



...a journal of
CAP history,
feature articles,
scholarly works,
and stories of
interest.

CIVIL AIR PATROL

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The Civil Air Patrol National Historical Journal is published quarterly by professional volunteer staff. As academic historians by trade, we recognize the demand for quality publications reflecting a variety of interests to Civil Air Patrol readers, and strive to present the best in feature and thought provoking articles. We trust you will enjoy what the e-journal has to offer and will consider contributing to the mission of our staff in providing a forum for the great traditions of our organization.

Editor's Column

K.J. Efinger

I have too often seen the tide of battle around the high action of a few unhelped men to believe that the final problem of the battlefield can ever be solved by the machine.¹

S.L.A. Marshall, 1947

As the role of the Civil Air Patrol has been variously redefined by a host of insiders, outsiders, and the like since its inception, the recent move from the Air Education and Training Command (AETC), to part of the USAF total force under Air Combat Command's First Air Force, has clearly established the mission-oriented goals. This move validates the organization's importance as a force multiplier for the United States Air Force.

The stark reality is that CAP was an unwitting victim of extraordinary circumstances from its beginning—chiefly the problem of reconciling the combat-nature of the coastal patrol missions, and the later educational

pursuits that encompass two-thirds of CAP's missions to this day. This was a consequence of the United States not having fully developed air-doctrine beyond a near-static and theoretical construct. Had we reached such a plateau of thinking commensurate with our European and Asian counterparts, Brig Gen Billy Mitchell likely would not have been as easily rejected in spite of his revolutionary tendency to err on the side of enthusiasm. In other words, Great Britain, Japan, and Germany in particular had not only "experience" in air war, but relatively fluid thinking on the establishment of air-doctrine and its incipient role in future wars. Some might find this a disagreeable assertion, but in the early morning hours of 7 Dec 1941, with the Imperial Japanese assault on the U.S. Navy base at Pearl Harbor, it should have suddenly become clear that U.S. air doctrine needed a reassessment in terms of basic defensive strategies, to advanced air combat interface with enemy forces. Furthermore, the presumption that naval power was sufficient would also have to be addressed, as the base at Pearl Harbor was easily targeted and destroyed via the use of air-power.

¹ S.L.A. Marshall; quoted in Lt Col Barry D. Watts, USAF, *The Foundations of U.S. Air Doctrine: The Problem of Friction in War* (Montgomery, AL: Air University Press, 1984).

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In all fairness, the Civil Air Patrol exemplifies this incongruity of circumstances based on the fact that reliance upon CAP for coastal patrol missions was an integral part of territorial defense. In other words, when civilian assets were mobilized to fulfill what was tantamount to combat roles, it ought to have registered somewhere in our minds that the ethical nature of this application and relationship warranted serious review. In short, U.S. Army Air Corps doctrine remained in its infancy compared to that of contemporaneous political actors. The problem can either be identified as “systemic,” or perhaps more appropriately interpreted as idealistic in terms of where the United States was in the post-World War I environment.

The maintenance of U.S. overseas possessions won following the Spanish American War of 1898 was facilitated by a Navy wrought from the inspiration of Alfred Thayer Mahan, and later supported by the seemingly likeminded champion of naval supremacy, Theodore Roosevelt. The flawed assumption that a navy would suffice in terms of coastal defense, as well as an offensive tool without force-multipliers or auxiliary support, and serve as the sole backbone of a nation’s

armed forces, was quickly extinguished by the Imperial Japanese air assault in late 1941. A top-down reevaluation reveals that isolationist policies promoted in Washington in the years following the First World War were contrary to the aggressive foreign policy goals of our allies and their enemies. The early 1930’s Japanese invasion of Manchuria and the German involvement in the Spanish Civil War later in the same decade were preparation for a larger manifestation of imperial grandstanding that eventually brought the world into a second global conflict.

Imperial Japanese and German military thinkers were far more advanced in their understanding that mobile warfare and the mass integration of a variety of military and even civilian assets were necessary in order to realize the optimal effect of their forces. Though American tradition has seen civilian volunteer units face military action, it has never been a palatable alternative to military units.

The utilization of civilian assets (Civil Air Patrol) to provide for the border-defense of the United States was brilliant, resourceful, ethically compromising, and necessary, all at the same time. It was equally the result of an ill-prepared and myopic view of the nature of future wars held by many U.S. politicians, conceived from overly confident assumptions following the Paris Peace Conference of 1919 that impeded U.S. military doctrine. The fortuitous nature of the creation of CAP, combined with the tenacity of its founders, as well as their own understanding of the potential air-defense deficit speaks for itself. Reliance on the Civil Air Patrol in the early days of WWII as a force-multiplier, and pseudo-

air-combat asset, stood as a testimony to the blurred lines of relationships between civilians and the military.

The unfortunate circumstances of late 1941 proved that U.S. war planners neither addressed the more comprehensive role that air power would play in future conflict, nor the fallacy that any one force would trump the necessity or dependence on another. The sacrifice and devotion made by civilian pilots and their aircrews will forever seal the gap between a nation's military and civilian volunteers. Were it not for the CAP volunteers and their commitment to civil-defense, the Armed Forces of the United States would not have been able to concentrate on a military buildup that compensated for decades of neglect and ultimately developed ascendant technology leading to the war's end in late 1945.

The biggest mistake any political actor seeking to maintain domestic security can make is to neglect his civilian resources, failing to define specific roles for the utilization of such mechanisms. The second mistake is to subscribe to an ideology that technologies of any sort will ultimately replace the human resources that created them. The idea of technological determinism is one that will be debated for years to come—certainly in a climate where we see the development of newer and more sophisticated air power resources. With each, the countermanding technology appears almost on the same day.

The use of the Civil Air Patrol's resources in WWII, as well as the move to further embrace the organization as a force multiplier today, has at least indicated that

military planners are not deaf to the idea that volunteer units can augment greater military operations where time, personnel, and money are key factors to success. It is also evidence that reliance on any single branch of the service, or specific technological asset is not an issue of concern as it was with the advent of naval power or even air power theory.

So long as the distinction between what is military and what is not is made clear, the Civil Air Patrol has a unique opportunity to work among, and beside the armed forces of the United States in providing support and enhanced community relations.

Maj Efinger serves as the Historian for A-1 SER HQ, and is a full-time teacher of Economics and Adjunct Professor of History at Indian River State College in Ft. Pierce, FL.



Letters to the Editor

The Editor at the CAP NHJ welcomes your comments and feedback. Please submit letters for review by emailing the editor at the address provided.

All comments will be reviewed by the entire editorial staff prior to publication. The CAP NHJ Editorial Staff reserves the right to refuse publication to any member based on the content of the letter.

CAP members are encouraged to maintain a professional and collegial attitude when submitting correspondence. kefinger@sercap.us



Man Does Not Die... *Until He Is Forgotten*

Seth Hudson

As members of Civil Air Patrol, we each hold volunteer service as one of our core values. For some, their volunteer service resulted in the loss of their lives. Since World War II, scores of members have died during missions and other CAP activities. The memory of this service and sacrifice should be remembered.

Not long ago, Chief Historian, Colonel Frank Blazich, asked me to take on the project of researching and compiling a database of all members who died during a CAP mission or at a CAP function since the end of World War II. The task would include identifying the specific number of CAP volunteers who died in service, with hundreds of thousands of members, participating in tens of thousands of missions, and spanning over 70 years. To call the weight and magnitude of this project daunting was an understatement. With the enormity of the project already pressing, I was encouraged by the desire to remember each of these members—even if we remembered them by only their name and date they were lost. It was with this desire—remembering their memory and service to CAP—that I accepted the task.

Over the last year, I have researched and identified more than 50 individuals—fifty-plus CAP members who not only died in volunteer service, but were fathers, mothers, husbands, wives, sons, daughters, brothers and sisters. They died doing what they loved: *servicing others*.

Sometimes there is a lack of interest in history as a result of having to sort through statistics, lists and dates; however, history becomes so much more than data when it becomes personal. When one reads about individuals and how their personal stories affected their lives and the lives of others, people get interested. They keep reading the book. They remember the stories, and they pick the book up again.

We have lost members from every region, almost 20 wings, and in every decade since our founding. The members killed in service since World War II range from the CAP National Commander to newly joined Senior Members, and from non-commissioned officers to cadets.

The following are examples of their stories: On the 12th of September, 1948, eighteen year old Cadet Walter Kyle Chapman, Jr. from the Houston area of Texas Wing, was a passenger on a US Air Force flight from Ellington Field in Houston to New Orleans. The flight crashed while landing at New Orleans and killed all aboard, including Cadet Chapman. A young girl was a neighbor of the Chapman family, and she promised the grieving Chapman parents that if she ever had a son, she would name him “Kyle” in memory of their son. Almost eighteen years later, she had a son and named him Kyle. Kyle Vernon is now a CAP Major and an active staff officer of Lubbock Composite Squadron in Lubbock, Texas. Cadet Chapman’s loss was heart-wrenching, and his memory has continued through the namesake and now the volunteer service of Major Vernon.

1959 was a devastating year for Colorado Wing. Lt Col Paul D. Weller died during a search and rescue mission while attempting to land near a downed US Air Force plane. Later in the year, a private aircraft went missing in the Rocky Mountains, and Colorado Wing went to work. Participating in the search, CAP Staff Sergeant Fred J. LaVine piloted a search sortie alone and disappeared. The mission turned to searching for two aircraft.

The Civil Air Patrol had very different regulations in 1959, and teams of cadets were authorized to drive CAP vehicles by themselves. Two of these, Cadets Norman W. Wilbarger and Darrell L. White, were driving a CAP Jeep to interview some loggers who may have seen SSgt LaVine's aircraft. While en route, the Jeep rolled over and killed both cadets. Many years passed before SSgt LaVine's remains and his aircraft were found.

A cadet who was working at the Incident Command Post the day SSgt LaVine failed to return chose to stay in CAP. Lt Col Charlotte Wright is now a 50 year member currently assigned to National Capital Wing. She not only remembers the mission, but she uses the memory to remember the potential for loss and the importance of safety and other regulations in emergency services.

These are some of the personal stories surrounding tragic losses of Civil Air Patrol volunteers. These are stories that help us remember those who were lost during volunteer service. Making these losses personal will help us to remember the lives of Cadet Chapman, Lt Col Weller, SSgt LaVine, Cadets Wilbarger and White, and dozens more.

We are planning to remember these fallen members by keeping the completed list of lost CAP members on display at National Headquarters. Additionally, we have plans to include the list in the 75th Anniversary edition of *Flying Minute Men*.

We are still finding more names. If you know of a CAP member who died during a CAP mission or other CAP function since World War II, please let us know—whether it was in 1946 or 2015. If it was national news or only the home units knew about it, help us ensure we remember them all. If you know of any, please include each lost member's name, rank, home unit, date of death and any information concerning the circumstances of the member's death. Please send any information you have to Maj Seth Hudson at Seth.Hudson@swrcap.com.

This list is not only for our past but also our future. It is a way to remember those who did not return home after putting on a CAP uniform, and the many sacrifices that come with volunteer service. It also serves as a reminder of possible dangers and difficulties for which we need to keep careful watch. We, as Civil Air Patrol, will use this project to remember and be *semper vigilans*.

Maj Seth Hudson serves as the Southwest Region Historian.



Editor's Note: The Civil Air Patrol National Historical Journal continues to receive quality submissions from across the CAP community, and appreciates the continued support of its members. Please adhere to the guidelines specified in the journal with regard to format, content, and review.

CAP 75TH ANNIVERSARY LOGO CHOSEN FROM MEMBER SUBMISSIONS

Frank Blazich Jr., PhD

As Civil Air Patrol prepares to celebrate its 75th anniversary, it does so with a distinctive logo to celebrate its journey from 1941 to today.

In July 2014, Col Frank Blazich, CAP chief historian, and Lt Col Lindsay Shipps, special projects officer, government relations, initiated an effort to solicit designs and slogans for the anniversary logo. Blazich received over 25 potential logos and 100 slogan submissions from the national membership. These submissions were reviewed by the CAP 75th Anniversary Committee, which chose the logo designed by then-Senior Member Glenn Somodi of the Ohio Wing as well as the slogan from Lt Col William Houting of the New York Wing.

At Shipps' recommendation, Somodi created two designs, one round and one rectangular, incorporating



Photo Credit: CAP Volunteer Now
for printing purposes. Somodi, now a second lieutenant in the Medina County Skyhawks Composite Squadron,

Houting's slogan. One design is for coins and patches, with the other ideal for Web and document usage, with grayscale versions of the insignia optimized

based his designs on a blend of CAP's past and present. "The 75th Anniversary logo shows a nod to our successful past and a look forward into our bright future," he said. "The anniversary logos show the yellow WWII-era Stinson 10A used by CAP volunteers right off the Detroit production line to serve with Coastal Patrol. The new Cessna 182 represents CAP's current standing



Photo Credit: CAP Volunteer Now
the number of years CAP has been serving America and a signifier of this year being our 75th Anniversary Year."

as the largest Cessna fleet in the world.

"The blue colors depict Civil Air Patrol's vigilant service in the sky. The 75 represents both

Selecting the logo proved the most difficult task of all. "With so many options, the issue became one of brevity but also universal recognition," Blazich said.

In the end, he opted for Houting's simple but effective suggestion. Using the CAP Latin motto and translating it into the vernacular enables a greater connection with the public while connecting past and present CAP members with a common core.

Vanguard Industries will be releasing assorted commemorative items using both designs, including challenge coins, patches, a poster, T-shirts, hats and coffee mugs. "I am very excited to learn that something

our squadron helped to create will appear on so many materials for the 75th anniversary,” Somodi said. “It will be great to look back in time and see a part of CAP history knowing our squadron had a hand in it.”



Call for Submissions

The Civil Air Patrol *National Historical Journal* (NHJ) welcomes articles, essays, and commentaries not exceeding 2,000 words on any topic relating to the history of the Civil Air Patrol, or military/civilian aviation history. CAP’s history extends to the present day, and the NHJ seeks accounts of on-going activities and missions, as well as those of earlier years.

All historiographical works and essays must be submitted in Chicago Manual of Style (CMS), or they will be rejected unless otherwise permitted. We encourage authors to submit digital photographs (minimal resolution of 300 dots per inch) and illustrations for publication. All content should be the work of the author or open source. Adjustments to pixel saturation, color and size will be made according to the editorials staff’s recommendations. Please note that when submitted to the editor at the Civil Air Patrol National Historical Journal, all works and related media are released from copyright infringements if published.

Editorial changes are at the sole discretion of the editorial staff, but will be discussed with the author prior to publication, and require a signed release from the author.

The CAP NHJ editorial staff reserves the right to refuse any work submitted. All submissions must be sent as MS Word attachments and mailed to the editor at kefinger@sercap.us.

TRIFOLD PAMPHLETS ON CAP HISTORY

Frank Blazich Jr., PhD

In preparation for Civil Air Patrol’s 75th Anniversary Year, the CAP National History Program has released two trifold pamphlets providing an overview of the history of the organization and the cadet program.

Originally designed as one pamphlet, the cadet information grew to necessitate its own document. The chronological arrangement of information is aligned with periods of American history and is consistent between pamphlets to help readers understand CAP’s evolution within a national context.

A forthcoming series of museum graphic display panels designed for the 75th Anniversary will accompany the pamphlets. Lt Col Douglas Jessmer of the Ohio Wing provided graphic support and designed the layout of the pamphlets, while National History Program staff and volunteers wrote and edited the text. “These pamphlets resulted from requests for information and a need to provide members and the public with a concise history,” said Col Frank Blazich Jr., CAP National Historian. “Naturally, not every event or person could be included, but the pamphlets should rekindle old memories and inspire readers to learn more about CAP and the members who continue to make history daily.”

Whether for general information requests, government relations, recruiting and retention or public relations, the pamphlets are intended for a variety of purposes. Both pamphlets are available as PDF downloads at http://www.capmembers.com/cap_national_hq/recruiting_and_retention/recruiting-material/

The above articles were written by Col Frank Blazich, Jr., PhD., and reprinted with permission. They originally appeared in the Civil Air Patrol’s Volunteer Now magazine. Col Blazich is the Chief Historian at NHQ, CAP.

