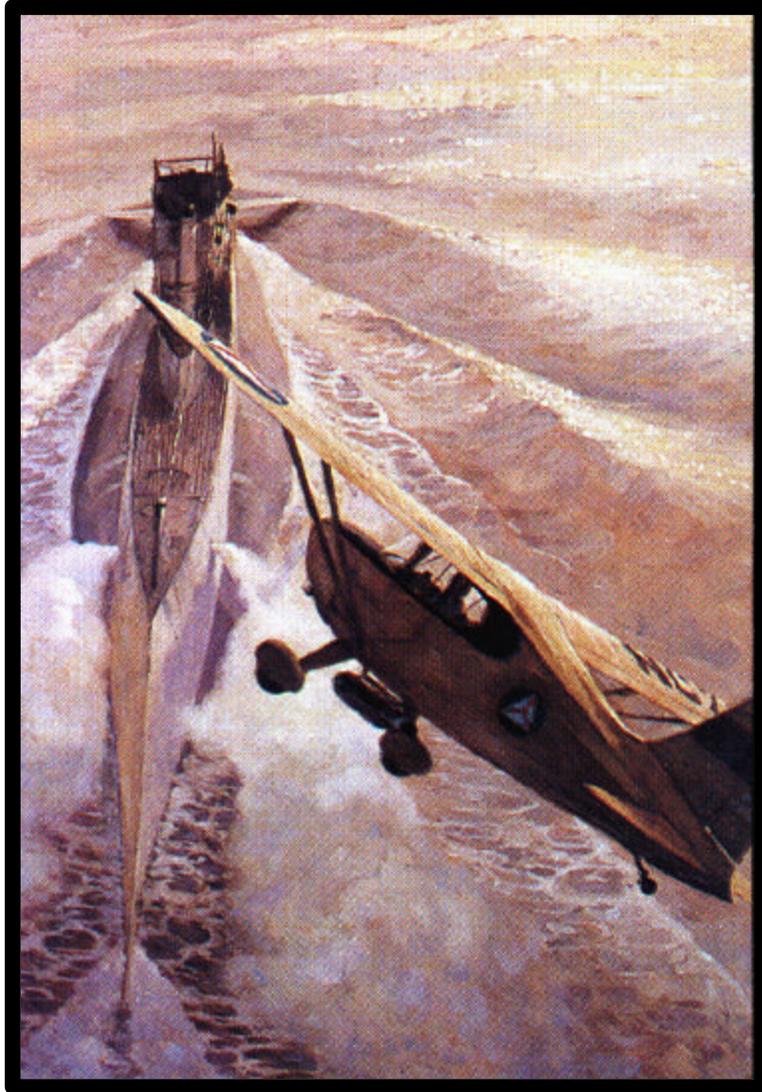


# *History*



# *of Civil Air Patrol*

## **8-1. How and When CAP Was Founded**

a. Our present-day Civil Air Patrol is the product of the tense international situation prior to World War II. Axis forces made up of Nazi Germany, Fascist Italy, and Imperial Japan were taking over much of the world, and it was obvious, at least to some people, that the Axis powers had designs on the territories of the United States. In every country the Axis forces conquered, civil aircraft flight was eliminated. Too, in those countries not yet feeling the bite of Axis power, civil aircraft flight was either drastically curtailed or eliminated as authorities realized the need to better control air traffic through restriction to military flights only.

b. During the period 1938-41, United States civilian aircraft pilots, aviation mechanics, and others all of whom we might call "aviation enthusiasts" became increasingly concerned about the international situation. They were acutely aware of the impending confrontation between the United States and the Axis powers. These air-minded men and women of vision realized two things: (1) the nation's air power had to be strengthened for such a confrontation, and (2) civil aircraft flights in the United States might be eliminated for the duration of the ensuing conflict. They looked upon the latter with particular disfavor since they felt that civil air strength could be used in any war effort to great advantage. After all, there were 25,000 light aircraft, 128,000 certified pilots, and over 14,000 aircraft mechanics in the nation at that time. In addition, there were hundreds of aviation workers who had the same interest.

c. All of these aviation enthusiasts had essentially one thought in common: "How can I serve my country in this time of need?" Many of them got a head start by joining the Royal Air Force or the Royal Canadian Air Force to "get on with it." Others joined one of the US armed services. Those who could not get into a military service because of age, physical condition, or some other reason, still had the desire to "get in there and help," and they were prepared to endorse any plan whereby they and their aircraft could be put to use, when the time came, in defense of the nation.

d. It was Mr. Gill Robb Wilson who made what was probably the first concentrated effort to effectively organize a civil air "patrol." Mr. Wilson was an aviation writer in 1938 when he took a trip to Germany on reportorial assignment. What he saw there further confirmed suspicions held by many. Upon return to his home state of New Jersey, he reported his findings to Governor Edison and pleaded that New Jersey organize and use its civil air fleet as an augmentative force in the coming war. With Governor Edison's approval, Mr. Wilson organized what became the New Jersey Civil Air Defense Services.



Gill Robb Wilson - Airman, Poet, Writer, Founder

e. Mr. Wilson's plan, backed by General H. H. ("Hap") Arnold and the Civil Aeronautics Authority, called for the utilization of small planes for liaison work and for patrolling uninhabited stretches of coastline and vital installations such as dams, aqueducts, pipelines, etc., to guard against sabotage. In addition, security measures, such as policing the airports and fingerprinting everyone connected with light aviation, were to be performed by Civil Air Defense Services personnel.

f. Other efforts were made following the pattern of the New Jersey Civil Air Defense Services. The Airplane Owners and Pilots Association (a national organization) had its "Civil Air Guard" units in several metropolitan cities across the nation. In Ohio, Mr. Milton Knight started the Civil Air Guard. In time, other states followed the pioneering efforts of New Jersey. Colorado and Missouri had state air squadrons; Florida formed the "Florida Defense Force." Soon thereafter, Alabama, Kentucky, Ohio, and Texas followed suit with statewide organizations.

g. Of all the various organizations established, it was Mr. Wilson's New Jersey Civil Air Defense Services that was the blueprint for the coming Civil Air Patrol.

h. The first step taken in the plan to utilize national civil air strength, supported by the US Army Air Corps and the Civil Aeronautics Administration, was to institute a civilian pilot instructor refresher course and a civil pilot training program. These two activities made provision only for military use of those trained, with the objective of boosting the existing reservoir of civilian airmen who could be placed in military service when needed. There still remained many civilian pilots and ground crewmen who were not acceptable for this step.

i. The second step pertained to the civil air strength in being. The program's objective was to organize civilian aviation personnel so that their efforts could best be used in what loomed on the horizon as an all-out war effort. From this second step, the Civil Air Patrol came into being.

j. As with any program of such magnitude, there were divergent opinions, and much thought and effort were spent before a workable program could be devised. Some highly responsible men believed military use should be made of available civilian aviation "know-how." Others, equally responsible, believed that civil aviation should be curtailed in time of war, as in Europe.

k. Divergent viewpoints concerning control arose even among those who advocated military use of civilian aircraft. One group was convinced that light-plane aviation interests should be unified under a national system. The other group thought that control would be more appropriate at state level.

## **8-2. 1941 - The Realization of a National Civil Air Patrol**

a. The advocates of a nationwide Civil Air Patrol made numerous contacts in their effort to establish their proposed organization as an element of the nation's defense. First, however, the problem of how best to use the proposed Civil Air Patrol for military missions had to be solved through Federal Government approval and direction.

b. On 22 April 1941, Mr. Thomas H. Beck, Chairman of the Board of Crowell Collier Publishing Co., prepared and presented to President Roosevelt a plan for the mobilization of the nation's civil air strength. Mr. Beck discussed his plan with Mr. Guy P. Gannet, owner of a New England newspaper chain. On 20 May 1941, the Office of Civilian Defense (OCD) was established as an agency of the Federal Government, with former New York Mayor, Fiorello H. LaGuardia, as its director. The National Civil Air Patrol advocates, including Mr. Beck, Mr. Gannet, and Mr. Wilson, presented their plan for a National Civil Air Patrol to Mr. LaGuardia. Having been a World War I pilot, Mr. LaGuardia recognized the merit of the plan and expressed his enthusiasm for it, but he also recognized that its success would depend upon the support of the US Army Air Corps.

c. Mr. LaGuardia appointed Beck, Gannet, and Wilson to a special aviation committee, with instructions to "blueprint" the organization of civil aviation resources on a national front. By June 1941, the plan for the proposed organization was completed, but many details had yet to be worked out. Gill Robb Wilson took on this task, assisted by Mr. Reed Landis, a WWI ace, aeronautical expert, and the OCD aviation consultant. Mr. Wilson and Mr. Landis had the advice and assistance of some of the country's leading airmen, as they worked to finalize the plan. By early October it was completed, except for the drawing up of directives, preparation of application blanks, and a few other administrative details. To take care of these remaining details and the important job of selecting wing commanders (one for each state), Mr. Wilson left his New York office and went to Washington, DC, as the proposed Civil Air Patrol's first executive officer.

d. To solidify the plan under the approval of the military establishment, General "Hap" Arnold - who had encouraged the project from the beginning - set up a board of military officers to review the final plan presented by Mr. Wilson and his colleagues. General George E. Stratemeyer was appointed presiding officer of the board, which included Colonel Harry H. Blee,

Major Lucius P. Ordway, Jr., and Major A.B. McMullen. General Arnold asked the board to determine the potentialities of the Civil Air Patrol plan and to evaluate the role of the War Department in making CAP an agency of the new Office of Civilian Defense. The board approved the plan with a recommendation that Army Air Forces (AAF) officers help set up and administer the CAP organization.

e. As a result of the board's approval, the Director of Civilian Defense (Mr. LaGuardia) signed a formal order creating the Civil Air Patrol. The date was 1 December 1941. On 8 December 1941, the day after the attack on Pearl Harbor by the Imperial Japanese Naval Air Forces, Director LaGuardia published Administrative Order 9. This order outlined the proposed organization of the Civil Air Patrol and designated as its commander Major General John F. Curry, US Army Air Corps. Mr. Gill Robb Wilson officially became the executive officer. Appointed as the Operations Officer of the fledgling organization was Colonel Harry H. Blee. Blee was one of the many retired military officers who were recalled to active duty during World War II to fill vacancies created by the expansion of the regular military establishments and related wartime activities. CAP was fortunate to have Colonel Blee assigned to head its technical and administrative operations. His administrative ability in overseeing the myriad of details involved in both the establishment and the smooth running of CAP throughout the war years was without peer. His attention to detail was such as to provide a solid base upon which to grow a rapidly expanding organization. Under the wise leadership of these men and others like them, the Civil Air Patrol began a period of tremendous growth and development in the service of our nation.

f. The CAP fears that flight by civil aircraft would be halted were justified. The day after the attack on Pearl Harbor all civil aircraft, except for scheduled commercial airlines, were grounded. This restriction lasted only a few days, however. The pendulum soon swung the other way, and except for the West Coast area, the "puddle jumpers" were given little attention as they flitted in and out of airports across the nation. Because our nation feared the possibility of Japanese activity, or even invasion, restrictions on civilian flight in the West Coast area were maintained.

g. Earle L. Johnson, one of the founders, and later Commander of Civil Air Patrol, was disturbed by the renewed flights and the lack of security at airports. He envisioned the great potential of light aircraft, as a tool in the hands of saboteurs, to wreak havoc with the nation's industrial complexes. They could do this, he reasoned, by making night flights to drop bombs on war plants. No doubt, saboteurs would have to make a concentrated and all-out effort to have a crippling effect, for after the first attempt security measures would be taken. But Mr. Johnson didn't want saboteurs to have that chance and he took it upon himself to prove the vulnerability of industry.

h. At eleven P.M. one evening, Mr. Johnson took off in his plane from his farm airstrip near Cleveland, Ohio. With him he took three small sandbags and headed toward a cluster of war plants on Cleveland's outskirts. Flying at 500 feet, Johnson dropped the sandbags on the roofs of three plants and returned to his airstrip, apparently no one detected him, and if they did, no attention other than curiosity was given the dark silhouette of his airplane.

i. The next morning Mr. Johnson notified the plant owners that they had been "bombed." The Civil Aeronautics Administration (CAA) reacted by again halting all civilian flying until adequate security measures could be taken. This meant airports must be guarded; all pilots, before they would be permitted to fly, must prove that they were loyal citizens of the United States; and, that all flights must be for official business only and accomplished under approved flight plans. The grounding of all civilian light aircraft by CAA certainly helped increase the ranks of the newly created Civil Air Patrol because flying with CAP was the only way in which "weekend pilots" could then get in flight time. These pilots were of all ages and both sexes. The oldest male pilot was Lieutenant A.I. Martin, of Montour Falls, New York, who had reached the enviable age of 81! Among the ladies, there was Second Lieutenant Maude Rufus from Ann Arbor, Michigan, who came into Civil Air Patrol as the oldest female pilot. Her exact age at the time is somewhat of a mystery, but it is known that she soloed at age 65 and had nearly 1,000 hours to her credit.

j. Along with the pilots came thousands of other patriotic citizens, some of whom possessed special skills. They included mechanics, radio operators, physicians, and nurses. Those who had no special skills had ample opportunity to help as messengers, guards, and drivers, or to perform other necessary duties required to ensure the proper function of a CAP unit.

### **8-3. CAP World War II Activities**

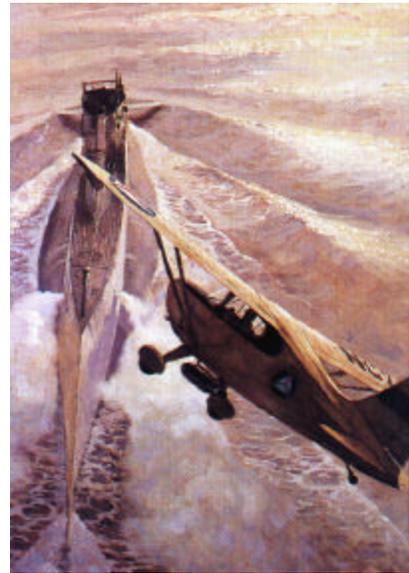
a. Soon after Congress declared war on Germany, Italy and Japan, German submarines were operating in the American coastal waters along the eastern and southeastern shorelines. Beginning with the sinking of 11 Allied sea going vessels in January of 1942, many of which were in sight of the United States' Eastern and Gulf shores, the submarines were starting to extract their deadly toll. The sinkings continued on an upward trend to a peak of 52 in May. They then gradually declined to a point where the one sinking in September was the last for the year. Unfortunately, by this time 204 vessels had been lost. This type of destruction not only seriously affected the supply of war materials to allied forces fighting in Europe and Africa, but also cut into the nation's petroleum supplies.

b. Civil Air Patrol leaders urged the War Department to give their newly organized force a chance to help combat the submarine menace. Again the patriotic and eager Civil Air Patrol met opposition. It was argued that their proposal could not be accepted because of the impracticability of sending a young organization with undisciplined members on critical and dangerous missions.

c. Meanwhile, the Navy was spread so thinly along the 1,200-mile sea frontier of the eastern and southeastern coasts that it could not effectively combat the raiding enemy submarines. The nation's air forces had not had time to build up the number of aircraft to a point where they could cope with their regular missions as well as the submarine menace. Consequently, the German submarines continued their activities at an alarming rate. They were sinking ships practically at will; oil, debris, and bodies were being washed ashore all along the eastern and southeastern coastlines.

#### 8-4. Coastal Patrol Authorized

a. The worsening submarine menace convinced military authorities that the Civil Air Patrol should be used to help combat the German U-boats. By this time Captain Earle L. Johnson, US Army Air Corps, had replaced Gill Robb Wilson as the Civil Air Patrol's executive officer. Thus, Wilson was able to concentrate on the tremendous task of organizing a Coastal Patrol program within CAP. This preparation culminated on 5 March 1942, when the Civil Air Patrol was authorized to conduct a 90-day experimental operation on coastal patrol at two locations on the eastern seaboard. This gave the brave volunteers a scant 90 days to prove themselves worthy of the trust placed in them. Thus, on the shoulders of these first Coastal Patrol pilots rested the destiny of the entire Civil Air Patrol. Before the 90-day period was over, testimony to their success was evidenced by an authorization for expanded operations. It is interesting



CAP planes carrying bombs went out to sea as far as 150 miles

to note that this successful operation contributed to the decision to replace the National Commander, General Curry, with the aforementioned Captain Johnson. He was subsequently promoted to Colonel and served as the CAP's National Commander until his death. In recognition of his role as the wartime leader of CAP, Johnson was posthumously promoted to Brigadier General.

b. Soon after the CAP Coastal Patrol experiment was authorized, the first three bases were established. One was located at Atlantic City, New Jersey; one at Rehoboth, Delaware; and one at Lantana, Florida. Soon pilots began arriving at the Coastal Patrol installations, and the program expanded rapidly until there were 21 bases. Honors for the first combat flight by civilian pilots go to those of Coastal Patrol Base 2 at Rehoboth, Delaware. Interestingly, their 5 March 1942 patrol was less than a week after the 28 February 1942 activation date for the base.

c. The light aircraft flown by CAP Coastal Patrol were at first utilized for reconnaissance only. They were crewed by a pilot and an observer who were in constant radio contact with shore bases. Their mission was to spot enemy submarines and summon the destructive power of the thinly spread Army and Navy bomber forces. Naturally the CAP crews wanted to do more than just spot targets; they also wanted to destroy them.

d. Late one afternoon in May 1942, a crew consisting of "Doc" Rinker and Tom Manning were flying a patrol mission just off Cape Canaveral when they spotted an enemy sub. The sub's crew sighted the CAP patrol aircraft, and, not knowing the aircraft to be unarmed, made a desperate effort to get away. In its haste or panic the sub became stuck on a sandbar, making it a perfect target.

e. Dutifully, the patrol reported the situation and began circling the sub, waiting for the bombers to come and destroy it. For more than a half-hour the patrol kept circling and frantically calling for help. By the time the bombers arrived, the sub had dislodged itself and

returned to deep waters. The loss of this "perfect target" further justified the Coastal Patrol's plea to carry bombs and use them whenever possible.

f. Soon thereafter, the CAP planes were carrying demolition bombs and ranging as far out to sea as 150 miles. The smaller planes could carry only one 100-pound bomb, and in many instances one of the bomb's fins had to be removed to keep it from scraping the runway as the plane took off. Even by modifying the bombs for takeoff, the smallest planes had difficulty flying the additional load. Of course the larger planes could be more heavily armed, and a few carried 325-pound depth charges.

g. It was one of these larger planes, armed with depth charges, that made the first CAP "kill." Captain Johnny Haggins and Major Wynant Farr, flying out of Atlantic City, New Jersey, had just become airborne in a Grumman Widgeon (an amphibian) when they received a message from another CAP patrol that "contact" had been made about 25 miles off the coast. The other CAP patrol was low on fuel and had to return to base, so Captain Haggins and Major Farr sped to the area, flying about 300 feet above the ocean.

h. When the Haggins-Farr patrol reached the area, no sub was in sight. However, Major Farr spotted the shadowy form of a German submarine as it cruised below the surface. After radioing to shore, and knowing that they could not accurately estimate the depth of the sub, the two men decided to follow the sub until (they hoped) it surfaced to periscope depth. Then their depth charges could be put to the most effective use.

i. For over three hours they tracked their quarry and were getting low on fuel. Just before they had to turn back, the sub came up to periscope depth. Captain Haggins swung the plane around quickly and aligned it with the sub. He then started a gentle dive to 100 feet where he leveled off behind the sub's periscope wake. Major Farr pulled the cable release and the first depth charge plummeted into the water just off the sub's bow. Seconds later a large water and oil geyser erupted, blowing the sub's forward portion out of the water. Shock waves from the blast rocked the patrol plane. As the sub sank below the surface, it left a huge oil slick as the target for the second run.

j. On the second run, the remaining depth charge was dropped squarely in the middle of the oil slick. After the second geyser had settled, pieces of debris floated slowly to the surface. The CAP Coastal Patrol's first kill was confirmed!

k. As a result of its effectiveness, the CAP Coastal Patrol passed its trial or experimental period with "flying" colors, and it went on to serve its country for almost 18 months (5 March 1942 to 31 August 1943), flying in good weather and bad and from dawn to dusk.

l. The 18-month record chalked up by the Coastal Patrol is rather impressive: it had started with three bases and was operating from 21 at the close of its missions. It had reported 173 submarines sighted, had sunk two, and had dropped a total of 83 bombs and depth charges upon 57 of these with several other "probable." It had flown 86,685 missions over coastal waters for a total of 244,600 hours which approximates 24 million miles! The patrol summoned help

for 91 ships in distress and for 363 survivors of submarine attacks. It sighted and reported 17 floating mines, and, at the request of the Navy, it flew 5,684 special convoy missions.

m. The CAP Coastal Patrol's impressive record, however, was not without the sacrifice of lives. Twenty-six brave CAP pilots or observers were killed, and seven were seriously injured. Besides the loss of life and injuries sustained, 90 aircraft were lost. The impressive amassment of mission feats brought official recognition to many of the Patrol's members. They were winners of Air Medals and War Department Awards for "Exceptional Civilian Service." These were tokens of high esteem bestowed by a government representing a nation of grateful people.

#### **8-5. Other Wartime Missions**

a. Discontinuance of Coastal Patrol on 31 August 1943, did not mean any loss of confidence in the Civil Air Patrol. Its mission had been accomplished in that the regular forces had been built up to the point where they could take over the CAP's former coastal patrol mission. And now the CAP was to continue pursuing its other wartime missions, most of which had been going on at the same time the Coastal Patrol was operating.

b. Many of the other wartime missions conducted by Civil Air Patrol were just as important and equally dramatic as those flights made by the Coastal Patrol. To fulfill their other missions, CAP flew approximately 500,000 hours and lost 30 pilots by accidental death. Many other pilots lost their aircraft and sustained injuries.

c. Both men and women took part in all other wartime activities (women were excluded from Coastal Patrol flights). They joined Civil Air Patrol for periods which ranged from 30 days to the duration of the war, and flew their missions for subsistence pay only. Although they were reimbursed for expenses incurred while on assigned missions, the \$8 or \$5 per day did not contribute much to their support, or to the support of their families back home. Many of these people flew without pay on unassigned but necessary missions. They spent thousands of dollars out of their own pockets to complete these missions for a good cause - in service of their country.

d. During the period 1 January 1942 to 1 January 1946, the Civil Air Patrol flew 24,000 hours of assigned search and rescue (SAR) missions. But, during the same period, CAP pilots and crews voluntarily flew thousands of additional SAR hours at their own expense. Although no accurate record was kept of the number of aircraft and survivors found, one week of February 1945 was probably the highlight of the SAR missions. In this one week, CAP SAR pilots found seven missing Army and Navy planes.

e. Cargo and courier flying was another important mission during the CAP war years. From 1942 to early 1944, CAP pilots moved over 3.5 million pounds of mail and cargo for the air forces, and it transported hundreds of military passengers throughout the United States. As wartime industrial production grew, the commercial and military transportation facilities became taxed to the limit of their capabilities. They simply could not transport all of the war materials that were stacking up like mountains in the warehouses and supply depot yards. At least a stop-gap solution to the transportation bottleneck had to be found, and CAP again provided the solution.



CAP conducted cargo and courier flights during WWII.

f. In the spring of 1942, a 30-day experiment was made by pilots of the Pennsylvania Wing to see if they could do the job of cargo transportation. With only five light planes at their disposal, they transported Army cargo successfully over a large area, winging into AAF bases as far south as Georgia - much to the delight of AAF supply officers. It wasn't long before industry and Army officials were convinced of the plan's merit, and CAP was given the go-ahead. Soon thereafter, CAP set up regularly scheduled cargo flights and courier flights all over the nation. As a result of their services, reduced air transportation costs were realized, and many military aircraft were eventually released for more direct employment in the war effort.

g. Civil Air Patrol was active in helping patrol the border between Brownsville, Texas, and Douglas, Arizona. The CAP Southern Liaison Patrol flew approximately 30,000 hours, patrolling from dawn to dusk the 1,000 miles of rough, rocky and barren terrain. The CAP planes were looking for out-of-the-ordinary activities that might be indicative of spies or saboteurs entering or leaving the country. Pilot-observers often flew their craft low enough to read the license plates on suspicious automobiles. In fact, one patrol aircraft flew so low in pursuit of a "suspicious" automobile that the observer was able to report an accurate description of the car's occupants - down to the color of their shirts and ties. The car was stopped at the Mexican border whereupon the individuals were found to be enemy agents. In another case, a patrol noticed car tracks leading to and from a supposedly abandoned building. Investigation by ground units revealed an enemy radio station.

h. From its beginning in July 1942, to its discontinuance in April of 1944, the CAP "Border Patrol" had reported almost 7,000 out-of-the-ordinary activities on the ground within its patrol area and had radioed to the AAF the direction of flight and description of 176 suspicious

aircraft. Considering its many hours of hazardous operations, the loss of two patrol members was an exceptional safety record.

i. In March 1942, CAP units began towing targets for air-to-air gunnery practice by fighter aircraft and antiaircraft batteries. They would fly antiaircraft machine gun runs, simulating a strafing attack, trailing targets as little as 1,000 feet behind them. Then they would climb to high altitudes trailing two targets at distances of up to 5,000 feet. These were for the heavy antiaircraft guns to practice on. Occasionally the antiaircraft gunners took a little too much lead, and the CAP aircraft would land with holes intended for the target. One of the pilots is reported to have found a shell fragment embedded in his parachute seat-pack!

j. For three years CAP flew these hazardous missions, helping increase the efficiency of Army units preparing for combat. It flew a total of 20,593 towing and tracking missions 46,000 hours were flown on live ammunition and searchlight missions. But a price was paid for such dangerous work. Seven CAP members were killed, five seriously injured, and 23 airplanes were lost.

k. At the same time, other CAP pilots and crews were flying missions, which assisted the war effort either directly or indirectly. Among these were: flying blood bank mercy missions for the American Red Cross and other civilian agencies; cruising over forests, detecting fires and reporting suspected arsonists; flying mock raids to test blackout practices and air raid warning systems; and supporting bond drives and assisting in salvage collection drives. CAP pilots were even pressed into service as a "wolf patrol." The population of wolves had increased to dangerous proportions in the southwest. By the winter of 1944, ranchers in the Texas Panhandle called upon their governor to enlist the aid of Civil Air Patrol to help control the menace. One rancher alone had lost over 1,000 cattle to marauding wolves the year before - beef denied to the nation in an era of meat rationing. Again, CAP did its duty. Armed with various types of firearms, the CAP pilots and observers took to the air and helped bring the wolf population back under control.

l. Not all of CAP's wartime activities were in the air. Its personnel guarded airfields and other installations; patrolled power lines and waterways, guarding against saboteurs. When natural disasters occurred, they were there helping the Red Cross and others to evacuate people and administer aid to those affected.

m. Throughout the war, CAP was carrying on another most important mission - pilot training. In early 1942, it had set up a program to recruit and train CAP cadets to assist with tasks at the operational level, and, at the same time, to begin indoctrination and training toward their becoming licensed pilots for service in the Civil Air Patrol or to go into the military service for military pilot training. Although CAP was organized along military lines, wore uniforms, operated in a military manner, and performed defense functions, none of its physically-fit members were exempt from military service. However, the early recruitment and training offered the CAP cadet an advantage over other youths in that he, or she, would already have a knowledge of military life and of aviation's challenge and importance to the nation. The pilot training program built a reserve of air-minded citizens from whom the military air forces could

draw needed personnel, particularly those CAP members who had completed private pilot training.

n. Each man in the CAP was permitted to sponsor a boy, and each woman could sponsor a girl. The youths, in the age bracket of 15-17 years, had to be physically fit, in the last two years of high school, maintaining satisfactory grades, and be native-born of parents who had been citizens of the US for at least 10 years. Indeed these restrictions seem rather severe, but they were purposely imposed to hold down membership in the program until a solid foundation could be established.

o. Restrictions notwithstanding, American youth responded aggressively to the opportunity. Within six months of the program's onset, CAP had over 20,000 cadets attending weekly meetings in schoolrooms and other meeting places, studying in groups on their own, or side by side with senior members. The youths spent many or all of their weekends at local airports learning instead of engaging in less informative activities.

p. Recruiting these 20,000-plus CAP cadets cost the Office of Civilian Defense slightly less than \$200. CAP National Headquarters on its directives pertaining to the cadet programs, cadet applications, and cadet membership cards spent this amount.

q. The War Department realized the advantage of making Civil Air Patrol an auxiliary of the Army Air Forces. So, on 29 April 1943, the command jurisdiction was transferred from the Office of Civilian Defense to the War Department. This date (29 April 1943) is considered a red-letter day on the CAP calendar!

r. Later the War Department issued a memorandum (W95-12-43, dated 4 May 1943) assigning to the Army Air Forces the responsibility for supervising and directing operations of the Civil Air Patrol.

s. One of the more significant outcomes of this transfer of command jurisdiction was its impact on Civil Air Patrol's cadet recruiting mission - Army aviation cadets, that is. By this time, CAP had built up its membership to about 75,000 men and women, located in over 1,000 communities over the nation. Moreover, the early wartime practice of training CAP members for operational missions had established an effective training corps that was ready to assume a larger Army aviation cadet training mission.

t. In December 1943, the Army Air Forces placed 288 L-4 aircraft (civilian designation, "Piper Grasshopper") on loan to CAP for use in the aviation cadet recruiting program. CAP "took to the air," and during 1944 flew 78,000 aviation cadets and prospective recruits a total of 41,000 flying hours. Before the end of 1944, CAP had recruited an oversupply of cadets, and had taken over the responsibilities of administering cadet mental screening tests and operating centers where cadets received preliminary medical checkups.

u. The record established by CAP during the war years impressed the nation. It had flown 500,000 hours of missions in support of the war effort; had sunk at least two submarines; and had saved countless numbers of aircraft crash survivors and survivors of disasters at sea by

guiding rescue forces to them. They had spent their own money in support of wartime missions, and volunteered thousands of hours of non-flying mission time to train or indoctrinate cadets. They built their own airfields and "pitched in" to help when natural disasters occurred. No sacrifice was too great for these patriots - and to prove it, many gave their lives.

#### **8-6. The Post War Period**

a. The Civil Air Patrol was still serving as an auxiliary of the Army Air Forces at the cessation of hostilities in 1945, but this status, established by executive order, had no foundation by statute. Its usefulness had been proved during wartime through all of the aforementioned feats of service. But now peace had come and the scope of its activities had narrowed because the Army Air Forces had assumed many of the tasks assigned to CAP during the war. In short, the future of CAP was uncertain. To make things even worse, the Army Air Forces was to withdraw its monetary support of CAP after 31 March 1946. This action would have to be taken because the Army Air Forces' budget had been drastically cut.

b. In view of these circumstances, General "Hap" Arnold called a conference of CAP wing commanders. In January 1946, the conference convened and discussed the feasibility of a post war Civil Air Patrol. From this conference, a plan to incorporate grew.

c. On the evening of 1 March 1946, the 48 CAP wing commanders held their first congressional dinner, honoring President Truman, the 79th Congress, and General "Hap" Arnold, the commanding general of the Army Air Forces. The express purpose of the dinner was to permit the CAP to thank the President and the other honorees for CAP's having had the opportunity to serve the nation during World War II.

#### **8-7. Civil Air Patrol Incorporated**

a. On 1 July 1946, Public Law 476, 79th Congress, 2d Session, was approved. It incorporated the Civil Air Patrol and authorized the incorporators named therein to complete the organization of the corporation by the adoption of a constitution and bylaws and regulations, and by the selection of officers, etc. The law stated that the objects and purposes of the corporation were "solely of a benevolent character" as follows:

(1) To provide an organization to encourage and aid American citizens in the contribution of their efforts, services, and resources in the development of aviation and in the maintenance of air supremacy, and to encourage and develop by example the voluntary contribution of private citizens to the public welfare.

(2) To provide aviation education and training especially to its senior and cadet members; to encourage and foster civil aviation in local communities and to provide an organization of private citizens with adequate facilities to assist in meeting local and national emergencies.

b. Under this Federal Charter the CAP Corporation planned to undertake a very ambitious program - without the help of the Army Air Forces. Among the first-defined CAP

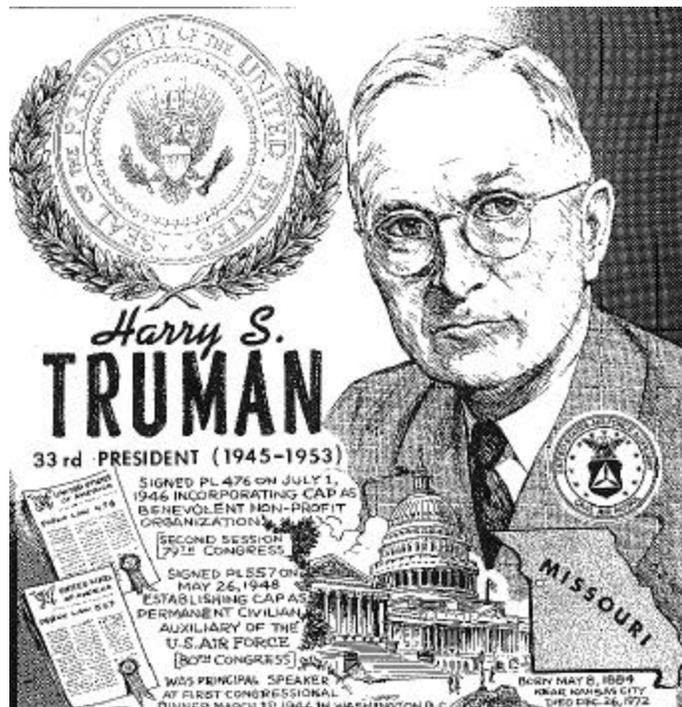
objectives were to: (1) inform the general public about aviation and its impacts; (2) provide its seniors and cadets ground and preflight aviation education and training; (3) provide air service under emergency conditions; (4) establish a radio network covering all parts of the United States for both training and emergency use; (5) encourage the establishment of flying clubs for its membership; (6) provide selected cadets a two-week encampment at air bases; (7) provide selected cadets flight scholarships; (8) encourage model airplane building and flying; (9) assist veterans to find employment; and (10) contribute services to special projects such as airport development, the survey and marking of emergency landing areas, and the survey of dangerous flying areas in mountainous regions.

c. In addition to implementing the objectives of the first program, the newly chartered Civil Air Patrol undertook other official and unofficial tasks, which were requested by the Army Air Forces. These included helping to prepare an address list of all former AAF personnel, helping convince the public of the merits of an autonomous air force, assisting in the air marking program, (identifying downed aircraft debris to avoid its being mistaken as a new crash), and conducting AAF-CAP air shows.

d. Obviously, many of CAP's objectives could not have been attained without support from the Army Air Forces. However, since there was no official basis for such support, it appeared necessary to review the true relationship of the Army Air Forces and the Civil Air Patrol. After the United States Air Force had been established (26 July 1947), steps were taken to study the USAF-CAP relationship.

## 8-8. Permanent Status as USAF Auxiliary

a. In October 1947, a CAP board was set up to meet with USAF officials and plan the establishment of Civil Air Patrol as an USAF auxiliary. After several meetings between CAP and USAF officials, certain agreements were reached concerning CAP and USAF objectives, and a plan was adopted to legalize US Air Force assistance to Civil Air Patrol. Shortly thereafter, a bill was introduced in the House of Representatives that would permanently establish CAP as the USAF auxiliary and authorize the Secretary of the Air Force to extend aid to the Civil Air Patrol. Following subcommittee hearings, the bill was passed by the Senate and on 26 May 1948, became Public Law 557 (10 USC 9441), 80th Congress, 2nd Session. CAP thus became an auxiliary of the new United States Air Force.



b. On 1 January 1959, Civil Air Patrol was transferred from Headquarters US Air Force to Continental Air Command (CAC). This transfer placed the US Air Force officers, airmen, and civilian employees attached to Civil Air Patrol within the jurisdiction of CAC, but the corporate entity and the administration of Civil Air Patrol remained unchanged. The responsibilities of CAC in supporting the Air Force reserve program were related to many of the missions and aims of Civil Air Patrol; thus, the CAP-CAC alliance provided closer coordination with Air Force units and activities to aid Civil Air Patrol in realizing its potential and to establish a firmer CAP-USAF relationship.

c. Continental Air Command continued its outstanding support to Civil Air Patrol until 1 July 1968, when the command was abolished. Effective with this action, CAP was transferred to Headquarters Command, USAF. Another Air Force organizational change took place in 1976, and CAP was placed under the education command, Air University. As the USAF reorganizes occasionally to adapt to changing times and missions, such changes may be expected. However, each change has continued to perpetuate the concept that Civil Air Patrol will be supported by a major Air Force command, and that the strong CAP-USAF relationship will continue as it has for so many years.

**8-9. Missions.** For more than 50 years, the Civil Air Patrol has aggressively performed the missions Congress mandated in 1946: Aerospace Education, Cadet Programs, and Emergency Services.

a. **Aerospace Education**

(1) America's love of manned flight started with the Wright brothers and continues unabated during this century. World War II showcased the important role aviation would play in the future and national leaders recognized the importance of stimulating public interest in aerospace activities.

(2) CAP, as the civilian Auxiliary of the US Air Force, was most suited to perform this mission. Their efforts focused on two different audiences – internal CAP members and the general public.

(3) The internal programs ensure that all CAP members (seniors and cadets) have an appreciation for and knowledge of aerospace issues. A rigorous educational program is tied to promotions at every level in the CAP organization. Aerospace educators working out of CAP's National Headquarters at Maxwell Air Force Base, Alabama, provide materials that are current and reflect the highest standards of educational excellence.

(4) The congressional charter also tasked CAP to stimulate public interest in aerospace issues. These external programs are primarily conducted through our nation's education systems. Each year, CAP sponsors nearly 200 workshops in colleges and universities across the nation, which reach more than 5,000 educators.

(5) These workshops highlight basic aerospace knowledge and focus on advances in aerospace technology. Textbooks, learning tools, and visual aids geared to stimulate interest in aerospace matters are also provided to teachers for use in their classrooms. Started in 1951, these workshops have reached hundreds of thousands of young people.

(6) CAP also plans and executes the National Congress on Aviation and Space Education (NCASE). NCASE is the premier aerospace education conference held in the nation. NCASE is designed to promote an understanding of aviation and space education. It is used to motivate and encourage teachers to incorporate aerospace education into their curriculum. It also encourages aerospace leaders to speak out on aerospace issues facing our nation today.

#### **b. Cadet Programs**

(1) During World War II, CAP trained thousands of young men to fly before they joined the Army Air Forces (AAF). This training, coupled with positive values instilled by role models, resulted in the AAF having a pool of aviators virtually ready to do battle.

(2) After the war, the success of the wartime cadet program convinced Congress that a peacetime cadet program would pay great dividends. For the past half-century, CAP's Cadet Programs has provided young people between 13 and 18 the opportunity to develop their leadership skills through their interest in aviation. For many, it has also offered them the opportunity to learn to fly. Recently, the minimum age requirement to become a cadet was lowered to 12 years of age and currently attending the sixth grade.

(3) A knowledge of aerospace-related information is one of the pillars of the program. Cadets progress at their own pace through a 16-step program including aerospace education, leadership training, physical fitness and moral leadership. For those in the Middle School Initiative program the progression through the cadet program is a structured classroom environment.

(4) As cadets make progress, they have the opportunity to take part in a wide range of activities including encampments on military bases, orientation flights, and a variety of national and international activities.

(5) Through its National Scholarship Program, CAP provides scholarships to cadets to further their studies in such areas as engineering, science, aircraft mechanics and aerospace medicine. Scholarships leading to solo flight training are also provided.

(6) The US Air Force recognizes the high standards the cadets must meet. When CAP cadets complete the Mitchell Award and enlist in the Air Force, they now enter in pay grade E-3 (Airman First Class) instead of pay grade E1 (Airman Basic). CAP cadets are also well represented at the US Air Force Academy. Usually 8-10 percent of the academy class is composed of former CAP cadets.

c. **Emergency Services.** Growing from its World War II experience, the Civil Air Patrol has continued to strive to save lives and alleviate human suffering through a myriad of emergency service missions.



Ground Search team on foot spots wreckage of plane.

(1) *Search and Rescue (SAR):* Perhaps best known for its search and rescue efforts, CAP now flies more than 85 percent of all inland SAR missions directed by the Air Force Rescue Coordination Center located at Langley Air Force Base, Virginia. Overseas, CAP supports the Joint Rescue Coordination Centers in Hawaii and Puerto Rico. Just how effective are the CAP missions? CAP members save more than 100 people every year!

(2) *Disaster Relief:* Often overlooked but vitally important is the role CAP plays in disaster relief operations. CAP provides air and ground transportation, and an extensive communications network. They fly disaster relief officials to remote locations, and support local, state and national disaster relief organizations with manpower and leadership. In fact, CAP has formal agreements with many humanitarian relief agencies such as the American Red Cross, Federal Emergency Management Agency, Federal Aviation Administration, and Coast Guard.

(3) *Humanitarian Services:* Closely related to disaster relief is CAP's support of humanitarian missions. Usually in support of the Red Cross, CAP aircrews transport time-sensitive medical materials including blood and human tissue in situations where other means of transportation are not possible.

(4) *Air Force Support:* It's hardly surprising that CAP performs several missions in direct support of the US Air Force. Specifically, CAP conducts damage assessment, radiological monitoring, light transport, communications support, and low-altitude route surveys. Joint US Air Force and CAP SAR exercises sharpen the skills of all participants and offer realistic training for potential deadly serious missions.

(5) *Counterdrugs:* CAP joined the "war on drugs" in 1986 when CAP signed an agreement with the US Air Force and US Customs Service offering CAP resources to be used to stem the flow of drugs into and within the United States. Today, CAP has similar agreements with the Drug Enforcement Administration and the US Forest Service. CAP has made major contributions to the counterdrug fight by providing aerial reconnaissance, airborne communication support, and airlift of law enforcement personnel. In FY 98 alone, CAP units flew nearly 41,700 hours in support of counterdrug efforts.

(6) *Demand Drug Reduction:* The Drug Demand Reduction Program (DDR) is chartered with the responsibility to make the CAP an environment that promotes and supports education, community involvement, social responsibility and respect for individuals. The DDR

Program began in 1994 to support the "Air Force Family" within 30 miles on an Air Force installation. The program has evolved into four areas: Youth Initiatives, Education and Training, Adopt-A-School Program, and Community Service Activities.

(a) **Youth Initiatives**

1 Involve local service members, family members and community members with alternative activities that promote the Air Force, CAP and local installations by sponsoring CAP squadrons. Provide them with the essential tools and the "right attitude" that promotes success and a future for our young people.

2 Provide portable display booths and videos to advertise the program, initial memberships for those who need them, uniforms and other essential equipment to begin motivating new members.

3 Establish new middle school initiative while monitoring existing units in Albuquerque, New Mexico, Chicago, Florida and rural South Carolina.

(b) **Education and Training**

1 Establish new squadrons on installations/communities without CAP and promote the CAP program as a positive lifestyle.

2 Support existing eligible CAP squadrons with cadet program instructors and student training materials, videos, classroom and audiovisual equipment.

3 Provide substance abuse information/classes to members that educate youth on the dangers of drugs by utilizing drug identification kits, tabletop displays, education materials and our cadets. Recommend utilizing USAF base drug demand reduction coordinators (DDRCs) and/or state National Guard personnel.

4 Involve CAP in the annual October Red Ribbon Campaign that is a grass roots level approach to being positive about a drug free lifestyle.

5 Initiate a plan for all region DDRCs and wing drug demand reduction administrators (DDRAs) to attend the National Interagency Counterdrug Institute (NICI), Intro to Drug Prevention & Demand Reduction Course, as a baseline for education and developing strategies for coalitions and program development.

6 Initiate plans for annual national and region DDR conferences with all wing DDR administrators to promote drug awareness education and the CAP as a model for drug free activities. These conferences will explain, promote, develop and coordinate region, wing and squadron DDR Programs.

(c) **Adopt-A-School Program**

1 Provide mentoring, discipline, role models, aerospace education and leadership for fifth graders at the installation and/or nearby schools to enable the students to become strong, productive citizens of the future and possible members.

2 Provide the installation or local elementary school support as needed to conduct a variety of projects such as the Red Ribbon Campaign.

3 Offer resource support or manpower for school events like graduations and field days.

(d) **Community Service Activities**

1 Get involved with base or local community coalition to support their activities.

2 Provide essential and supplemental assistance to selected community projects.

3 Get involved with USAF base Teen/Youth Centers.

**8-10. USAF-CAP Relationship**

a. The Civil Air Patrol and the United States Air Force maintain a civilian-military relationship, which is based upon the Civil Air Patrol's status as the USAF auxiliary. As such, the CAP's services to the nation and the USAF are: (1) voluntary, (2) benevolent, and (3) noncombatant. These services are to be employed both in times of peace and war.

b. It is the responsibility of the United States Air Force to provide technical information and advice to those CAP members who organize, train and direct CAP personnel and who develop CAP resources. In addition to technical information and advice, the Air Force also makes available certain services and facilities required by CAP to carry out its mission. Such assistance, however, is restricted to specific areas by acts of Congress, and cannot interfere or conflict with the performance of the Air Force mission.

c. Nonetheless, the Air Force has made tremendous contributions to CAP. In the area of materials, USAF has donated excess aircraft, motor vehicles, communications equipment, spare parts, rescue and safety equipment, and office equipment. Based on the availability of aircraft, flight crews and travel funds, the Air Force provides airlift services for various CAP programs, such as the CAP National Board, Congress on Aerospace Education, National Cadet Competition, summer encampments, aerospace education workshops, etc. Of course it must be remembered that highly restricted peacetime funding places definite limits on this availability.

d. If they have the space available, Air Force base commanders may provide meeting places for local CAP units, provide parking spaces for CAP aircraft, and furnish guidance and additional training literature to enrich the CAP training program.

e. Each summer CAP cadets participate in summer encampments held at DoD installations throughout the nation. Again, the Air Force actively supports this training function; it not only furnishes quarters and office space but also provides advisors, instructors, and training aids, which may include National Guard, Reservists, Air National Guard, Army, or other military personnel. When cadets attend an encampment, the Air Force sees that the youths have medical services and that they get adequate diets by eating at a military dining facility. In addition, cadets have access to the base theater, bowling alleys, swimming pools, and other recreational facilities. When senior training programs, primarily leadership schools, SAR schools, and staff colleges are held on DoD facilities, they receive base support in the same manner.

f. The Air Force encourages its reserve components to contribute their services to the CAP. By doing so, reservists earn credit toward retirement, and their services as instructors and advisors to CAP members are most important to our nation. Civil Air Patrol's overall aerospace education program is helped greatly by those Air Force reservists who are professional educators, for they serve as consultants, assistants and guest lecturers at aerospace education workshops which are held at colleges and universities throughout the nation.

g. CAP's personnel and aircraft are in the air each year flying search and rescue (SAR) missions, mercy flights, and disaster relief assistance.

h. In addition, CAP is constantly ready to perform civil defense and other missions, such as: crashed aircraft spotting and marking, route surveys, courier service, light transport duty, post attack recovery duty, drug surveillance flights, and similar activities within the capabilities of CAP light aircraft and other equipment.

i. Civil Air Patrol also maintains a nationwide radio network, which is used for training communications personnel and for domestic or military emergencies.

j. One other area of valuable assistance given the Air Force (and other Federal agencies) is the CAP Aerospace Education Program. Through this "internal" program of CAP cadet and senior member aerospace education, together with CAP's assistance to "external" aerospace education workshops (conducted by colleges and school systems), the knowledge, skills, and attitudes necessary for living successfully in the aerospace age are imparted to CAP cadets and senior members; to teachers, administrators, and students in the nation's schools; and to the general public.

k. To help present and carry through the aerospace education program, CAP develops and makes available printed materials on various aerospace subjects. Through a program provided to aerospace education workshop participants, guided tours can be arranged to airports, missile centers and aerospace manufacturing firms. MSI units should contact host unit, wing and region AE for assistance.

1. Another example of the CAP's reciprocal service to the Air Force is found in the number of CAP cadets and senior members who eventually become members of the United States Air Force. Every year CAP cadets and former cadets enter the Air Force Academy, other service academies, Reserve Officer Training Corps programs at colleges and universities across the nation, and basic training programs of all services.

### 8-11. Organization of the Civil Air Patrol

a. CAP is a civilian corporation made up of volunteers who pay dues for the privilege of being a member of CAP and rendering a service to the nation. Although CAP members wear an adaptation of the Air Force uniform, have an organization that is patterned after that of the US Air Force, and perform their duties in a military manner, they are still civilians.

b. CAP is organized into eight geographic regions (see Figure 8-1). These eight regions are subdivided by the states, which fall within their boundaries, and each state is classified as a wing. Additionally, the District of Columbia - referred to in CAP terminology as the National Capital - and the Commonwealth of Puerto Rico are each designated as wings. This gives a total of 52 wings. Each wing is then subdivided into groups (if applicable), squadrons and flights, according to the organizational need. We shall discuss each of these organizational structures as we come to them, but first we should start "at the top" and understand the chain of command and the function of each structure in that chain of command.

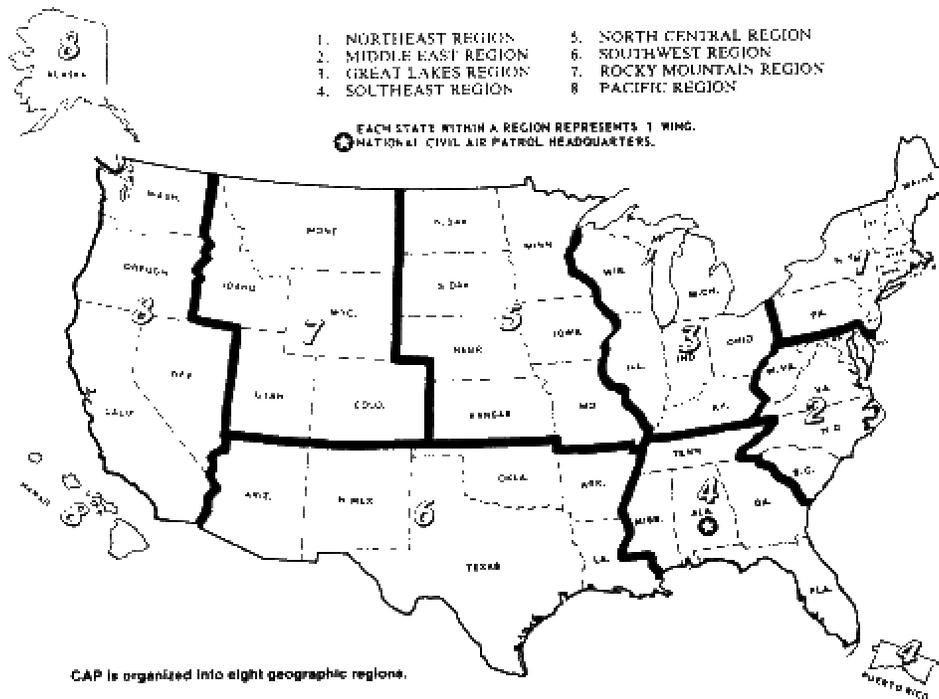


Figure 8-1. Civil Air Patrol Regions

## **8-12. The National Board**

a. The highest governing body of the Civil Air Patrol is the National Board, chaired by a member of the Civil Air Patrol Corporation whose title is National Commander. Although we may have implied that Civil Air Patrol is a purely civilian organization, at every level, that is not the absolute truth. One member of the National Board is the USAF Advisor, who is an active duty Air Force officer. All other members of the National Board hold CAP grade and include the eight CAP region commanders and the 52 CAP wing commanders.

b. At least once annually, the National Board convenes to conduct Civil Air Patrol Corporation business and to elect officers. The members of the National Board and how they achieve their positions are as follows:

- The National Commander (elected by the National Board).
- The National Vice Commander (elected by the National Board).
- The Senior USAF Advisor (designated by the Secretary of the United States Air Force. The USAF Advisor may not hold any other corporate office).
- The Executive Director (a corporate employee hired to attend to the daily operation of the Civil Air Patrol Corporation).
- National Chief of Staff (nominated by the National Commander and elected by the National Executive Committee).
- The National Finance Officer (nominated by the National Commander and elected by the National Executive Committee).
- The National Legal Officer (nominated by the National commander and elected by the National Executive Committee).
- Region Commanders (appointed by the National Commander).
- Wing Commanders (appointed by the commander of the respective region).

## **8-13. The National Executive Committee**

a. Since the National Board usually convenes twice each year, it needs a subordinate governing body to carry through its programs. The National Executive Committee (NEC) serves this purpose. The NEC is comprised of the National Commander, the National Vice Commander, the Executive Director, the National Chief of Staff, the National Finance Officer, the National Legal Officer, and the commanders of the eight regions. The NEC convenes at least quarterly.

b. The NEC might be considered the "work horse" command element, for it has the responsibilities of reviewing reports, appropriating funds, raising funds, and supervising the corporation's investments, establishing trusts and appointing trustees, negotiating contracts, approving budgets, accounting for expenditures, etc.

c. The NEC, in addition to electing certain corporate officers, also elects the National Controller. The National Controller assists in the financial management of the corporation, but is not a member of either the National Board or the National Executive Committee.

#### **8-14. The Executive Director and Headquarters, CAP-USAF**

a. As members of the National Board and the National Executive Committee, the Executive Director is the executive officer of Civil Air Patrol and the Commander, CAP-USAF is the senior USAF advisor. As specified in the constitution and bylaws, "The Executive Director shall administer the programs of Civil Air Patrol in accordance with the resolutions of the National Board and the National Executive Committee. He or she is authorized to issue such rules, regulations, and other directives as approved by the National Board and the National Executive Committee for the conduct of the affairs of Civil Air Patrol. He or she acts as a corporate officer of Civil Air Patrol."

b. The Commander, CAP-USAF, directs and manages the military and DOD civilians assigned to HQ CAP-USAF. The CAP-USAF commander, also known as the Senior USAF Advisor, is responsible to the commander of Air University (AU) for those actions that pertain to USAF business and through the CAP executive director for those actions that pertain to the corporation. In his capacity as commander of CAP-USAF, he is responsible for a field organization of eight regional liaison offices, which provide advice and assistance to the CAP regions and wings.

#### **8-15. The CAP Field Organization**

a. We might compare the field organization of Civil Air Patrol to that of the USAF. Each has a mission to accomplish and certain territorial areas in which to operate. However, the USAF has broken its field organization into major commands, which are designed to perform specific mission functions to greater and lesser degrees. On the other hand, the CAP field organization units all have equal responsibility for carrying out the CAP mission, but they do it within certain territorial boundaries, first by groups of states and then by individual states.

b. CAP regions are the first levels of command in the CAP field organization structure. As we have said before, there are eight separate CAP regions, which involve the 50 states, the Commonwealth of Puerto Rico, and the District of Columbia. Commanding each region is a Civil Air Patrol officer, in the grade of colonel; the National Commander appoints each region commander. The region commander then appoints a vice commander (or two in addition to the chief of staff) and a staff for assistance. The region vice commander and staff may perform those administrative duties peculiar to region level, but the region commander retains command responsibility for all CAP activities within the region.



office. However, each Air Force base commander appoints a permanent project officer on the base to coordinate with USAF-CAP liaison personnel to assist units needing or seeking support.

f. The CAP wing commanders appoint the group commanders (if applicable to their wing) and the squadron commanders within their respective wings. This brings us to the last three organizational levels in Civil Air Patrol: the group, squadron, and flight.

(1) CAP Groups. Wing commanders establish the optional group organizational units when they determine a need for them. This need arises when there is a large geographic area or a large number of subordinate units that cannot be managed by a single office. There must be a minimum of five squadrons within each group formed.

(2) CAP Squadrons. The squadron is the very heart of Civil Air Patrol. It is CAP's operational unit that actually carries out all of those plans and programs formulated and directed by the higher echelons. Squadrons are trained and furnish assistance to the communities, states, and nation in times of national disasters, aircraft accidents, national emergencies, and war. Squadrons recruit new members into Civil Air Patrol; the squadron also provides the instruction of aerospace education for CAP cadets. Squadrons are the program!

(3) Flights. The flight, as a separate organizational element, is established only if a need exists and that need usually occurs in sparsely populated areas where there is an insufficient number of members to form a squadron. A flight may be composed of up to 14 CAP members, but there are definite restrictions as to its minimum personnel staffing. Where there are eight senior members, a flight may be formed, but if the flight is to be composed of senior members and cadets it must have at least three senior members. The flight, according to its remoteness, may report directly to a squadron, a group, or its wing - as the wing commander may direct. Each flight so established has as its goal the increase of its membership so that it may become a squadron as soon as possible.

**8-16. Civil Air Patrol Charters.** Now that we have gone from the top to the bottom of CAP command echelons, we should point out how the existence of these echelons is authorized. The regions and wings have permanent charters, as established in the constitution and bylaws of the corporation. But, below wing level each organizational unit must be individually chartered. If there is a new organizational unit established within a wing - be it a group, squadron, or flight - the wing commander requests a charter from National Headquarters CAP. Such charters are issued to be effective for one year and must be renewed each year thereafter. The MSI CAP units will have a charter number in the 800 series. For more information on the History of Civil Air Patrol, see the Bibliography at the end of this attachment.

# BIBLIOGRAPHY

## Books

1. Ball, John; *Last Plane Out*. Boston, Little Brown and Co., 1970.
2. Ball, John; *Rescue Mission*. New York, Harper and Row, Publishers, 1966.
3. Brunham, Frank; *Hero Next Door*. California, Aero Publishers, Inc., 1974.
4. Colby, C. B.; *This Is Your Civil Air Patrol*. New York, Coward-McCann, Inc., 1958.
5. Glines, Carol V. and Gurney, Gene; *Minutemen of the Air*. New York, Random House, 1966.
6. Mosely, Zack; *Brave Coward Zack*. St. Petersburg, Fla., Valkyrie Proess, Inc., 1976
7. Neprud, Robert E.; *Flying Minute Men, The Story of Civil Air Patrol*. New York, Duell, Sloan and Pearce, 1948. (NOTE: Available from CAP Bookstore, 105 S. Hansell Street, Maxwell AFB, AL 36112-6332 in reprint.)

## Magazines

1. Arnold, Terry A., Major, USAF, "Civil Air Patrol: USAF's Versatile Auxiliary," Air Force Magazine, June 1977.
2. Burnham, Frank, "Search and Rescue: New State of The Art," Air Progress Magazine, December 1977.
3. Cartwright, Mark, Second Lieutenant, CAP, "Civil Air Patrol to the Rescue," Emergency, March 1978.
4. Downie, Don, "Computer to the Rescue," The AOPA Pilot, July 1977.
5. Dwyer, Tom, Technical Sergeant, USAF, "Rescue from the Canyon," Airman, June 1975.
6. Fisher, Allan C., Jr., "Minutemen of the Civil Air Patrol," National Geographic, May 1956
7. Harvey, David S., "Volunteers in Baggy Blue," AOPA Pilot, May 1983.
8. Johnson, Russ, Captain, USAF, and Holden, Rich, First Lieutenant, USAF, "Rescue Taught Here," Airman, April 1977.
9. Lowry, Frank, "Civil Air Patrol: Three Who Were There," Aerospace Historian, Winter/December 1981.

10. Mahar, Philip J., "CAP Serves The Nation In Peace and War," Aerospace Historian, Winter/December 1972.
11. McDonnell, Jaems A., Jr., "Civil Air Patrol: Yesterday, Today, and in 2003," Air Force Magazine, March 1983.
12. Ruhl, Robert K., "Where Is Joe Hardware?" Airman, February 1977.
13. Tangley, Laura, "Little Charlie Hill Is Missing," Airman, April 1976.
14. Thompson, Barry, Major, USAF, "The Unknown Player on The Air Force Team," Air University Review, September-October 1974.
15. O'Brien, Robert, "Hats Off to The Civil Air Patrol," Reader's Digest, March 1984.
16. Sutherland, Don, Chief Master Sergeant, USAF, "CAPital Service," Airman, February 1991.
17. Ruane, Michael E., "Stalwarts in The Annals of Flying," Philadelphia Inquirer, 2 April 1991.
18. Griswold, Amy, "CAP's Half Century," Air Force Magazine, July 1991.
19. No Byline, "Civil Air Patrol Marks 50th Anniversary," AOPA Pilot, December 1991.
20. Jones, Hank, "50 Years of Civil Air Patrol," Retired Officer Magazine, January 1992.