



Escondido Cadet Squadron 714

Cadet Basic Training – Week Three

History of the Civil Air Patrol

(You do not need to read this entire summary now. Your flight staff will cover the main points during the class.)

During the years of 1938 to 1941, the aggression by the Axis power, Germany, Italy and Japan, caused increased concern. United States civilian aircraft pilots, aviation mechanics, and others believed that the nation's air power had to be strengthened for the coming conflict and that civil aircraft flights in the United States might be eliminated. They looked for a way in which the civil air fleet could be used in any war effort.

In 1939, an aviation writer by the name of Gill Robb Wilson, with the permission of Governor Edison of New Jersey and the backing of Chief of the Air Corps General "Hap" Arnold, organized one of many civilian air services. This one, the New Jersey Civil Air Defense Services, formed the blueprint for the coming Civil Air Patrol.

On May 20, 1941, the Office of Civilian Defense (OCD) was created with Former New York Mayor Fiorello H. LaGuardia as its director. The advocates of a national civil air patrol presented Mr. LaGuardia with a plan, but the OCD director required the backing of the U.S. Army Air Corps. Again with the help of General H.H. Arnold, the plan was presented to a specially created military board of review. The board approved the plan with the recommendation that Army Air Forces officers help set up and administer the CAP organization. As a result of the board's approval, the Director of Civilian Defense signed a formal order creating the Civil Air Patrol. The date was December 1, 1941. On December 8, the day following the attack on Pearl Harbor, Mr. LaGuardia published Administrative Order 9, assigning Major General John F. Curry, U.S. Army Air Corps, as its commander. Mr. Gill Robb Wilson became the Executive Officer.

The increased sinking of American ships by German subs gave CAP a chance to do coastal patrol and submarine watch. On 5 March 42, Cap was granted an experimental patrolling plan for 90 days. The members established bases along the Atlantic coast and Gulf of Mexico. The construction of one of these bases required cutting down trees to build a runway, the members had to pay for the tree removal out of their own pocket.

Initially, CAP was used as reconnaissance, but after spotting a submarine that had become stuck on a sand bar get away before the bombers could come and destroy it, the carrying of bombs became the norm. Patrols fly as far as 150 miles out to sea. The first CAP "kill" went to Capt. Johnny Haggins and Major Wynant Farr. The experiment lasted 18 months with 173 submarines spotted, 2 were sunk, 83 bombs dropped and 57 depth charges released. The three bases became 21, there were 86,885 missions flown with a total of 244,600 hours flown! Twenty-six pilots and observers were killed, seven

seriously injured and 90 aircraft were lost. The result was a grateful nation that presented Air Medals and Exceptional Civilian Service Awards.

After the coastal patrol ended, there were still many other missions to be accomplished that took over 500,000 flying hours and 30 more lives. Search and Rescue for downed military and civilian pilots and planes accounted for 24,000 hours, plus thousands of missions that were not reimbursable. CAP's great

success was the pilots familiar with their own area, slower aircraft, and standing ready ground crews. Ingenious members used teams on horses, on foot, in vehicles and even parachute team that never did see service. CAP moved over 3.5 million pounds of mail and cargo for the Air Force.

There was a patrol along the Texas and Arizona border that was responsible for the apprehension of enemy agents and an enemy radio station. Pulling aerial targets, running search light patrols and the wolf-depopulated patrols kept CAP busy and relieved the military to fight the war.

Throughout the war, CAP was carrying on a mission of pilot training. In October 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. Within six months of the program's onset, CAP had over 20,000 cadets attending weekly meetings.

The Cadet Program and the performance of other missions were being done so exceptionally well that the War Department realized the advantage of making Civil Air Patrol an auxiliary of the Army Air Force. On April 29, 1943, the command jurisdiction was transferred from the Office of Civil Defense to the War Department; they in turn transferred jurisdiction and command to the Army Air Force. By the end of the war, CAP had flown 500,000 hours of missions in support of the war effort. It sunk at least two submarines, and had saved countless numbers of aircraft crash survivors and survivors of disasters.

On 1 July 1946, Public Law 476 incorporated CAP as a nonprofit, benevolent organization. The result was a program with 10 missions. They were: (1) Inform the general public about aviation and its impacts. (2) Provide seniors and cadets with ground and preflight aviation education and training, (3) Provide air service under emergency conditions, (4) Establish radio network covering all of the US for both training and emergency use, (5) Encourage the establishment of flying clubs for its members, (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 airstrips and the survey of dangerous flying areas. The end of the war saw a drastic cut in the budget of the Army Air Force and monetary support for CAP was to be withdrawn on March 31, 1946.

On March 1, 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. On July 1, 1946, President Truman signed Public Law 476 incorporating Civil Air Patrol as a benevolent, nonprofit organization.

In January 1959, CAP was transferred from Headquarters U.S. Air Force to Continental Air Command (CAC). The responsibilities of CAC in supporting the Air Force reserve program were related to many of the missions and aims of Civil Air Patrol. When CAC was abolished in July 1968, CAP was transferred back to Headquarters Command. Another Air Force organizational change took place in 1976, and CAP was placed under the command of the Air University (Air Training Command). In July 1993, with the Air Force command reduction, the Air Training Command (ATC) became the Air Education and Training Command (AETC). Civil Air Patrol continues to report to the Air University (AETC).

The Civil Air Patrol - Air Force Relationship

The Civil Air Patrol is the United States Air Force Auxiliary. Its mission is:

- 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 aerospace supremacy.
- To encourage and develop by example the voluntary contribution of private citizens to the public service.
- To provide aviation and aerospace education and training, especially to its senior and cadet members.
- To encourage and foster civil aviation in local communities.
- To provide an organization of private citizens with adequate facilities to assist in meeting local and national emergencies.

CAP's services to the nation and the United States Air Force are voluntary, benevolent, and noncombatant. Because CAP is the USAF Auxiliary, the USAF has a responsibility to provide technical information and advice to those CAP members who organize and train other CAP personnel, who develop CAP resources, and who make use of those personnel and resources. The USAF also makes certain services and facilities available for CAP's use. Such assistance is a courtesy and not a responsibility.

Remember, the USAF is not required to answer every need of the CAP. Help is provided when available. The USAF provides CAP with the USAF-CAP Liaison Organization to aid CAP in the accomplishments of its mission. Liaison Officers and Liaison NCO's furnish advice and assistance to CAP commanders and their staffs. These Liaison Officers function at the National, Regional and Wing levels.

The persons authorized to contact Liaison Officers are the commander at these levels or his designated appointee. Requests for such things as the use of an Air Force base for a CAP activity must go through the Liaison Officer.

The governing body of CAP is the National Board. It consists of the National Commander, Senior Air Force Advisor, Vice Commander, Chief of Staff, National Comptroller, National Finance Officer, National Legal Officer, the eight (8) Region Commanders, and the 52 Wing Commanders. The National Board meets twice per year. When the National Board is not in session, its power is vested in the National Executive Committee (NEC), which is the National Board minus the wing commanders.

REGIONS

The United States is divided geographically into areas known as regions. Each region is known by the geographical locale of the United States it encompasses. Region commanders are appointed by the National Commander and have command authority over all CAP units and personnel in their respective regions. The following are the eight regions in CAP.

Northeast Region
North Central Region
Rocky Mountain Region
Pacific Region

Middle East Region
Southwest Region
Great Lakes Region
Southeast Region



WINGS

There are 52 wings in CAP, one for each state, the District of Columbia and Puerto Rico. Wing commanders are nominated by region commanders and elected by the NEC. Wing commanders have command authority over all CAP units, and members thereof, within their respective wings. Groups are formed by wing commanders when the wing geographical area or the number of units in the wing is too large to permit the wing commander to exercise effective supervision directly over squadrons and flights. The squadron is the community-level organization of CAP. A squadron will fall into one of three categories: Senior Squadron, composed entirely of senior members; Cadet Squadron, composed primarily of cadets with a minimum of three senior members, and Composite Squadron, composed of both senior and cadet members and conducting both senior and cadet programs.

Important CAP Dates to Remember:

The predecessor to the Civil Air Patrol was Gill Robb Wilson's *New Jersey Civil Air Defense Services*.

December 1st, 1941 - Civil Air Patrol was created; formal order signed by Fiorello H. LaGuardia, Director of Civil Defense.

December 7th, 1941 - "A day that will live in infamy." - President Franklin D. Roosevelt. The Japanese attack on Pearl Harbor; America officially enters World War II.

December 8th, 1941 - Administrative Order 9: The formal order signed by Fiorello H. LaGuardia outlining the proposed organization for the Civil Air Patrol. U.S. Army Air Corps Major General John F. Curry is appointed as the first National Commander, and Mr. Gill Robb Wilson as the first Executive Director.

March 5th, 1942 - CAP Coastal Patrol is authorized:

- Initially a 90-day experiment at the first 3 bases:
 - Base 1* - Atlantic City, NJ
 - Base 2* - Rehoboth, MD
 - Base 3* - Lantana, FL (Still in operation.)

First civilian combat flight:

- Coastal Patrol Base 2 at Rehoboth flew distances in excess of 150 miles out to sea.
- First confirmed CAP "kill" - Captain Johnny Higgins and Major Wynant Farr out of Coastal Patrol Base 1 at Atlantic City.

March 5th, 1942 to August 31st, 1943 - 18 months of service saw 26 CAP pilots and observers killed in the line of duty while performing the Coastal Patrol mission. CAP is credited with sighting 173 German U-boats and successfully sinking 2.

July 1st, 1946 - Public Law 476 (PL476), Second Session, 79th Congress is signed by President Harry S. Truman: CAP is incorporated as a benevolent, non-profit corporation.

May 26th, 1948 - Public Law 557 (PL557) (10 USC 9441), Second Session, 80th Congress is signed by President Harry S. Truman: CAP is incorporated as the official Auxiliary of the United States Air Force.

January 1st, 1959 - CAP's jurisdiction is changed from *Headquarters, United States Air Force* to the *Continental Air Command (CAC)*.

July 1st, 1968 - *Continental Air Command (CAC)* is abolished and CAP's jurisdiction is changed to *Headquarters Command, United States Air Force*.

1976 - Civil Air Patrol is placed under the command of the *Air Education & Training Command, United States Air Force*, where it currently operates.

Some Important Facts to Remember:

CAP's three missions are (1) Aerospace Education, Cadet Programs, and Emergency Services.

CAP's services to our nation are: (1) voluntary, (2) benevolent and (3) non-combatant.

Reserve Officer Training Corps (ROTC) is based in most major colleges and universities around the country and is a program that trains and commissions military officers.

July 26th, 1947 - President Harry S. Truman signed the National Security Act which formed the National Military Establishment and established the United States Air Force.

1949 - The National Security Act is amended and the National Military Establishment becomes the Department of Defense. The Department of the Army, Department of the Navy and the Department of the Air Force is created and the President appoints secretaries to head each of them. The Marine Corps was placed under the Department of the Navy, and the Coast Guard was placed under the Department of Transportation (later moved to the Department of Homeland Security, where it currently operates today).

Some of the Air Force chain of command structure is listed below:

Secretary of the Air Force
Chief of Staff, United States Air Force
Vice Chief of Staff, United States Air Force
USAF Field Organizations
 Report to Chief of Staff
 Major Commands
 Separate Operating Agencies

The Organization of the Civil Air Patrol (Ref. CAPR 20-1)

National Board - The highest governing body in the CAP.

National Commander

- CAP Officer
- Chairman of the National Board of the civilian CAP corporation

National Vice-Commander

- CAP Officer

Commander, CAP-USAF

- USAF officer appointed by the Secretary of the Air Force to over see the CAP-USAF liaison organization between the CAP and the Air Force.
(Reports to the Commander, Air University, AETC, USAF.)

Executive Director

- Non-uniformed civilian.

National Chief of Staff

- CAP Officer

Region Commanders (8)

Wing Commanders (52)

- Each of the 50 states, the District of Columbia and Puerto Rico.

Group Commanders

- 7 in California Wing
- Not all wings are broken up into groups.

Squadron Commanders

Flight Commanders

Members

PLEASE SEE THE ATTACHED HANDOUT FOR CURRENT CHAIN OF COMMAND

Liaison Officers from the U.S. Air Force are assigned to:

- National Headquarters
- Region Headquarters
- Wing Headquarters

Civil Air Patrol's Command Structure

- National Headquarters
- Region Headquarters
- Wing Headquarters
- Group Headquarters
- Squadrons
- Flights

Eight Regions

- Northeast (NER)
- Middle East (MER)
- Great Lakes (GLR)
- South East (SER)
- North Central (NCR)
- Southwest (SWR)
- Rocky Mountain (RMR)
- Pacific (PCR)

Fifty-Two Wings

- The 50 states
- District of Columbia
- Puerto Rico

Three Squadron Types

- *Cadet* (Majority of Cadets, with a small amount of senior members for supervising and support.)
- *Composite* (Equal amount of opportunities for both Cadets and senior members.)
- *Senior* (Strictly senior members. Mainly focuses on operations.)

Drill & Ceremonies Instruction

1. Column Formation
2. About Face
3. Cover
4. Hand Salute
5. Present / Order Arms