1	
Illinois	1		Tennessee	3	1
Kansas	3	1	Texas	5	
Massachusetts	1		Utah	1	
Michigan	1		Virginia	1	
Minnesota	3		West Virginia	2	
Mississippi	1		Wyoming	1	
Nebraska	1				
North Dakota	1		TOTALS	103	24

## Wing Participation in Search and Rescue

1 Jan 71 through 31 Dec 71

(USAF Authorized Missions)

	Sorties	Flying Hours		Sorties	Flying Hours
Alabama	253	494.5	National Capital	56	56.9
Alaska	1,016	2,332.7	Nebraska	218	454.1
Arizona	622	1,622.4	Nevada	403	8,851.3
Arkansas	108	160.7	New Hampshire	471	697.0
California	3,248	5,094.4	New Jersey	323	629.2
Colorado	652	1,238.1	New Mexico	223	421.2
Connecticut	95	163.4	New York	925	1,485.2
Delaware	15	23.8	North Carolina	213	417.6
Florida	828	1,938.7	North Dakota	4	12.0
Georgia	228	409.9	Ohio	131	242.0
Hawaii	204	370.2	Oklahoma	100	207.4
Idaho	95	193.1	Oregon	122	256.2
Illinois	137	209.6	Pennsylvania	1,005	1,763.0
Indiana	71	149.3	Puerto Rico	3	5.5
Iowa	9	16.9	Rhode Island	19	46.4
Kansas	88	159.1	South Carolina	39	67.3
Kentucky	109	155.6	South Dakota	70	148.1
Louisiana	350	574.4	Tennessee	143	233.2
Maine	226	367.8	Texas	1,158	2,795.7
Maryland	199	338.2	Utah	135	234.7
Massachusetts	746	1,273.7	Vermont	148	196.6
Michigan	261	586.8	Virginia	146	198.7
Minnesota	237	389.2	Washington	92	109.2
Mississippi	116	206.1	West Virginia	47	89.9
Missouri	50	93.7	Wisconsin	366	666.1
Montana	—	—	Wyoming	26	62.2
			TOTAL	16,549	30,909.0



**SEARCH STRATEGY**—Pilots and observers check flight plans with mission coordinator during a CAP search and rescue training mission.



## Aircraft Accident Prevention

Significant progress has been made in aircraft accident prevention. The results of an aggressive safety program were apparent in a 31 percent reduction in major accidents and a corresponding reduction in fatalities. Pilot proficiency has been enhanced through an expanded program of flight clinics and other training activities. An extensive safety education and publicity effort has been instrumental in creating a "safety state of mind" among the general membership of the Civil Air Patrol.

## Disaster Relief Operations

CAP wings continued to develop closer relationships with their state and local governments to provide immediate emergency assistance during natural disasters. Both the American Red Cross and the Office of Civil Defense have developed special courses to provide CAP volunteers with the finest in professional training. This has increased CAP effectiveness during emergencies and has substantially improved CAP's understanding of both civil government and the Red Cross responsibility during disasters.

During 1971, 15 CAP wings contributed 787 man-days in support of the Air Force noncombatant missions to civil governments. Missions included surveillance and assistance during floods, blizzards, forest fires, earthquakes, hurricanes, holiday traffic surveillance, and emergency blood transport.

In these 18 operations, CAP volunteers utilized 537 fixed and mobile radios, 17 power units, 125 vehicles, and 84 aircraft and flew more than 300 hours.



**CHAIRMAN CHECK**—In Alaska, CAP's National Board Chairman visits the famous search and rescue Polaris Squadron at Anchorage. Here he inspects one of the ski-equipped aircraft in which Alaskan airmen flew more than 2,300 hours while leading all CAP wings in locating search objectives.

## COMMUNICATIONS

CAP's national radio network operates with nearly 18,000 sets and extends through all 50 states plus National Capital and Puerto Rico. As always, communications continued to have a pivotal role in emergency operations. In 1971, CAP communicators were active in 378 such missions which required the employment of 7,021 radio stations.

Unprecedented progress was made in CAP's drive to modernize its communication equipment. A Five-Year Plan called for conversion to single-sideband (SSB) radios by the end of 1973. The ambitious goal was reached in November 1971—25 months ahead of schedule.

This dedicated effort represents an investment of nearly \$1 million by Civil Air Patrol individuals and units.

In December 1968, CAP had but 338 SSB stations. Today it has more than 3,250 in operation. Single-sideband equipment is lighter, more compact, and provides more reliability over greater distances.

## Communications Training

For the third consecutive year, the results of a national communications exercise, designed to test the ability of CAP radio stations to support a nationwide emergency, reflected a continuing improvement. The overall national response of CAP radio stations for this year's exercise "CAPCOMM 71" rose to a new high of 55 percent as compared to 45 percent for 1970 and 32 percent in 1969. This represents an increase of more than 23 percent during a three-year period. One of the largest contributing factors is the effectiveness of the modernized single-sideband operation.

## SENIOR ACTIVITIES

### SAR School

The National Search and Rescue (SAR) School was conducted at Governors Island, New York, during the summer of 1971. Selected CAP members attending the course learned about all aspects of the organization, planning, communications, and operations concerning the inland search and rescue missions which are integral parts of the CAP mission. Members graduating from the course are competent mission coordinators with the ability to act quickly and efficiently during emergencies.

Plans are underway to develop a uniform SAR curriculum that will be taught by professional Air Force SAR Coordinators at the Aerospace Rescue and Recovery Centers (ARRC) in 1972. This will allow more people to complete this invaluable training with less time and money expended.



## Correspondence Study

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

General military education and specialized courses from ECI were available to CAP members without cost. ECI specialized courses are designed to provide training for CAP members in the performance of specialized duties whereas general military education courses are intended to improve the knowledge of command and leadership. ECI Correspondence Courses have greatly enhanced the CAP training program by offering CAP members a wide variety of technical and general courses.

The Industrial College of the Armed Forces Correspondence School offers two major courses to CAP: National Security Management and Management in the Department of Defense. Both of these courses are designed to foster a better understanding of the many interrelated and complex national and international problems associated with national security.

## CAP National Staff College

The fourth annual senior member National Staff College was conducted at Maxwell AFB, Alabama, during the summer of 1971. The objective of the Staff College is to develop more effective CAP commanders and staff members by offering a program based on experience in all aspects of the CAP program. Through lectures, functional training, seminars, and the exchange of ideas, participants become directly involved in learning the CAP mission.

The course was conducted by National Headquarters with the assistance of guest lecturers and 15 Air Force reserve officers called to active duty for this purpose. The Air University hosted this highly successful activity which graduated 148 CAP senior members.

## Air University Courses

Air University offered two resident courses to CAP members during 1971: the Allied Officers Space and Missile Orientation Course and the Academic Instructor Course.

CAP officers attending the Allied Officers Space and Missile Orientation Course gained a familiarization with astronautics, technology, and concepts which will affect future operational space capability. This course gave members an opportunity to meet and exchange ideas with allied officers from diverse parts of the world.

Members attending the Academic Instructor Course are prepared to return to their respective units as instructors or counselors in both the CAP cadet and senior program. The Academic Instructor Course is renowned for its outstanding program in teaching its graduates the art of instructing.



**COMMUNICATIONS CHIEFS**—This husband-wife team are key figures in Mississippi's disaster control activities. From this well-equipped radio station in their home the couple controls CAP communications in several counties.

## Emergency Services Encampments

Emergency Services Encampments were conducted last summer in each of the CAP regions. These encampments were co-sponsored by the Office of Civil Defense (OCD), the American Red Cross (ARC), and CAP National Headquarters. The objective of the encampments is primarily to enhance the CAP mission coordinators' capability to identify, coordinate, and apply non-air-carrier resources and support equipment before, during, and after local and national emergencies. This training also provides CAP members the opportunity to understand the missions of both ARC and OCD and, therefore, gives CAP disaster teams the expertise to work independently or in conjunction with these organizations.

The encampments proved to be highly successful during their first year of existence. Plans are to continue the encampments on an annual basis.

## Academic Instructor Circuit Rider Course

Last year the Air University's Academic Instructor School in conjunction with CAP National Headquarters sponsored for the first time the Academic Instructor Circuit Rider Course. This course was conducted on weekends at the regional level by a team of instructors from the Academic Instructor School. The purpose of the course is to present basic instructional methods to better prepare CAP senior members to act as instructors and counselors in the cadet



program and to present instruction to their fellow senior members. Four major areas of the teaching process are covered: learning theory, communications skills, training methods, and evaluation.

Due to the outstanding response to the first course, these courses are planned again.

### Flying Clinics

During 1971, the Civil Air Patrol participated in nine flying clinics. These clinics, designed to improve the flying skills of attending pilots, are conducted by various flying agencies such as the Federal Aviation Administration, Airplane Owners and Pilots Association, and Civil Air Patrol. They consist of several hours of ground instruction in air traffic control, weight and balance, instrument procedures, engine operation and performance, navigation, and other related subjects and terminate with a comprehensive evaluation check ride administered by a certified FAA instructor pilot. Pilots are made aware of areas in which improvements or further study is needed. In 1971, 395 CAP pilots attended flying clinics.

### Disaster Preparedness Indoctrination

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

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

**SOAKED—BUT SAFE**—A two-man rescue team—One senior and one cadet—rescued a marooned man during floods in Pennsylvania. *Above*, the survivor is brought ashore while *below*, he rests in a CAP rescue van before transfer to a local hospital for observation.





# INFORMATION PROGRAM

In creating a broader public awareness, several significant programs were conducted to accelerate and expand the objectives of the Civil Air Patrol Information mission.

## Aerospace Education Support

Foremost among these was an intensified program to advance understanding and support among CAP's 75,000 members and the public at large of the vital role of U.S. aerospace power and its impact on world and national events. CAP units throughout the nation attained a high level of accomplishment in this area. CAP units also made a massive contribution to the aerospace education of the general public through an expanded series of aerospace workshops conducted at high school and college campuses in every state and territory through the attendant "grass-root" publicity generated by local unit information officers spreading the aerospace message to millions of Americans of all age levels.

## Informational Materials

Through the medium of National Headquarters administrative distribution channels, the CAP National Information Office disseminated more than a million units of printed informational materials.

## Public Information

All mediums of public promotion were used extensively with special emphasis on the electronic and printed media. Two television spot announcement color films were distributed to 600 TV stations and a spot announcement record was produced and distributed to 3,000 AM/FM radio stations. These CAP spot announcements were well received by the broadcasting industry; and it is estimated that more than \$1,000,000 worth of free radio and TV public service time was given to Civil Air Patrol in 1971.

## IACE Documentary Film

Filming of a color documentary motion picture on the Civil Air Patrol International Air Cadet Exchange was accomplished, in association with the Air Force Audio Visual Service. This film is projected for widespread public showing in the United States and in the 26 countries that participated in the 1971 Exchange.

## CAP Newspaper

The National Information Office continued to publish a monthly newspaper—*Civil Air Patrol News*—distributed nationwide to 75,000 members and subscribers. The newspaper continued its campaign supporting more humane

treatment for all prisoners of war. The July issue carried a special article to help educate CAP members on a nationwide problem—drug abuse. The educational feature was preceded by a letter to the national chairman from a prisoner who had been convicted of selling drugs while he was still in high school. The newspaper continued to publicize the Air Force role in national defense through the use of articles such as one in the November issue on the need for TRIAD by General Bruce K. Holloway, commander of the Strategic Air Command.

## Other Informational Activities

During the year national aviation magazines and two international magazines (German and English) published articles about Civil Air Patrol's Thirtieth Anniversary observance. In addition, some 200 news and feature stories were prepared by the National Information Office and released to daily and weekly newspapers throughout the United States and a Monthly New Service was furnished to all 2,300 CAP units providing unit information officers current news stories on CAP national activities for adaption and release to the local press in their area.



**SOMBER THOUGHTS**—Two young ladies from the Hong Kong Cadet Corps are in a reflective mood during an IACE briefing in Sacramento, Calif.



## CAP CHAPLAINCY

The Civil Air Patrol chaplain provides unique professional leadership and guidance in the religious life, morale, and morals of all CAP membership. He is a key member of the CAP unit commander's staff, and provides a continuing ministry through professional functions, public relations, conducting a Moral Leadership Training Program, and serving as a key liaison between the CAP unit, the member's home, his church, and the community.

The year 1971 brought the CAP chaplaincy into maturity. Increased personal concern from the Chairman and Vice-Chairman of Civil Air Patrol's National Board, along with strong support from the National Commander, have tied the needs of spiritual guidance with CAP Commanders' "total command emphasis." This emphasis, supported by the National Chaplain in an advertising and public relations campaign has made the chaplaincy more meaningful in the life of CAP's membership.

An additional 300 new chaplains brings the total to more than 1,000 appointed clergy. These CAP chaplains along with 300 visiting ministers, priests, and rabbis assure

1,400 "hometown" CAP units of this professional leadership. An established goal of at least one chaplain in every unit will assure a personal witness and a strong influence for good upon all CAP personnel—cadets and senior members. The church and its people have a great stake in the education and training of youth—young people need and want the strength and moral fiber of CAP chaplains.

The National Chaplain Committee, comprised of 25 senior CAP chaplains, held its annual meeting in conjunction with the National Convention in Denver on 24 September. Sixty-one representatives of the major church bodies in the U.S. and members of the committee met to report on programs of the past year and outline the 1972 emphasis. New chaplain appointment procedures were introduced this year and clarified.

A great emphasis on ministry to youth continues through eight Regional Youth Laboratories across the country. These provide an opportunity for chaplains and cadets to air their views and establish methods to provide a relevant ministry in this complex society.



**CAP SUNDAY**—In Illinois, more than 400 cadet and senior members attended services observing Civil Air Patrol's Thirtieth Anniversary. Similar observations took place across the country as part of CAP Sunday.





**STUDENT SPOUSE**—In California, the CAP student pilot has certificate for solo flight signed by her instructor/husband, a CAP lieutenant colonel.



**MINNESOTA MEETING**—During Civil Air Patrol's annual meeting in Denver, this proud CAP couple visited with their son, now in his second year at the U.S. Air Force Academy. The parents—both senior members—serve on the Minnesota Wing staff while their son was a former major in CAP's Cadet Corps.

THE WHITE HOUSE  
WASHINGTON

September 14, 1971

For three inspiring decades, the Civil Air Patrol has immeasurably contributed to the strength of the United States Air Force and to the well-being of the people it serves. It has proudly carried forward the highest national tradition of voluntary action.

Born in the dark days preceding America's involvement in World War II, it has achieved an international reputation as a builder of goodwill among the peoples and nations of the world. Committed to advancing aviation it has qualified and trained many young people, enabling them to assume important careers in the aerospace industry and its related sciences. Dedicated unreservedly to answering human need, it has never failed to respond to local and national emergencies.

Its members and all who have been associated with it in these thirty years can be justly proud of its programs just as the nation is grateful and proud of them. In the future, I am confident that the Civil Air Patrol will continue to build on this inspiring record for the good of all mankind.

*Richard Nixon*

UNCLAS SAF/OS

FOR BRIGADIER GENERAL SAMUEL H. DU PONT, CAP  
PLEASE PASS TO ALL MEMBERS OF CIVIL AIR PATROL MY APPRECIATION AND CONGRATULATIONS FOR THEIR RECORD-BREAKING SEARCH AND RESCUE PERFORMANCE IN 1971. IT WAS GRATIFYING TO LEARN THAT CAP PILOTS, MANY FLYING THEIR OWN AIRCRAFT, WERE AIRBORNE NEARLY THIRTY-ONE THOUSAND HOURS ON HUMANITARIAN FLIGHTS WHICH DIRECTLY SAVED 24 HUMAN LIVES AND AVERTED TRAGEDY IN OTHERS. AIR FORCE PERSONNEL EVERYWHERE JOIN ME IN SALUTING THE PROFESSIONALISM OF THESE VOLUNTEER AIRMEN AND THEIR EQUALLY DEDICATED GROUND SUPPORT PERSONNEL WHOSE EFFORTS MADE THIS FEAT POSSIBLE. IT IS REASSURING TO AMERICANS IN EVERY COMMUNITY TO KNOW THAT CAP'S TRAINED FORCE STANDS READY TO ASSIST THEIR FELLOW MAN IN EMERGENCY SITUATIONS.  
SIGNED: ROBERT C. SEAMANS, JR., SECRETARY OF THE AIR FORCE.



# SUPPORT FOR CIVIL AIR PATROL

## Property Acquired from DOD

The acquisition value (original cost) of property acquired from excesses generated within the Department of Defense amounted to \$18,800,810 which includes the acquisition value of 111 DOD excess aircraft. This compares to \$13,163,040 and 13 aircraft for 1970. Conservatively, the value of property acquired from DOD is approximately 20 percent of the original cost. The significant increase in the acquisition of aircraft resulted from O-1A Bird Dog and U-6A Beaver aircraft made available by the U.S. Army.

## Proposed New CAP Supply Bill

The proposed new CAP Supply Bill (to replace 10 U.S.C. 9411) has been approved by Headquarters USAF and the Secretary of the Air Force and forwarded to the Department of Defense for review and ultimate presentation to Congress. The financial burden on the volunteer members of the Civil Air Patrol continues to increase with prices and the recent (1970) additional burden of the federal use tax on civil aircraft. Approval of this proposed new CAP supply bill will help to ease the financial burden and significantly increase the capability of Civil Air Patrol to accomplish its humanitarian and public service missions.

The more important points incorporated into the proposed new CAP supply bill are:

- Authorizes CAP to obtain excess property generated by the federal government to include excesses in the possession of contractors engaged in performing work or services for the federal government.
- Authorizes CAP to budget for aircraft, vehicles, communications components, and similar major items of equip-



**TEXAS TRAINING**—Under the supervision of U.S. Army specialists, these Lone Star State CAP cadets practice the delicate art of loading litter patients for air evacuation.

ment required to augment that which is acquired through excess sources and to permit CAP to expand their capability in consonance with the growth of general aviation and membership expansion.

Authorizes CAP members to be reimbursed for actual out-of-pocket expenses incurred when away from their homes on officially requested search and rescue missions.

- Authorizes the Air Force to furnish fuels and lubricants to CAP members engaged in officially approved training designed to upgrade pilot proficiency, thus enhancing the capability of CAP members to provide emergency assistance when requested.

- Authorizes the Air Force to provide uniforms for CAP cadets under procedures similar to those now in effect for Air Force Junior ROTC programs.

A separate request made for USAF to provide "Inspect and Repair as Necessary" (IRAN) support for Civil Air Patrol corporate aircraft was submitted through Air Force and DOD and approved by Congress for \$250,000.

## USAF Airlift Support

Airlift was provided, on a space available basis, for 7,222,636 passenger miles in support of CAP programs during FY 1971. If the CAP Corporation had been required to pay the Air Force for this service, it would have amounted to approximately \$289,000 based on the rate specified for T-29 aircraft in AFR 76-11.

## Occupancy of Department of Defense Facilities

CAP units occupy 302,408 square feet of DOD building and office space and 75.5 acres of DOD controlled land. For comparison, the 1970 figures are 346,519 square feet and 126 acres. The use of DOD facilities by CAP units offers some financial relief to CAP units at the same time obtaining the maximum utilization of the facilities which may have otherwise been destroyed or declared excess and turned over to city and state authorities.

## Reserve Assistance Program

This year, due to increased requirements, HQ USAF approved 12,699 reserve man-days in support of Civil Air Patrol. During the first half of FY 1972, 4,121 man-days were used to support various CAP activities, such as the CAP Cadet Officer School, Cadet Flying Encampments, Aerospace Education Workshops, Cadet Encampments, CAP National Staff College, Aerospace Career Exploratory Seminar, International Air Cadet Exchange, Civil Defense exercises, and search and rescue exercises.



CAP members gratefully accept the help and assistance of reserve personnel and fully realize the experience, knowledge and professionalism they instill in the program. Their contributions to CAP have clearly established the importance of the Reserve Assistance Program in carrying out CAP's missions.

### **Business Membership**

A significant achievement during 1971 was the continued success of the Business Membership Program which was launched in late 1970. This program is for U.S. business firms and corporations desiring to support CAP through annual membership subscriptions and contributions. A cross section of the industrial and aerospace community is now represented in this elite membership.

Many firms supporting CAP as business members use small aircraft to conduct daily business operations. Others, without corporate aircraft, simply recognized CAP's vital humanitarian mission and wished to lend their support. Membership subscriptions have been received for as little as the minimum of \$100, to as much as \$2,000, for a total of nearly \$16,000.

Funds from membership subscriptions received through this business membership campaign have enabled the

corporation to purchase direction finders (crash position indicators) for each wing and region in the United States. This sophisticated new equipment will be used to locate lost or downed aircraft through emergency locator beacons which will be required on all aircraft manufactured after 30 December 1971 and all general aviation aircraft after 30 December 1973.

### **General Aviation Members**

Civil Air Patrol continued a national effort to recruit members into its General Aviation Membership (GAM) Program. This category has special appeal for those who wish to support the aims and objectives of CAP, but who do not have the time (or inclination) to assume regular, active membership—weekly meetings, training exercises, etc.

Although the program is aimed toward pilots, it is open to any United States citizen who desires to support CAP. At year's end, there were 1,200 GAM members on the rolls.

GAM members may receive training, if they wish, in CAP search and rescue techniques. After such training, the member may participate in certain emergency services activities conducted by the active membership.



**PREVENTATIVE MEDICINE**—CAP members of the Hazleton, Pa., Squadron staged its Ninth Annual coffee station on New Year's eve. The service was offered free to all motorists who were invited to rest and relax with coffee and doughnuts.



## STATE SUPPORT

WING	AMOUNT
Alabama	\$25,000
Alaska	91,800
Arizona	50,000
Arkansas	20,000
Colorado	33,665
Connecticut	9,500
Hawaii	56,000
Illinois	76,600
Kentucky	2,500
Louisiana	13,959
Maine	5,000
Maryland	77,390
Minnesota	32,415
Mississippi	7,500
Nevada	30,000
New Mexico	4,400
New Hampshire	15,000
New York	53,000
North Carolina	20,739
North Dakota	16,900
Pennsylvania	30,000
Puerto Rico	30,000
Rhode Island	8,500
South Carolina	40,000
South Dakota	12,000
Tennessee	19,000
Utah	5,000
Virginia	30,000
West Virginia	8,000
<b>TOTAL</b>	<b>\$823,868</b>

## State Appropriations - Ten Years In Review

YEAR	NO. WINGS	AMOUNT
1962	26	\$420,258
1963	27	459,277
1964	27	449,162
1965	28	513,156
1966	27	535,225
1967	27	570,262
1968	26	599,672
1969	27	721,304
1970	29	861,123
1971	29	823,868

## VITAL STATISTICS

	1970	1971
<b>Membership (31 Dec)</b>		
Cadets	36,981	32,802
Seniors	36,367	37,415
<b>Total Membership</b>	<b>73,348</b>	<b>70,217</b>
<b>Organizational Units</b>		
Regions	8	8
Wings	52	52
Groups	279	259
Senior Squadrons	258	255
Cadet Squadrons	456	406
Composite Squadrons	1,139	1,124
Flights	81	86
<b>Total Units</b>	<b>2,273</b>	<b>2,190</b>
<b>Aircraft</b>		
Corporate Owned	743	806
Member Owned	5,046	5,311
<b>Total Aircraft</b>	<b>5,789</b>	<b>6,117</b>
<b>Pilots</b>	<b>16,927</b>	<b>18,208</b>
<b>Communications (Radio Stations)</b>		
Fixed Land	4,491	4,437
Ground Mobile	8,046	7,077
Air Mobile	1,144	857
Citizen Band Service	4,768	3,197
Corporate Aeronautical	263	357
Universal Search and Rescue	312	457
<b>Total Radio Stations</b>	<b>19,024</b>	<b>16,382</b>
<b>Search and Rescue Missions (USAF Auth)</b>		
Missions	464	389
Flights (Sorties)	10,233	16,549
Hours Flown	19,754	30,909
Search Objectives Located	103	103
Lives Saved	24	24
<b>Effectiveness Tests</b>		
Search and Rescue	52	52
Civil Defense	51	51
<b>Encampments</b>		
Host Bases	35	37
Separate Encampments	94	113
Cadets Attending	6,838	6,546
Seniors Attending	1,039	952
<b>Total Attendance</b>	<b>7,877</b>	<b>7,498</b>
<b>Cadet Awards</b>		
Mitchell Award	2,115	1,425
Earhart Award	816	339
Spaatz Award	36	25

## NATIONAL EXECUTIVE COMMITTEE

Brig Gen Richard N. Ellis, USAF	National Commander
Brig Gen Samuel H. du Pont, Jr., CAP	Chairman, National Board
Col William M. Patterson, CAP	Vice-Chairman, National Board
Brig Gen Lyle W. Castle, CAP, Chairman Emeritus	National Legal Officer
Brig Gen Paul W. Turner, CAP, Chairman Emeritus	National Finance 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. Cassaday, CAP	Southeast Region Commander
Col Roger J. Frey, CAP	North Central Region Commander
Col Luther C. Bogard, CAP	Southwest Region Commander
Col Richard D. Law, CAP	Rocky Mountain Region Commander
Col Raymond H. Gaver, CAP	Pacific Region Commander

## EXECUTIVE CONSULTANT

General John Paul McConnell, USAF (Ret)

## 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	* LtCol Joseph Ferrara
AR	Col Bob E. James	NH	Col Donald R. DeFoe
CA	Col Donald D. Dixon	NJ	* LtCol Frederick S. Bell
CO	Col C. Max Fountain	NM	Col W. Dale Parsons
CT	Col Joseph B. Witkin	NY	Col Jess Strauss
DE	Col Louisa S. Morse	NC	* LtCol Ivey M. Cook
FL	Col Robert C. Owen	ND	Col Richard A. Salsman
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	Col Fred M. Wood	PR	Col Clara E. Livingston
IA	Col William R. Gold	RI	Col Edgar M. Bailey
KS	* LtCol Eugene R. Beaver	SC	Col E. Lee Morgan
KY	Col Charles E. Lynn	SD	Col Palmer M. Kickland
LA	* LtCol William H. Cahill	TN	Col Marvin S. Donnaud
ME	Col Richard T. Davis	TX	Col Joseph L. Cromer
MD	Col Stanley F. Moyer, Jr.	UT	Col Thomas C. Jackson
MA	Col Carl J. Platter	VT	Col H. George Burnley
MI	* LtCol Edward L. Palka	VA	* LtCol Earl T. Van Stavern
MN	Col Gerald M. Quilling	WA	* LtCol Kenneth H. Kershner
MS	Col Cecil E. Ratliff	WV	Col Robert E. Gobel
MO	Col Donald N. Fulton	WI	Col Ben D. Silko
MT	Col Lawrence F. Wilkinson	WY	Col Ronald R. Kelso

\* Interim Commander



## CIVIL AIR PATROL BOARD OF VISITORS

Mr. James T. Pyle, Chairman

Hon. Howard W. Cannon  
Mrs. Anna Chennault  
Mr. Cyrus S. Collins  
Brigadier General John T. Coulter, USAF Retired  
His Eminence Terence Cardinal Cook, D.D.  
Brigadier General William C. Doyle  
Colonel Francis R. Gerard, ANG  
Hon. Barry Goldwater  
Lieutenant General Robert W. Harper, USAF Retired  
The Most Reverend John E. Hines, D.D.  
Dr. Andrew D. Holt  
General Joe W. Kelly, USAF  
Rabbi Aryeh Lev

Miss Marilyn C. Link  
Very Reverend Monsignor James J. Markham  
Major General J. B. Montgomery, USAF Retired  
Mr. Edward D. Muhlfeld  
Mrs. Donna Myers  
Mr. Earle N. Parker  
Mr. R. V. Reynolds  
Mr. Cliff Robertson  
Mr. Charles E. Scripps  
Mr. George C. Scott  
Hon. Robert L. F. Sikes  
Mr. Wendell E. Smith  
Dr. Paul M. Stevens  
Mr. Dwane L. Wallace



**SOUTHEAST REGION CHANGE OF COMMAND**—CAP's number one region in the 1971 National Commander's Evaluation got a new commander in mid-summer when Col Ted Limmer (right) turned the five state plus Puerto Rico command to Col Tom Casaday (center). During Change-of-Command ceremony, Air Force Brig Gen Richard N. Ellis, (left) presented Col Limmer with model of the C-5A transport. The memento was most appropriate—in civilian life, Colonel Limmer is chief test pilot for the world's largest aircraft.

## In the beginning

Combining their love for flying with a pledge to serve the nation, members of the Civil Air Patrol (CAP) have been on-call for search and rescue missions for more than three decades.

Founded in 1941 six days before the Japanese bombed Pearl Harbor, the Civil Air Patrol's ranks consisted of aviation enthusiasts—from professional pilots to housewives, millionaires to sales clerks.

Shortly after the outbreak of World War II, German submarines preyed on merchantmen and tankers in American coastal waters, sometimes sinking two or three a day. Aware that it could help the Navy curb the U-boat menace, the CAP urged the War Department for permission to patrol coastal waters. "We may not sink any submarines," said Gill Robb Wilson, CAP's national executive officer, "but we might be able to frighten them into staying below the surface. That would reduce their speed and the accuracy of their fire would suffer, giving our shipping a fighting chance. They wouldn't be knocked over like sitting ducks as they are now."

Flying light aircraft such as Fairchild's, Beechcraft's, Stinson's and Waco's as well as heavier craft like the Gull-Wings, Reliants and Widgeons, the sole purpose of the coastal patrol at first was reconnaissance.

Eventually, it became apparent that the CAP could contribute more if the planes were armed. The light planes were fitted with bomb racks and carried two 100-pound bombs while the heavier craft were equipped with 325-pound depth charges. Bomb sights that were improvised from a handful of hairpins, tin cans and scrap were accurate up to an altitude of 3,000 feet.

The first plane to sink a sub was a Grumman Widgeon that was investigating a contact report off the Jersey Coast. Skimming along at about 300 feet, the pilots detected a stream of oil globs that marked the trail of a U-boat cruising below periscope depth. The Widgeon, with two 325-pound depth charges poised under its wings, followed the oily trail for four hours, until the U-boat rose to periscope depth. Then, as one reporter described it, "The Widgeon pounced on the sub like a huge hawk."

A second sub was sunk off the Florida Coast when a retired businessman piloting a Stinson Voyager attacked and hit a U-boat squarely on the conning tower.

All told, in the 18 months that the CAP's coastal patrol flew, it completed 86,685 missions totaling 224,600 hours and 24,000,000 miles. Patrol members sighted 173 subs and dropped 83 bombs and depth charges upon 57 of these. Two were destroyed and Air Corps and Navy bombers summoned by the CAP sank many others. CAP pilots reported 91 vessels in distress and 363 survivors of U-boat attacks.

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Civil Air Patrol is grateful to the Link Division of the Singer Company for permission to publish this abridged account of CAP's early days. The article originally appeared in 1967 when "The Connecting Link" saluted CAP's Twenty-fifth Anniversary.

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The painting at right became a special cover for that issue. Since then it has become the best-known, best-loved work of art in Civil Air Patrol history. It was painted by Robert C. Sherry, who is now art director for the Link Division.

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FRONT COVER: A South Korean cadet visiting the United States as a member of the International Air Cadet Exchange, tours the Air Force Academy in Colorado. His escorts are an Academy cadet and a CAP cadet from nearby Denver. Photograph by William Madsen, Information Office, USAF Academy.







## A Tradition Sustained

In 1941, a handful of air-minded citizens banded together and volunteered their services, their aircraft, and their equipment to the nation.

They called themselves the Civil Air Patrol.

Today — three decades later — the altruistic concept of those early pioneers is sustained by more than 70,000 member of the modern Civil Air Patrol.

In this typical scene, an Illinois senior member operates a personal radio from his automobile in a search and rescue exercise conducted during the weekend.