

**How to Form a
CAP Unit
in Your Area**



DOUBLE OPPORTUNITY FOR AVIATION ENTHUSIASTS!

Civil Air Patrol is giving aviation enthusiasts a twofold opportunity. Hundreds of communities can now help win the war in the air as well as build for a future in aviation. CAP offers air-minded young men a chance to prepare for air combat crew training and it helps prepare them for a future in aviation, the biggest field in peacetime.

If CAP is not yet organized in your area, this booklet will suggest ways for you to start your own local unit. You can do a vital job for your country in your spare time with the Civil Air Patrol.

WHAT IS CAP?

CAP is a civilian auxiliary of the United States Army Air Forces. It was formed December 1, 1941—a week before Pearl Harbor—

to mobilize the resources of civil aviation and the civilians who are interested in aviation for wartime duties.

Though private planes and pilots were grounded in other warring countries, the United States has kept its civilians flying by a typical American plan of volunteer initiative and self-discipline.

Giving up, for the duration, their old freedom of flying, and devoting themselves to a program of hard work, the men and women of Civil Air Patrol have won recognition from the Army for valuable services performed.

CAP is organized with a Wing Command in each of the forty-eight states and with local units at more than 1,000 points. The staff at National Headquarters in New York City includes several officers of the Army Air Forces. The rest of the organization is composed of civilian volunteers

under the Wing Commander in each state.

FLYING MISSIONS

The pilots and observers of Civil Air Patrol have set a brilliant record of accomplishment in their missions flown for the Army Air Forces, relieving military planes and airmen for overseas duty.

Along the entire Atlantic and Gulf coasts, they maintained a series of CAP Coastal Patrol bases for many months while the U-boat campaign was at its height. Their single-motor land planes were flying with bombs and depth charges far out of sight of land every day in the protection of vital shipping routes. More than 24,000,000 airplane miles were flown and twenty-six men were lost in this service.

Other flying missions included the Southern Liaison Patrol along the Rio Grande, and ex-

tensive courier services to speed shipments of vital repair parts and Army dispatches. CAP still carries on with tow target and tracking work to give aiming practice to antiaircraft gun and searchlight crews, searches for lost Army aircraft, and other important assignments.

While most of the Army missions are flown by specially selected volunteers detached from the local CAP units, the Squadrons and Flights of CAP in every area work as aerial home guards, ready in emergency for such missions as disaster relief in time of flood, flying of blood plasma, forest-fire patrol, and air delivery of vital war materials.

COURSES FOR CADETS

Behind the flight missions is the instruction and practice program of the local units. This work has the even more important purpose of preparing young

men for service as members of the AAF air combat crew and young women for service in the WAC, as well as building for their future in civilian aviation.

Each local unit is authorized to form a counterpart unit of CAP Cadets of ages fifteen to eighteen. Young men are made ready for their Air Corps Enlisted Reserve examinations at seventeen. Those who pass the mental and physical tests are placed in the Air Corps Enlisted Reserve for call to active duty at eighteen when they may qualify for air combat crew training in preparation for assignment as gunners, pilots, bombardiers, or navigators in the Army Air Forces.

Young women, aged fifteen to eighteen, are as eligible to become CAP Cadets as are young men. CAP training will give them the necessary preparation for their future duties, should they choose to serve with the

Army Air Forces in the WAC. There are innumerable opportunities for aviation-minded women in the Women's Army Corps today. And there is a promise of a big future in aviation for young women after the war. Girls, as well as boys, should be encouraged to join the CAP.

By spare-time instruction in military and aviation subjects while they are still at home, each community can do much for its young people who may be called to help deal the knock-out blow to the Axis. Each community can, with Civil Air Patrol Cadet training, keep faith with those who have already gone overseas, sending them new fliers who will be mentally and physically capable and who will know their jobs thoroughly.

Civil Air Patrol teaches the fundamentals of military courtesy, discipline, drill, and teamwork; the theory of flight, meteorology,

and air navigation; the fundamental facts about how airplanes are built and serviced; and auxiliary subjects such as radio, first aid, and protection against gas.

Young people with this background are better prepared for training to oppose experienced foes. And they are ready for peacetime aviation. CAP does not give flight training to its Cadets; instead it offers the experience of working around planes with men and women who know planes, plus the ground courses which every citizen of the future needs to take part in the air age which lies before us.

HOW TO ORGANIZE

To form a local CAP Squadron of fifty to 200 members, or a Flight of ten to sixty members, you first need a few leaders. Men and women of aviation experience are to be sought. But if

there are no pilots in your community, you can at least prepare to instruct CAP Cadets in the military courses and the simpler aviation subjects until further skills can be developed among the senior members.

You will need a good drillmaster—perhaps a veteran of the last war or a man with State Guard experience. You will need a skilled radio man to teach Morse code and radio procedures; a doctor or nurse to teach first aid. You will require volunteers who have the time and willingness and the ability to carry on the necessary routine of handling supplies and keeping unit records.

Get a nucleus of good, loyal people and check with local authorities—the mayor, the school superintendent, and other civic leaders for their co-operation. Then check with the *nearest CAP unit*. If you do not know

where it is, inquire through your nearest civilian airport, AAF Examining Board, or high school. Or write your State CAP Wing Headquarters for the information.

Once you are in contact, steps can be taken for visits by CAP officers to help get a provisional Squadron or Flight established.

You will then be supplied with the necessary instruction books and application forms. The CAP officers to whom your unit is to report will work with you in selecting provisional local officers.

CAP RULES

Civil Air Patrol is governed by rules and instructions issued by National Headquarters. These rules are kept as simple as possible and are designed to encourage local initiative.

The unit of CAP which has jurisdiction in your area will supply copies of the CAP rules which

will tell in detail how units are formed and commanded, how members are enlisted, and how officers are appointed.

Membership in CAP is open to men and women of eighteen and over who are citizens of the United States of at least ten years' standing and who, in the judgment of the local commander, are desirable members who have something to contribute to the Patrol.

No one is admitted into membership until after completion of at least twenty-five hours of basic training, covered in manuals which will be furnished to you. After this training, identification cards may be secured from National Headquarters.

Once you have a few members sworn in and accepted, arrangements can be made to secure the necessary CAP uniform and insignia. The uniform of CAP consists of regulation Army

garments with special distinguishing features.

A LOCAL UNDERTAKING

Your local unit of CAP will be a home-town enterprise. It will receive no Federal money; nothing except a supply of instructions, manuals, and certain training aids. It is up to the local members to buy their own uniforms, arrange a meeting place, and assemble such equipment as they may need.

It will be your contribution and that of your home town to the shortening of the war, because the building of air power begins at home with the preparation of keen young people for service in the air.

For the future, you will be discharging a further obligation to our fighting airmen. When they come back, many of them will want jobs in aviation. There will be no jobs unless there is a

demand for air services. Your community, even if it is a small town, can represent part of that demand.

If your town has an airport, the development of local aviation interest through CAP will make it a far more important link in postwar flying than it could be without that backing. If your town lacks a landing field, the people who band together in CAP are not going to be content until they find a place for one to be constructed; and they may even build it themselves, as many CAP units have done.

Your local unit of the Civil Air Patrol, backed by the Army Air Forces' established traditions of service, will enable you to play an important part in America's flying future. Thus, through the enthusiastic participation of every community in the country in aviation, America's supremacy in the air will be assured.



Civil Air Patrol Cadet training
prepares the youth of America
for a career in aviation —
with the



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