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

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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 provide the best in feature and thought provoking articles. We trust you will enjoy what the 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.

CAP and the Ninety-Nines

Timothy M. Bagnell

From its very beginning in December 1941, Civil Air Patrol has been a quiet, driving force in American society. CAP's missions require it to recruit and maintain the most competent individuals, regardless of attributes that too often divide societies—in particular, gender. This article addresses the dynamic effects CAP and the International Organization of Women Pilots—the Ninety-Nines—have had on each other through their respective official publications and the joint activities in which they engaged.¹

Founded on the cusp of the Great Depression, the Ninety-Nines began when 117 female pilots were invited to come together to share their expertise, and work to advance the role of women in aviation—preserving and promoting women's accomplishments in the field.² Of the original 117 female pilots, 99 of them became charter members, and thus gave the organization its name.

The organization continued through the 1930s, despite the enigmatic loss of their first president, Amelia Earhart,³ and other setbacks, to emerge as the flagship organization for female pilots around the world. Social constraints, however, were evident. Women were barred from flying in the military. Commercial aviation was also out of their reach with the exception of the role of “stewardess.” Flying clubs were exclusively male. They sought allies, and on Dec. 1, 1941, an exceptional ally was born. The Civil Air Patrol, with its direct connections to the Army Air Corps and, later the War Department in 1943, gave it access to materials and influence within the field of aviation that the Ninety-Nines did not have. For CAP, the Ninety-Nines were a reservoir of untapped pilots that CAP's missions demanded be recruited and put to use.

The records of the Ninety-Nines—an integral part of their mission—are well preserved in their newsletter archives. The vast majority of their records are available online.⁵ From November 1941, the Ninety-Nines were aware of the impending formation of the Civil Air Patrol.⁶ Even though

¹ “Joint activity” means one of two things: CAP missions involving CAP-99 personnel, such as SAR Ops; non-Emergency Services activities such as Air Shows and Aerospace Education activities, that involve both organizations but may not involve personnel who belong to both organizations.

² November 2, 1929, at Curtiss Field, located in Valley Stream, Long Island, N.Y.

³ The Ninety-Nines, Inc., “Our History (The Ninety-Nines, Inc.),” The Ninety-Nines, Inc., accessed July 20, 2017, <https://www.ninety-nines.org/our-history.htm>.

⁴ Judy Rumerman, “Commercial Flight in the 1930s,” Air Transportation: Commercial Flight in the 1930s, , accessed July 20, 2017, http://www.centennialofflight.net/essay/Commercial_Aviation/passenger_experience/Tran2.htm.

⁵ “Resources | 99 NEWS Magazine (The Ninety-Nines, Inc.),” The Ninety-Nines, Inc., accessed July 20, 2017, <https://www.ninety-nines.org/99-news-magazine.htm>.

⁶ “Ninety-Nines Newsletter, November 1941” Ninety-nines NEWS Magazine, accessed July 20, 2017, 1, <https://www.ninety-nines.org/pdf/newsmagazine/194111.pdf>

the information had not been made public, the Office of Civilian Defense seems to have recognized a natural synergy in putting these two organizations in contact early. Indeed, in the newsletter where the Ninety-Nines make their members aware of CAP's impending birth, the issues and barriers the Ninety-Nines faced in getting female pilots more involved in the defense of the nation are specifically mentioned.⁷ Many Ninety-Nines, and their 49 ½'ers (Husbands), served alongside those first leaders of CAP. For example, Helen McClosky Rough acted in an advisory capacity to the executive director, Gill Robb Wilson. Cecile Hamilton, former executive secretary of the Ninety-Nines, served as secretary to Gill Robb Wilson, and also as an advisor at CAP headquarters.⁸ The very month CAP was born, the Ninety-Nines were already hard at work putting CAP's mission into effect. The D.C. chapter of the Ninety-Nines discussed this matter at that month's meeting where all members of that chapter signed on with CAP.⁹ The Ninety-Nines also took a serious interest in steering CAP uniform design.¹⁰ Indeed, the Ninety-Nines dedication to CAP quickly became apparent.

JUNE 1942

"WESTERN MISSOURI CHAPTER: Chapter has subjugated its activities to the Civil, Air Patrol this month in order that members might devote more 'time to CAP work... In every CAP mission the 99'ers pilot several planes, and are out in front in all the groundwork. Night landings are the next goal, already achieved by a few members."

AUGUST 1942

"All our group are working hard on CAP drill, first aid, etc. Some of us attended a CAP meeting in Jamestown, N. Y. Maj. Earle Johnson came in from Washington, but the bad weather held him up until about 3 o'clock, so we had already had the review - with the rain dribbling down our necks as we stood at attention. Major Johnson certainly inspired us to work harder and longer."

⁷ Ibid

⁸"Ninety Nines Newsletter, November 1941," 1, 8, <https://www.ninety-nines.org/pdf/newsmagazine/194111.pdf>

⁹"Ninety Nines Newsletter, December 1941," 6, <https://www.ninety-nines.org/pdf/newsmagazine/194112.pdf>

¹⁰"Ninety Nines Newsletter, June 1942," 7, <https://www.ninety-nines.org/pdf/newsmagazine/194206.pdf>

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MARCH 1944

"Rosemary [Regan] is secretary for the CAP Courier Service and is working for her private license"

JULY 1945

"In Memorium: Helen Wetherill, governor of the North Central Section, who in March had flown to Colorado with her on a special CAP liaison mission, participated in these services, giving a flyer's remembrance of Maude's numerous activities in the ninety-Nines and the Civil Air Patrol"

Looking at the rates of publications, references to Civil Air Patrol activities, and personnel directly interacting with the Ninety-Nines, and vice versa, World War II saw a high mark for joint activity between the two organizations, each energized by the other. From November 1941 to July 1946, there are approximately 209 references to Ninety-Nines chapters engaging in CAP activities among the 45 publications that went out that during that period. This averages to six per publication. It should be noted that these references often involve multiple events taking place with a given chapter over the course of the publication period. After this period, the activity drops off significantly. This can be attributed the postwar downsizing of the military, the reorganization of the Army Air Corps into the United States Air

Force, and the official incorporation of the Civil Air Patrol under its current Congressional mandates. From August 1946 until the end of the decade, there were approximately 30 references to joint activities in the 38 publications of the Ninety-Nines during that time. It is not hard to see that the new demands of the postwar world forced the Civil Air Patrol to reevaluate its own priorities, capabilities, and resources. However, this lull was not to last.

The 1950s, arguably the greatest decade for aviation in our nation's history with the advent of commercial jets, and a renewed interest and ability for Americans to travel by air, saw a new, vibrant period for CAP and the Ninety-Nines. Over the course of the decade, there are approximately 385 references to joint activities and other interactions spread out over 90 publications. This works out to 4.28 references per issue.¹¹

These activities include:

MARCH 1951

"Texas chapter: Dr. E.O. Rushing and Capt. Horace Hagler, USAF, representing the CAP were guests and principal speakers for the evening. The two units joined the CAP as an individual group. We are, according to Dr. Rushing, the first group of women in the U. S. to forge such a unit for Civil Defense."

NOVEMBER 1955

"Greater Kansas City area- Dee Southard flew to the CAP SARCAP at Cape Girardeau recently, one of the two women pilots there! She has gone on Wing Staff—is now a major."

MAY 1958

"Greater St. Louis Chapter: Our local CAP squadron, of which Virginia Duenke and Evelyn Neise are both active members, were busy this last weekend, giving indoctrination rides to about twenty school teachers, members of the NAE."

The 1960s saw the continuation of the expansion of Americans' interest in aviation, rockets, and thanks to the Space Race, outer space. A mix of patriotism and prosperity, with a dash of fear of nuclear annihilation, fueled Americans' fascination with things that flew. The continued growth of both the Ninety-Nines and CAP points to this conclusion.¹² Inter-organizational activities and membership continued to increase, with 402 references to CAP activities that Ninety-Nines took part in, out of 83 issues between 1960 and 1969. This averages out to about 4.84 references per issue. These activities include:

JANUARY 1963

"Utah chapter: Maurine Shurtleff of Ogden certainly made history and some fame for herself at the recent CAP SARCAP. She and her observer spotted an old wreckage which was considered to be so well hidden that it was not marked. On a later sortie, she spotted the target set out by the Air Force but since it was in the next grid, she left the reporting of it to another crew."

MAY 1963

"El Cajon Valley chap: Our March meeting revealed progress of the CAP Girl Cadet, Roberta Johnson, whose solo course was co-sponsored by San Diego and El Cajon Valley Chapters and a lenient bid by El Cajon Flying Service.(Betty Lambert, San Diego Chapter, is her instructor)... Having recently contributed to the AWSTAR, AE Scholarship and the CAP Cadet Scholarship, we are in the midst of replenishing our treasury."

FEBRUARY 1967

"DC chapter: Civil Air Patrol News: ADA MITCHELL is being reinstated as Air Inspector on Wing Staff of the National Capitol Wing (Lt Col). RUTH FRECKLETON (Major) is Coordinator for Women. Together, we hope to have a crew waiting for each arrival to the CONVENTION next summer. We are proud of our Civil Air Patrol unit here."

¹¹ Note: there were no publications for 1954. Also, references often indicate multiple activities per month.

¹² CAP's growth is shown in its Congressional reports; 99s growth is implied by their publication rate and rate of overall activities, both with CAP and otherwise.

Free love and the counterculture movement did nothing to slow the pace of growth and cooperation between the Ninety-Nines and CAP. The 1970s saw an even greater rate of joint activities. Of the 99 issues put out between January 1970 and December 1979, there are about 511 references to joint activities, averaging out to about 5.17 references per issue.

Examples of these activities include:

JANUARY/FEBRUARY 1972

“Coming events: A nurse and one of five women Civil Air Patrol Commanders, Miss Nance A. R. Doyle of Jenks, Oklahoma, has been selected to receive the fifth annual Doris Mullen Whirly-Girls Scholarship. A commercial airplane pilot, Miss Doyle has logged 500 of her 1300 flight hours on CAP search and rescue missions. With a helicopter rating she hopes to serve as pilot/nurse on future CAP ambulance helicopter rescue missions.”

NOVEMBER 1975

“San Diego chapter: Pat Osmon attended a C.A.P. Officer information conference on Oct. 18-19, at Travis AFB, and was given the “Gill Robb Wilson” award for meritorious service to the C.A.P. Senior program.”

JULY/AUGUST 1978

“Viola (Thompson) Mason WASP 43-4: She was awarded the Alaskan CAP Meritorious Service Award with SAR ribbons and served as Wing Staff for the Anchorage, Alaska CAP.”

In the 1980s, the first signs that something was going wrong with both organizations began to emerge. The reasons for this are numerous and debatable, but the effects are not. The deregulation of the airline industry in 1978, lower fares, increased airline debt, bankruptcies, airline mergers,

overexpansion, the adoption of the hub system, and the abandonment of many smaller airports are among some of the major changes that shook commercial aviation to its core.¹³ Just looking at the decade’s 93 publications¹⁴, the average number of joint Ninety-Nines-CAP activities mentioned fell to just under 3.8 per issue. These changes, coupled with the surge of airline hijackings in the 1970s and 80s, had a chilling effect on aviation, in general.¹⁵ However, the evidence suggests that when there was engagement between the two groups, it was productive and significant:

JUNE 1982

“GENAVAC meets at 99s HQ- A number of individuals prominent in the aviation and space fields spoke at the conference. Among them were Robert Serling, aviation author; Brigadier General Johnnie Boyd, CAP National Commander; and George Forschler, Deputy Assistant Secretary of the Air Force for Reserve Affairs.”

OCTOBER 1983

“Potomac chapter: Vera Rollo was active in August. She spoke at Oshkosh August 2 on ‘Aviation Law of Pilots Flying for Fun.’ She also participated in Search and Rescue exercises with the Civil Air Patrol (SARCAP) at Hagerstown, Maryland, August 21-22.”

JANUARY/FEBRUARY 1984

“Florida Gold coast chapter: Civil Air Patrol Commander Jim Puglise of the Group 10 (Miami area) Squadron gave a very informative talk on SARSAT/COSPAS satellite equipment used in search and rescue procedures at the November 15 meeting held at the Miami FSS.”

The 1990s saw a continued decline in joint activities between the Ninety-Nines and CAP. This may be, in part, due to a significant decline in CAP membership that began in

¹³ Asif Siddiqi, “The Airline Bankruptcies of the 1980s,” Air Transportation: The Airline Bankruptcies of the 1980s, accessed July 20, 2017, http://www.centennialofflight.net/essay/Commercial_Aviation/Bankruptcy/Tran9.htm.

¹⁴ “Resources | 99 NEWS Magazine (The Ninety-Nines, Inc.),” <https://www.ninety-nines.org/99-news-magazine.htm> (accessed July 20, 2017)

¹⁵ Nicola Clark, “Why Airline Hijackings Became Relatively Rare,” The New York Times, March 29, 2016, accessed July 20, 2017, <https://www.nytimes.com/2016/03/30/world/middleeast/airline-hijacking-history.html? r=0>.

1988 and continued through until about 1997.¹⁶ By the end of the 1990s, CAP had lost more than 10,000 members during the decade. Anti-war and anti-violence movements, the end of the Cold War, and the drawdown after the Gulf War I can be seen as contributing to the anti-military service sentiments in the country at that time.¹⁷ However, those diehard members of both organizations continue the long tradition of joint operations and shared personnel.

JUNE 1990

“San Antonio Chapter: Gloria and Margaret became First Lieutenants in the Civil Air Patrol and took advanced courses in Corpus Christi, where they visited with 99s Alice Foeh and Jean Wolcot, both of All Ohio chapter residing in the south.”

MAY/JUNE 1994

“San Antonio Chapter members participated in a “Find Your Wings” program at Kennedy High School. The program was under the leadership of Southwest Research Institute, funded by the National Science Foundation in Washington and supported by the Edgewood Independent School District and the San Antonio Council of Girl Scouts for “girls only” in the 4th, 5th and 6th grades. Approximately 250 girls participated. San Antonio Chairman Barbara Martin explained the activities of the 99s and introduced CAP Captain Margaret Cosby.”

JULY/AUGUST 1996:

“Alaska Chapter: Mary Reid-Jensen was honored at a retirement ceremony for her 30 years of service to the Civil Air Patrol. She retired as a Lt Col.”

It must be noted that there is a significant decline in publication of the Ninety-Nines newsletter during the 1990s. On average, the Ninety-Nines had produced about 90 issues per

decade. The 1990s saw only 60 issues published. Even when this overall reduction in production is taken into account, the average number of CAP references is just more than two per issue, less than half of what previous decades had recorded. This trend may represent a downturn in air operations that both organizations had commonly engaged in together. Civil Air Patrol, for example, saw an overall decrease of 33,184.2 hours in SAR flight hours when compared to the 1980s.¹⁸ One factor that may have contributed to the decrease in flying hours are the advancements in ELT technology, as well as the devices used to detect and locate downed aircraft. Another contributing factor might have been CAP’s new focus on counterdrug (CD) operations. Combine this with the decrease in SAR flight hours, and one can see a causation for the decrease in joint references in Ninety-Nines publications. On April 19, 1989, CAP entered into an agreement with the U.S. Air Force, U.S. Forest Service and U.S. Drug Enforcement Agency for CAP to provide aircrews and aircraft to assist those agencies with aerial reconnaissance for the detection of illegal drug operations, primarily marijuana.¹⁹ Becoming involved with CD operations takes specialized training that is difficult to come by, and requires greater scrutiny (security clearance) of those air crews involved. When factoring in CD flight hours to all other CAP flight hours, there is an overall increase in hours of 30,853.7 when compared to the 1980s. Throughout the 1990s, CD flying hours quickly overtook search and rescue flying time. By the end of the decade, CD accounted for more than 80 percent of all CAP time in the air.²⁰ Thus, the limited number of CAP personnel involved would statistically result in an even more limited number of Ninety-Nines, all female pilots, participating in those missions.

The turn of the millennium marked a rough stabilization in CAP membership, fluctuating between the high fifty-thousands and low sixty-thousands. The dramatic increase in CAP flying hours due to the advent of counterdrug operations continued, taking up an average of 60 percent of total flight time. In addition, it must be noted that CAP’s official reporting, via

¹⁶ 99s membership numbers are not available prior to 2012. For the past five years their membership has fluctuated between 4800 and 5000.

¹⁷ Marilyn B. Young, “Reflections on the Anti-war Movement, Then and Now,” accessed July 20, 2017, <http://www.nnet.gr/historein/historeinfiles/histovolumes/hist09/historein9-young.pdf>.

¹⁸ This number may be even lower: In 1997 there is a mysterious spike in reported SAR hours to 25,033, or about double the surrounding years’ totals.

¹⁹ “1990 Civil Air Patrol Annual report to Congress,” Report Archive, , accessed July 20, 2017, 7, https://www.capmembers.com/media/cms/1990_LoRes_B223827F84A89.pdf.

²⁰ “Report Archive.” Civil Air Patrol. Accessed July 21, 2017, 1998 - 1999, https://www.capmembers.com/cap_national_hq/cap_reports/.

the Congressional Report, contains a formatting change that occurred in 2002 wherein there is a single number for total flying hours given instead of the more broken-down accounting of previous decades. Whatever data went into these new numbers resulted in an even more dramatic increase in flying hours, averaging 105,727.4 per year for the years 2000 to 2009.²¹

This might bring one to the conclusion that there would be a corresponding increase in CAP/Ninety-Nines joint activities, or at least where the two organizations interacted more via shared membership or activities. Sadly, this is not reflected in the numbers. For the entirety of the 2000s, there are about 50 references to CAP personnel and activities (not necessarily joint) in Ninety-Nines publications, or about one per issue. It is worth pointing out that the Ninety-Nines scaled back their publishing rate, putting out one issue per two month period. Even with that cost-saving strategy in mind, the decrease in contact between the organizations is stark. There could be many reasons for this trend. The Ninety-Nines' decision to scale back publishing, even missing entire publication periods, likely indicates a significant reduction in income, which would also indicate an equally significant reduction in membership. However, those activities and interactions from this period are still worth noting:

MAY/JUNE 2000

“Mt. Shasta: It was a great opportunity to tell them about the 99s and the Civil Air Patrol. The most popular question was: “What does an airline pilot earn?”

JULY/AUGUST 2000-

“Janet Patton: As a little girl, I was enamored with the thought of flying an airplane. I sought guidance from the local Civil Air Patrol which I joined at 14, and was selected to receive the Mary von Mach Scholarship, sponsored in part by the Michigan Chapter 99s. It allowed me to attend the CAP's annual Flight Encampment. This led to my first solo at 16, my private before the end of high school, and passing both commercial and CFI check-rides by age 19.”

Of particular note in the 2007 November/December issue, there is an entire article included about CAP and our search and rescue operations. While there is no mention of any



*Air Force Col. Nicole Malachowski.
Source: U.S. Air Force*



*Mary Feik. Source:
Maryland State Archives.*

joint operations, its inclusion at least indicates that CAP still resides in the collective awareness of the Ninety-Nines. In that same issue, there are also numerous references to one of the most decorated shared members of the two organizations: Col. Nicole Malachowski. This issue contains an article centering on the “Thunderbird Women,” of whom then-Maj. Malachowski and her squadron mate Maj. Samantha Weeks are featured. The two are even pictured with WASP Betty Blake.

The last seven and a half years have seen a relative resurgence of CAP references in Ninety-Nines publications. This translates into an average of just under three references per issue with 40 publications to date. This is a tremendous development when compared to the previous decade (116 references vs 48). The content of these references ranges from those Ninety-Nines members talking about their membership with CAP, to the passing of notable CAP/Ninety-Nines members—including Mary Feik.

APRIL/JUNE 2011

“Touch & Go: [Meigs Adams] also used her airplane and her talents to help the Civil Air Patrol with training and rescue missions.”

MARCH/APRIL 2015

“Touch & Go: Jeri became a Ninety-Nine and met Amelia Earhart well before she earned her private

²¹ 2010 Flying hours records were not included in the 2010 Congressional report. Report details 11,000 CD hours flow, and only hints at “fewer” hours flown overall for the year.

pilot certificate in 1939. Jeri then joined the Civil Air Patrol in 1942. On May 30, 2014, the President of the United States signed a bill into law recognizing the Civil Air Patrol and its earliest members for their contributions during WWII by honoring them with the Congressional Gold Medal. On September 22, 2014, Jeri was promoted to Lieutenant Colonel with a lifetime membership in CAP, along with being presented an Exceptional Service Award. The CAP Color Guard and Commander of the California Wing opened the ceremony, which was concluded by Jeri's first flight in a search and rescue aircraft since WWII."

NOVEMBER/DECEMBER 2016

"Article: [Louise Thaden] became involved with many aviation organizations, jobs and projects in the following years, but especially flying search and rescue for the Civil Air Patrol (CAP), attaining the rank of Lt. Colonel. Her proudest achievement was developing the CAP cadet program to teach and encourage the younger generation."

This history of women in aviation sits at the heart of aviation itself. Legendary figures—Amelia Earhart, Willa Brown, Jackie Cochran, Mary Feik—laid the groundwork for modern aviatrixes such as Sallie Ride, Mae C. Jemison, Gen. Lori Robinson and Nicole Malachowski. These pioneers refused to allow the society's expectations of women hold them back. They stand as exemplars for both women and men who aspire for open skies and a better tomorrow.

Capt. Timothy Bagnell is a CAP officer, and serves full time as the upper-grades Leadership & Character instructor at the North Carolina Leadership Academy in Kernersville, N.C.

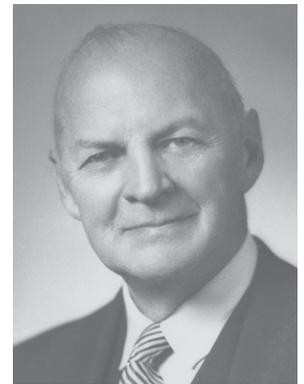
Editor's Note: The Civil Air Patrol National Historical Journal continues to receive quality submissions from across the CAP community, and appreciates the continued support of its members. Please adhere to the guidelines specified in the journal with regard to format, content, and review.

The Journey from Idea to Action: Origins of the CAP Cadet Program, 1941-1942

Col Frank Blazich, Jr., Ph.D., CAP National Historian

For 75 years, the cadets of Civil Air Patrol have pledged to better themselves, their community, state and nation. Cadets have served in every branch of this nation's armed forces and received the nation's highest military decorations for valor and distinguished service. Former cadets have risen to the highest officer and enlisted ranks in the U.S. Air Force. Other cadets have medaled in the Olympics, become Rhodes Scholars, flown with the U.S. Air Force Thunderbirds, explored the cosmos, achieved prominence in civil service and academia, and even voyaged to the moon. All of this is remarkable when considering how the CAP cadet program launched with a single one-page memorandum. But behind the piece of paper is a larger story spanning several years but resting on the value of an idea and a few ardent advocates of turning the idea into reality.

The origins of the CAP cadet program commence largely in summer 1936. In the United States, the effects of the Great Depression continue to adversely impact the nation despite the efforts of President Franklin D. Roosevelt's New Deal. Across the Atlantic, the German people prepare to host the world's premiere athletes in Berlin for the Games of the 11th Olympiad. With the Olym-



Gill Robb Wilson. Source: CAP National Archives and Historical Collections

pics the prime news story, an American veteran of World War I and current New Jersey director of aviation, Gill Robb Wilson, arrives from Lakehurst after a flight aboard the Zeppelin Hindenburg. In a month-long visit, Wilson meets with numerous aviation officials and glimpses Germany's new air force, the Luftwaffe. To support the growth and sustainment of this new force, Germany marshalled its national resources to foster a vibrant interest and competency in aviation among the nation's youth. After witnessing

the German Gliding Championship in Wasserkuppe, Wilson recognized that “the basis of Germany’s strength in the air is not merely technical knowledge, but the enthusiasm that is being engendered in the youth of the nation.” To create the Luftwaffe, Wilson concluded that “Hitler was not drafting an air force, he was raising it from the cradle.”¹

Wilson’s observations about the engagement of youth in aviation represented part of a larger realization: A second world war was coming. Cognizant of aviation’s prominence in modern warfare, in turn demanding ever larger numbers of aircraft and aircrew, Wilson deemed it essential for the nation to prepare the nation’s civilian youth to become more aviation-minded. His writings and public presentations on mobilizing civil aviation and the nation’s youth joined a growing chorus of voices urging the federal government provide some form of aviation training for national defense.² In late December 1938, President Roosevelt announced creation of the Civilian Pilot Training Program (CPTP) which planned to annually train 20,000 civilian pilots, providing a much-needed boost to civilian aviation and creating a pool of potential military pilots. Commencing in 1939, the program provided male and female college undergraduates 72 hours of ground school and from 35 to 50 hours of flight instruction. At the time of its abolishment in 1946, the program had produced 435,165 pilots for the nation’s war effort.³

While the CPTP gathered momentum in 1939, the Nazi war machine swallowed up Poland and Great Britain and France once again found themselves fighting their Western European neighbor. In the fall of 1940, Americans listened on their radio to journalist Edward R. Murrow’s nightly radio broadcasts opening with a simple announcement: “This is London.” Throughout the Luftwaffe’s bombing campaign against the British capital, known as the Blitz, Murrow’s reports stirred Americans to contemplate if, how, or when

they too might be subject to nightly visits by enemy bombers. This perceived threat of aerial bombardment raised questions by the general public and civic leaders about what the federal government intended to do to safeguard the home front.⁴

In a February 1941 report to President Roosevelt, New York City Mayor Fiorello LaGuardia – himself a World War I bomber pilot – recommended creating a home defense among the civilian population and training ordinary citizens to meet the threat of air or naval attack on American cities.⁵

His message resonated with some civil aviation advocates, and spurred one to action. On April 22, 1941, Thomas H. Beck, president of the Crowell-Collier Publishing Company and a committed promotor of civil aviation, hand delivered a letter to President Roosevelt. His letter outlined a “plan for increasing defense and war-consciousness and for enlisting the youth of the United States in aviation.” Among the elements



Fiorello LaGuardia.
Source: CAP National Archives and Historical Collections

of his plan, Beck recommended the Bureau of Education provide textbooks and model airplanes to elementary schools, provide a glider for every high school to teach glider flying, and organize all CPTP students not accepted into the armed forces into a youth aviation patrol, flying aircraft for patrol, observation, and two-way radio training.⁶

The following month, on May 20, 1941, Roosevelt issued Executive Order 8757, establishing the Office of Civilian Defense, and tapped LaGuardia to serve as director. The president tasked the office with coordinating federal civilian defense activities with state and local governments and as-

¹ Jill Paulson, “Preview of the 75th Anniversary History of the Civil Air Patrol: Eyes on the Home Skies” *CAP National Historical Journal* 2, no. 2 (April-June 2015): 1-2. <https://docs.google.com/viewerng/viewer?url=http://history.cap.gov/files/original/ca821cd6e75fea49c825792e618d8e9c.pdf>

² Ibid., 3-4. <https://docs.google.com/viewerng/viewer?url=http://history.cap.gov/files/original/ca821cd6e75fea49c825792e618d8e9c.pdf>

³ Patricia Strickland, *The Putt-Putt Air Force: The Story of the Civilian Pilot Training Program and the War Training Service (1939-1944)* (Washington, DC: Department of Transportation, Federal Aviation Administration, Aviation Education Staff, 1971), iii, 3-4; Dominick A. Pisano, *To Fill the Skies with Pilots: The Civilian Pilot Training Program, 1939-1946* (Washington, DC: Smithsonian Institution Press, 2001), 30.

⁴ Matthew Dallek, *Defenseless Under the Night: The Roosevelt Years and the Origins of Homeland Security* (New York: Oxford University Press, 2016), 105-6.

⁵ Ibid., 111-14.

⁶ Thomas H. Beck to the President, 22 April 1941, attached to letter of Thomas H. Beck to Kendall K. Hoyt, 16 September 1942, Kendall King Hoyt Papers, CAP National Archives and Historical Collections.

sisting these in the establishment of state and local defense councils to attune civilian defense activities.⁷ Around the same time, Beck shared his letter with Guy Gannett, president of Guy Gannett Publishing. In the first week of June, with LaGuardia just settling into his new post, Gannett met with the mayor in New York City and shared Beck's plan with him.⁸ A week later, on June 12, LaGuardia appointed a committee consisting of Beck, Gannett, and Wilson to "formulate plans and submit suggestions . . . as to the enrollment of private planes, owners, and pilots and suggestions for their use in connection with the Civilian Defense program."⁹

On June 17, 1941, the three men met in New York City to draft their plan. Kendall K. Hoyt, manager of the National Aeronautic Association, and its director of both publicity and the air youth division, took the meeting minutes as the plan took shape throughout the day's discussions.¹⁰ On June 25, Beck and Wilson arrived in Washington, D.C., and presented their proposed plan for the "Civil Air Defense Services" to LaGuardia. The proposal consisted of two objectives:

1. The immediate organization of the civil air resources available.
2. The ultimate civil development essential to any sound foundation for air power.

To attain these objectives, the proposed plan outlined the elements of Beck's original letter to Roosevelt to engage the nation's youth from elementary to high schools with aviation education. The three men also recommended providing funds for school teachers to attain private pilot's li-



Civil Air Patrol cadets in World War II. Source: CAP National Archives and Historical Collections

censes and establishing flight scholarships for high school students. Developing and fostering aviation-minded youth would be a key tenet for this proposed program.¹¹

Reading the proposal today, one cannot help but marvel at the sagacity of these men. Nevertheless, LaGuardia initially did not move to transform the plan into action. In August, he acknowledged the delay and appointed his aviation aide, Reed G. Landis, to turn the proposal into an actionable

⁷ Executive Order no. 8757, "Establishing the Office of Civilian Defense," 20 May 1941, John T. Woolley and Gerhard Peters, The American Presidency Project, <http://www.presidency.ucsb.edu/ws/?pid=16117> (accessed 5 November 2017).

⁸ Guy P. Gannett to Kendall K. Hoyt, 2 October 1942; Kendall K. Hoyt, "Civil Aviation Services Chronology of Origin and Progress," 22 January 1942, attached to letter of Thomas H. Beck to Kendall K. Hoyt, 16 September 1942, Kendall King Hoyt Papers, CAP National Archives and Historical Collections.

⁹ Fiorello LaGuardia to Gill Robb Wilson, 12 June 1941, Barry L. Spink Collection, CAP National Archives and Historical Collections; press release from Washington Correspondent, Washington, DC for Portland Press Herald, "La Guadia [sic] Names Civil Air Reserve; Acts on Maine Man's Plan to Aid Defense: Guy P. Gannett to Serve with Gil [sic] Robb Wilson, Thomas H. Beck," 13 June 1941, Kendall King Hoyt Papers, CAP National Archives and Historical Collections.

¹⁰ Kendall K. Hoyt, "Civil Aviation Services Chronology of Origin and Progress," 22 January 1942, attached to letter of Thomas H. Beck to Kendall K. Hoyt, 16 September 1942; "Kendall King Hoyt – Personal History," February 1959, Kendall King Hoyt Papers, CAP National Archives and Historical Collections.

¹¹ Kendall K. Hoyt, "Civil Aviation Services Chronology of Origin and Progress," 22 January 1942, attached to letter of Thomas H. Beck to Kendall K. Hoyt, 16 September 1942, Kendall King Hoyt Papers, CAP National Archives and Historical Collections; Gill Robb Wilson to Fiorello La Guardia, 24 June 1941, as transmittal level for preliminary report for the "Civil Air Defense Services," CAP National Archives and Historical Collections, online: <https://docs.google.com/viewerng/viewer?url=http://history.cap.gov/files/original/0da428a3080c6c29f955eef71f8e3ea.pdf>

plan.¹² Throughout August and September, Landis fleshed out the Beck-Wilson-Gannett plan and a new organization name emerged: "Civil Air Patrol." What apparently began to fade, however, was an emphasis on engaging youth. LaGuardia, in a letter of Sept. 29 to the Secretaries of Commerce and the Navy, made no mention of Beck's original youth focus.¹³

From the surviving records, it is evident that the youth element did not entirely vanish from the planning effort. Landis' work developing the CAP tracked with the June 1941 proposal, writing in a letter to Beck of Oct. 3 that "Step One in connection with the accomplishment of a very desirable program for civil aeronautics in order that civilian aviation may make its maximum contribution to the welfare of the nation in the post-emergency duties as well as contribute whatever it can during the emergency to national defense."¹⁴ On October 7, LaGuardia requested and obtained the services of Wilson to join Landis in the planning work.¹⁵ Wilson, fresh off establishing the New Jersey Civilian Air Defense Services, provided a wealth of practical planning expertise. Wilson's work cribbed off his New Jersey organization; however, while not explicitly including a youth component, the program also did not specify minimum age requirements.¹⁶ Replying to Landis' letter of Oct. 3, Beck replied on October 9 that he hoped steps would be taken to teach the fundamentals of aviation in public schools following "Step One."¹⁷

Shortly after Wilson's arrival in Washington, Landis direct-

June 12, 1941

Captain Gill Robb Wilson, President
National Aeronautical Association
Willard Hotel
Washington, D. C.

My dear Captain Wilson:

I am appointing a committee consisting of yourself, Mr. Guy P. Gannett, and Mr. Thomas H. Beck of New York City to formulate plans and submit suggestions to me as to the enrollment of private planes, owners and pilots and suggestions for their use in connection with the Civilian Defense program. Mr. Gannett will communicate with you and I hope you may be able to submit some definite and concrete suggestions at an early date.

Sincerely yours,

(Signed) F. H. LaGuardia

F. H. LaGuardia
U. S. Director of Civilian Defense

LaG:emk

Letter from LaGuardia to Wilson regarding the appointment of a committee to incorporate civil aviation into civilian defense, June 12, 1941. Source: Barry L. Spink Collection, CAP National Archives and Historical Collections

ed his attention to a relatively new Canadian plan for air cadet units comprised of boys from 12 to 18 years of age. In mid-October, LaGuardia wrote to Squadron Leader R.W. Frost, acting national director of the Air Cadet League of Canada, requesting information on the Canadian organization.¹⁸ The impact of this information, however, is presently lost to history. What we do know is that when LaGuardia publicly announced the existence of the CAP and called for volunteers to join, the minimum age requirement was set

¹² Kendall K. Hoyt, "Civil Aviation Services Chronology of Origin and Progress," 22 January 1942, attached to letter of Thomas H. Beck to Kendall K. Hoyt, 16 September 1942, Kendall King Hoyt Papers, CAP National Archives and Historical Collections. Of note, Landis was himself a World War I aviator, and the only son of Judge Kenesaw Mountain Landis, the first commissioner of Major League Baseball.

¹³ Elwyn A. Mauck, "Civilian Defense in the United States, 1941 - 1945" (unpublished manuscript by the Historical Officer of the Office of Civilian Defense, July 1946, typed), Chapter 9, 2-3; Fiorello LaGuardia to Frank Knox and Jesse H. Jones, 29 September 1941, Confidential CAP Chronological file, Office of Civilian Defense, National Headquarters, General Correspondence, 1941 - May 1942, Record Group 171, Entry I/12, Box 1, National Archives and Records Administration, College Park, Md. Both letters from LaGuardia were drafted by Landis.

¹⁴ Reed G. Landis to Thomas H. Beck, 3 October 1941, Confidential CAP Chronological file, Office of Civilian Defense, National Headquarters, General Correspondence, 1941 - May 1942, Record Group 171, Entry I/12, Box 1, National Archives and Records Administration, College Park, Md.

¹⁵ Telegram from Fiorello H. LaGuardia to Charles Edison, 7 October 1941, Confidential CAP Chronological file, Office of Civilian Defense, National Headquarters, General Correspondence, 1941 - May 1942, Record Group 171, Entry I/12, Box 1, National Archives and Records Administration, College Park, Md.

¹⁶ New Jersey Defense Council, *New Jersey Wing: Civil Air Defense Services* (Trenton, NJ: New Jersey Defense Council, November 1941), 3-5; "Civilian Pilot Recruiting to Start in State July 10," *Asbury Park Press* (Asbury Park, NJ), 3 July 1941, 1, 10; "Plan Formation of N.J. Civil Air Guard," *The Daily Journal* (Vineland, N.J.), 14 July 1941, 3; "Formed Ready for Air Group," *Asbury Park Press* (Asbury Park, N.J.), 12 July 1941, 1.

¹⁷ Kendall K. Hoyt, "Civil Aviation Services Chronology of Origin and Progress," 22 January 1942, attached to letter of Thomas H. Beck to Kendall K. Hoyt, 16 September 1942, Kendall King Hoyt Papers, CAP National Archives and Historical Collections.

¹⁸ Reed G. Landis to Gill Robb Wilson, 11 October 1941; R.W. Frost to Fiorello H. LaGuardia, 22 October 1941; Fiorello H. LaGuardia to R.W. Frost, 30 October 1941, Barry L. Spink Collection, CAP National Archives and Historical Collections; Fiorello H. LaGuardia to R.W. Frost, 18 October 1941, Confidential CAP Chronological file, Office of Civilian Defense, National Headquarters, General Correspondence, 1941 - May 1942, Record Group 171, Entry I/12, Box 1, National Archives and Records Administration, College Park, Md.

at 16 years of age, although only those volunteers of 18 years or older would be accepted for flight duty.¹⁹ In late July 1941, Maj. Gen. Henry H. "Hap" Arnold stated his opposition to any effort "to increase the existing private pilot activity when such an expansion is in any way to be achieved at the expense of the purely military effort."²⁰ In November 1941, Arnold appointed a board to review the finalized CAP plan. After meeting on Nov. 7, the board approved the plan provided that War Department cooperation "shall not involve any expenditure of War Department funds other than the pay and allowances of officers assigned to the Office of Civilian Defense."²¹ CAP's focus from the onset would be squarely focused on Step One, mobilizing existing resources for immediate employment in the war effort.

But what became of Beck's original emphasis on youth? Engaging youth remained a desired objective, but with Europe under Nazi control in the fall of 1941 and the Imperial Japanese Army and Navy casting a voracious gaze on the Philippines and other southwest Asian territories, the singular priority for the Office of Civilian Defense rested on organizing all existing civilian aviation personnel and resources to defend the home front. A youth effort inherently represented a proactive, offensive effort. With the nation still at peace, defensive preparations represented the logical use of limited resources.

The key individual who helped launch the cadet program was a Washington, D.C.-native, reserve officer, writer, publicist and civil engineer named Kendall K. Hoyt.²² In September 1941, while Landis began the heavy planning work, Hoyt used his position at the National Aeronautics Association to advocate development of a model building and youth effort for CAP, but his advocacy did not impact the urgent efforts

October 11, 1941

Memorandum to Captain Wilson:

With a thought for the potential activity of Civil Air Patrol, I want to call your attention to the Canadian plan for Air Cadet Units comprised of boys from 12 to 18 years in age.

Detailed information on this subject may be secured from

Squadron Leader R. W. Fogst
Acting National Director
Air Cadet League of Canada
Ottawa, Canada.

Reed G. Landis

Letter from Landis to Wilson regarding the modeling of a cadet program after the Air Cadet League of Canada's model, Oct. 11, 1941. Source: Barry L. Spink Collection, CAP National Archives and Historical Collections

to mobilize existing civilian aviation resources for wartime duties.²³ On Nov. 10, Wilson in reply to a letter from Jean H. DuBuque about "A Civilian Air Defense Program for Our Youth," stated that yes, "very definitely a youth plan should be developed" and encouraged DeBuque to write to Hoyt in regard to work he was engaged in between NAA and the Boy Scouts of America.²⁴ Even after CAP's establishment, Hoyt continued to promote model building for youth, as the work "pre-trains hundreds of thousands of boys and girls in aviation handicraft, developing their skill as future pilots and aircraft mechanics."²⁵ Years later, Hoyt claimed that in the fall of 1941, "it was not possible to receive au-

¹⁹ Office of Civilian Defense, *Civil Air Patrol: Organization, Purpose, Program, Enlistment* (Washington, D.C.: Government Printing Office, 1941), 11.

²⁰ Henry H. Arnold to L.D. Gasser, 28 July 1941, in Leonard Blascovich, "Civil Air Patrol Historical Documents No. 1: Important Letters & Memos July 1941 to September 1941."

²¹ Memorandum from George E. Stratemeyer to Chief of the Army Air Forces, on "Civil Air Patrol," 8 November 1941 and attached "Report of Proceedings of Board of Officers," in Leonard Blascovich, "Civil Air Patrol Historical Documents No. 1: Important Letters & Memos July 1941 to September 1941"; Civil Air Patrol National Headquarters, "Report of Civil Air Patrol," 28 December 1943, 1, folder 4, Earle Levan Johnson Papers, Western Reserve Historical Society, Cleveland, Ohio, Box 1.

²² Frank A. Blazich, Jr., *World War II Diaries of Kendall King Hoyt, January 1943 – March 1946* (CAP National History Program, 2014), 1. <http://history.cap.gov/files/original/cc484c1f5bee7fd486a88f81e6ebffb5.pdf>

²³ "Model Planes Drive Shaped at Conference," *Pittsburgh Post-Gazette*, 29 September 1941, 8; "Junior Aviator Squadron," *The Pittsburgh Press*, 26 September 1941, 59.

²⁴ Gill Robb Wilson to Jean H. DuBuque, 10 November 1941, Confidential CAP Chronological file, Office of Civilian Defense, National Headquarters, General Correspondence, 1941 – May 1942, Record Group 171, Entry 1/12, Box 1, National Archives and Records Administration, College Park, Md.

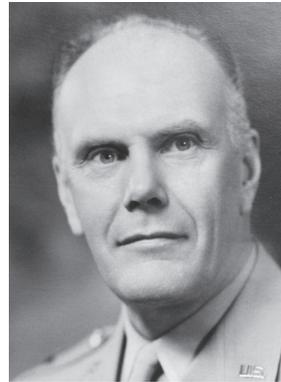
²⁵ Devon Francis, "Model Building Must Continue," *The Courier-News* (Plainfield, N.J.), 23 December 1941, 3.

thority to undertake more than the organization of the private pilots.”²⁶

Hoyt, however, did not fade away. On March 30, 1942, he entered the Army Air Forces under his Army Reserve commission of first lieutenant and on April 1 began duty at CAP National Headquarters as the national intelligence officer.²⁷ That same day, CAP’s Executive Officer, Earle L. Johnson, received a presidential commission to the grade of captain in the Army Air Forces and assumed the duties of national commander.²⁸ Together the men developed a strong working relationship – Hoyt being considered Johnson’s favorite officer at headquarters.²⁹ Presumably it was Hoyt more than anyone else who helped Johnson understand the original June 1941 plan and the importance of bringing youth into the CAP effort.

Throughout 1942, Johnson, Hoyt, and the small headquarters staff oversaw CAP’s growth from concept to a force of approximately 63,000 volunteers engaged in a cornucopia of activities.³⁰ Foremost of importance for CAP and the Office of Civilian Defense was the coastal patrol effort, begun in March with three coastal patrol bases in Delaware, New Jersey and Florida, and which expanded to 21 bases forming a line of daytime inner coastal patrols, stretching from Maine to the Texas-Mexico border. The last of these, Base 21, commenced operations out of Beaufort, N.C., on Sept. 27, 1942.³¹ Across the Pacific, Allied forces were locked in

their first offensive operations against the Empire of Japan on the island of Guadalcanal. Concurrently in the Chesapeake Bay, an American invasion force assembled to take the offensive against Fascist forces in North Africa. The tides of war were turning in favor of the Allies.



Col. Earle L. Johnson, circa 1945. Source: CAP National Archives and Historical Collections

With offensives in both theaters essentially in motion, Hoyt and Johnson apparently concluded that CAP had also obtained the “step one” objectives of the June 1941 proposal. It was high time to launch the youth effort. In late September, Hoyt and Johnson draft their simple plan, and on Oct. 1 published General Memorandum No. 58.³² At a cost of \$200 to print the memorandum and membership forms, the cadet program thus began.³³ In a special bulletin to aviation writers, CAP National Headquarters explained that the original CAP plan intended to “accomplish in the American way what Russia, Germany, and Italy did in the building of air power through mass movements which carried young people step by step into aviation.” Pearl Harbor, however, made the organization of existing civil aviation air power the first step for CAP;

²⁶ Earle L. Johnson to W.P. Redding, 25 November 1943, Barry L. Spink Collection, CAP National Archives and Historical Collections. The letter was drafted by Hoyt on behalf of Johnson.

²⁷ War Department, Adjutant General’s Office, Temporary Appointment order for Hoyt, Kendall King, O-205498, 13 March 1942, <https://docs.google.com/viewerng/viewer?url=http://history.cap.gov/files/original/ccdd1cde1ca29a4b838b9d2af1346001.pdf> ; certified copy of document stating that Kendall King Hoyt, O-205498, entered active military service of the United States on 30 March 1942, Kendall King Hoyt Papers, CAP National Archives and Historical Collections. <https://docs.google.com/viewerng/viewer?url=http://history.cap.gov/files/original/2e3899328c3bff9c32d912ff55c958c4.pdf>; “National Intelligence Office, *Civil Air Patrol Bulletin*, 3 April 1942, 2. <https://docs.google.com/viewerng/viewer?url=http://history.cap.gov/files/original/d9fbaeb608013d887badd517f2481177.pdf>

²⁸ “New National Commander,” *Civil Air Patrol Bulletin*, 27 March 1942, 1, <https://docs.google.com/viewer?url=http%3A%2F%2Fhistory.cap.gov%2Ffiles%2Foriginal%2F105bd225e280cde4b948357070e0df5f.pdf&embedded=true> ; War Department, Headquarters of the Army Air Forces, Dudley M. Outcalt to Air Inspector, on “Survey of the Civil Air Patrol,” 8 March 1944, 2, folder 3, Earle Levan Johnson Papers, Western Reserve Historical Society, Cleveland, OH, Box 5; document titled “Colonel Earle L. Johnson O-901581,” Earle L. Johnson file, CAP National Archives and Historical Collections.

²⁹ Outcalt, “Survey of the Civil Air Patrol,” 9.

³⁰ Civil Air Patrol, “Facts About CAP,” November 1942, Kendall King Hoyt Papers, CAP National Archives and Historical Collections.

³¹ Civil Air Patrol National Headquarters, Operations Orders No. 1: Activation of CAP Coastal Patrols, 30 November 1942, CAP National Archives and Historical Collections. <https://docs.google.com/viewerng/viewer?url=http://history.cap.gov/files/original/d9226e722dfe2f1403c5187b3fdfe6.pdf>

³² Outcalt, “Survey of the Civil Air Patrol,” 10; Civil Air Patrol National Headquarters, General Memorandum 58 (CAPC-1) to All Unit Commanders on “Civil Air Patrol Cadets,” 1 October 1942, CAP National Archives and Historical Collections. <https://docs.google.com/viewerng/viewer?url=http://history.cap.gov/files/original/750ae57d927c574c9cfcac303a8adf5f.pdf>

³³ Memorandum from Earle L. Johnson to J.A. Ulio, 11 October 1943, third endorsement on aviation training, Barry L. Spink Collection, CAP National Archives and Historical Collections; Robert E. Neprud, *Flying Minute Men: The Story of the Civil Air Patrol* (New York: Duell, Sloan and Pearce, 1948), 131.

OFFICE OF CIVILIAN DEFENSE
WASHINGTON, D. C.

GM-58 (CAPC-1)

CIVIL AIR PATROL

NATIONAL HEADQUARTERS
WASHINGTON, OCTOBER 1, 1942

Subject: Civil Air Patrol Cadets.

To: All Unit Commanders

1. To extend the opportunities for service in Civil Air Patrol to young people of the United States, there is hereby authorized within the scope of Administrative Order No. 23 of the Office of Civilian Defense establishing the Civil Air Patrol, a grade of membership to be designated as "Cadet" which will be junior to regular membership in Civil Air Patrol.

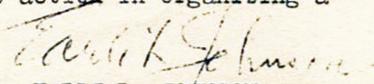
2. Membership as Civil Air Patrol Cadets (CAPC) will be limited to students in good scholastic standing in the last or next to the last year of senior high school who are native-born Americans whose parents meet the citizenship requirements for membership in CAP. All cadets must be physically fit.

3. Total membership of CAPC in any area will not exceed the total active regular membership of CAP in that area. Each male member may sponsor for membership in CAPC the young man of his acquaintance he thinks most likely to succeed in aviation and the sponsoring member will be personally responsible for the training of his recruit. Likewise each female member of CAP is authorized to sponsor one young woman. For each Squadron of CAP, there is authorized a counterpart Squadron of CAPC and for each Flight of CAP, a counterpart Flight of CAPC. The composition, training, and operations of CAPC units will be governed by the same directives used by CAP, except that cadets will not be assigned to flying duties, and except as modified by CAPC directives issued by CAP National Headquarters.

4. General direction of each CAPC unit will be by the Commanding Officer of its parent CAP unit but the cadets will manage their own affairs to the fullest extent consistent with good results. On formation of a CAPC unit, provisional command officers will be appointed by the CAP unit commander and training will start at once. When the CAPC unit has progressed sufficiently, it will elect its command and staff officers to be confirmed by the CAP unit commander and will fill subsequent vacancies by election. At the option of the parent CAP unit, drill, classes, and field exercises may be held separately from or combined with those of CAP.

5. Applications for membership will be executed in duplicate on the form attached hereto and will be accompanied by three full-face passport photos of the applicant, $1\frac{1}{2}$ " x $1\frac{1}{2}$ ". The parent CAP Squadron, or the Flight in a community organized under a Flight Command, will receive one copy of the application and one photograph; the CAPC unit will retain the other copy and one photograph; and the third photograph will be attached to the cadet's identification card to be issued by the CAP unit commander. On completing basic CAP ground training and on graduating from high school cadets will be eligible for full membership in CAP.

6. The uniform of CAPC will be: plain khaki shirt without shoulder loops; black tie; khaki trousers, or khaki skirt for girls; belt with plain buckle; tan socks; plain tan shoes; and overseas cap prescribed for CAP. Any suitable outer garment may be worn. Insignia similar to those of CAP will be specified. Every Squadron and Flight of CAP is urged to take prompt action in organizing a counterpart unit for the young people of its community.


EARLE L. JOHNSON
National Commander

M-2786

with the senior phase now sufficiently advanced, the cadet program represented the second step.³⁴

This founding document for the CAP Cadet program is rather modest. Age criteria are not explicitly listed, only “students in good scholastic standing in the last or next to the last year of senior high school,” which can be interpreted as varying from 15 to 17 years of age. Cadets could join on a one-to-one sponsored basis, one male cadet per male senior member, one female cadet per female senior member. Cadet units were authorized as a counterpart to a senior unit.³⁵ Although simplistic in approach, the arrangement launched the fulfillment of the “second step” of the original plan, with the adult CAP organization providing a functional structure and corps of experienced civil aviators to mentor and guide the nation’s aviation-minded youth from classroom to cockpit.

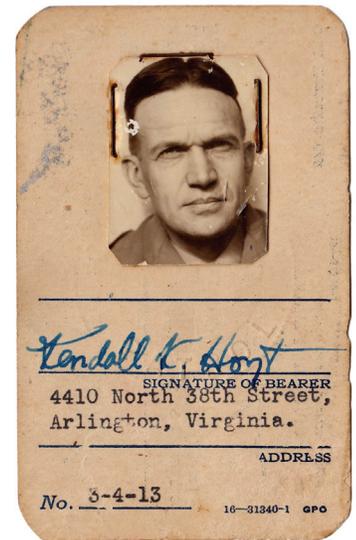
Just over a week after the release of GM-58, Hoyt wrote to Beck about his work documenting CAP’s origins and early history. Hoyt shared information about the establishment of the cadet program, the “second step” of Beck’s original plans. Hoyt noted that the CAP cadet program

...will be a select corps, limited in members, under a plan which I think unusual both from an organization and sociological standpoint. The directives have just gone out so it will be a few days before we can gage the success of the program but, of course, some of the Wings were sounded out in advance and all were very enthusiastic.

Whether in view of the other national programs for youth training in aviation which are being sponsored by Government agencies CAP will need to go further in this direction cannot be judged at this time, but I am confident that the program as it stands will result in very tangible progress toward the objectives which you planned with so much foresight last year.³⁶

Hoyt’s confidence in the program proved prescient. By

December 1943, the modest youth effort had grown into approximately 40,000 cadets and serving as a key element in the recruitment and training of aviation cadets for the Air Corps Enlisted Reserve and the Women’s Army Corps, preparing air-minded youth to join the uniformed ranks of America’s armed forces on the offensive to once again make the world safe for democracy.³⁷



CAP identification card for Kendall King Hoyt. Source: CAP National Archives and Historical Collections

As the CAP cadet program moves into the next 75 years, let the names Thomas H. Beck and Kendall K. Hoyt be remembered and recognized as two men who shared an idea and ensured it would not be forgotten but given an opportunity to be transformed into an actionable plan. The necessity of national defense required Beck’s idea to be placed on hold but through Hoyt there existed an element of institutional memory at CAP National Headquarters to ensure that when the tide of war shifted that action would be effected. There remains additional research and analysis into the origins of the CAP cadet program; however, the results of cadet program’s humble establishment on Oct. 1, 1942, are reflected today by the tens of thousands of current and former cadets across the nation.

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³⁴ CAP National Headquarters, Special Bulletin to Aviation Writers about “Civil Air Patrol Cadets,” 9 October 1942, Barry L. Spink Collection, CAP National Archives and Historical Collections. As fate would have it, the Telegraph Agency of the USSR, TASS, wrote CAP on 15 October 1942 requesting information on the CAP and the new cadet program. See Betsy Pifer to Office of Civilian Defense, 15 October 1942; Earle L. Johnson to Betsy Pifer, 17 October 1942, Barry L. Spink Collection, CAP National Archives and Historical Collections.

³⁵ Civil Air Patrol National Headquarters, General Memorandum 58 (CAPC-1) to All Unit Commanders on “Civil Air Patrol Cadets,” 1 October 1942, CAP National Archives and Historical Collections. <https://docs.google.com/viewerng/viewer?url=http://history.cap.gov/files/original/750ae57d927c-574c9cfcac303a8adf5f.pdf>

³⁶ Kendall K. Hoyt to Thomas H. Beck, 9 October 1942, Barry L. Spink Collection, CAP National Archives and Historical Collections.

³⁷ Civil Air Patrol National Headquarters, “Report of Civil Air Patrol,” 28 December 1943, 2, 9-11, folder 4, Earle Levan Johnson Papers, Western Reserve Historical Society, Cleveland, Ohio, Box 1.

Civil Air Patrol and the United States Air Force: The Origins of a 70-Year Partnership

Lt. Col. Richard B. Mulanax, Ph.D.

The origins of Civil Air Patrol lay in two directions: the British Auxiliary Air Force and the various state efforts in the run up to World War II to prepare for civilian support of the armed forces of the United States.

The British Royal Air Force (RAF) was established in 1918, combining the British Army's Royal Flying Corps and the Royal Navy Air Service. In the post-war world, the RAF was faced with creating a peace time establishment of 52 squadrons, but lacked the financial resources to fund it. This led to the creation of the Auxiliary Air Force (AAF), an organization designed to supplement the regular force with a volunteer, part-time, force of civilian pilots, some of whom were veterans of World War I, and others who would be trained once they joined up.¹

As a volunteer organization, the AAF aircrews served without pay, enabling the RAF to expand its force at minimal cost. These were true volunteers, recruited at the county level, who were augmented by a small cadre of regular RAF staff. The typical organization was a squadron with a regular headquarters cadre, with three flights of volunteers. Units were integrated directly to RAF groups, and were provided combat aircraft with a combat mission. After World War II, barrage balloon squadrons were created, manned by AAF personnel, to defend the homeland. Barrage balloons were tethered to the ground around military targets and population centers, and were designed to block bombs and missiles.²

Before the war, these AAF squadrons often resembled social clubs, since pilots were officers, and officers were asso-

ciated with the upper and upper middle class of educated and socially connected people. They were part-time and served locally.³

Civil Air Patrol adopted the concept of volunteers serving in aerial squadrons in support of the regular air force, but with limitations concerning combat operations. In effect, AAF personnel served in combat units alongside regular RAF units, which was not the case with the Civil Air Patrol.

With the British model in mind, American aviators envisioned a volunteer aviation organization, but one which was not integrated into the armed military mission.

The genesis of Civil Air Patrol was in the Office of Civil Defense (OCD). On May 20, 1941, the OCD was created by executive order of the president. Shortly after, aviation leaders from several states approached the OCD's new director, Fiorello LaGuardia, about establishing a civilian auxiliary to the OCD. For the moment, this meant that any aviation auxiliary to the OCD would be composed of civilians flying civil defense, not military, missions. Gill Robb Wilson, director of aeronautics for the state of New Jersey, organized a committee that went to Maj. Gen. Henry Arnold, chief of the Army Air Corps, with the plan. The Air Corps approved of the creation of Civil Air Patrol, but under Air Corps leadership. Wilson then went to LaGuardia and proposed the creation of Civil Air Patrol to organize civilian aircraft and pilots to support civil defense. LaGuardia signed the order authorizing Civil Air Patrol on Dec. 1, 1941.⁴

In the meantime, Japan bombed Pearl Harbor on Dec. 7, 1941, followed the next day by the U.S. declaration of war against Japan. Administrative Order 9 of the OCD was issued Dec. 8, 1941, establishing Civil Air Patrol. Maj. Gen. John F. Curry was appointed the first commander.⁵

The immediate threat to the United States after the war started was the fear of invasion and German U-boat attacks along the Atlantic and Gulf coasts. The Army was tasked

¹ Jefford, Jeff, *Air Reserves 1912 to Munich*, in *Royal Air Force History and Auxiliary Forces*, Royal Air Force Historical Society, Northmoor, England, UK, 2003m, p 19-23.

² Shores, Christopher, *The Auxiliary Air Force in World War II*, in *Royal Air Force History and Auxiliary Forces*, p 24.

³ Wilkinson, Louise, *The Auxiliary Air Force: How typical were the two elite London squadrons in relation to the wider organization?*

⁴ Neprud, Robert, *Flying Minutemen*, p 22. For further details on the establishment and founding of Civil Air Patrol, see Blazich, Col Frank, *Civil Air Patrol Monograph, "Founding" vs "Establishment": A Perspective on Civil Air Patrol's Recognized Date of Origin*, 2017, which can be found at <http://history.cap.gov/file/2597>

⁵ Neprud, p 23.



One of the major assets Civil Air Patrol brings to the Total Force is its fleet of single-engine planes, which provide “low and slow” capabilities that the Air Force’s jets can’t match. With CAP’s trained pilots at the controls, aircrews are able to conduct missions that require a closer look at the ground from a comparatively down tempo perspective. CAP’s 550 Cessnas make up one of the world’s largest fleets of single-engine aircraft. Source: Civil Air Patrol Marketing and Public Awareness

with coast defense and the Navy for off-shore defense, but both were not up to the task. This led CAP leaders to volunteer to step into the void. The Navy was skeptical about the ability of volunteer aviators to fly coastal patrol missions in what it saw as an Army operation. Because of the tremendous shipping losses off the coasts, especially of oil tankers, in its desperation, the Army gave CAP the Coastal Patrol mission. The mission was to fly non-combat spotter flights looking for U-Boats, and then notify the Navy so that the Navy could sink them. Some CAP planes were armed

with small aerial bombs attached externally so that they could mark or perhaps slow down the U-boats long enough for the Navy to arrive, despite the fact that CAP personnel were considered non-combatants under the Geneva Convention. By 1943, the U-boat threat had abated, and combat was no longer an issue.⁶

The CAP Cadet Program was established on Oct. 1, 1942. Its purpose was to provide aviation oriented, partially trained personnel to the Army Air Forces, which was established

⁶ Neprud, pp 1-13. Civil Air Patrol was initially intended to be the civilian flying auxiliary of the Office of Civil Defense (OCD), with no combat mission, unlike the British Auxiliary Air Force. However, CAP assumed a combat mission temporarily in 1942, due to the immense damage caused to coastal shipping along the Atlantic and Gulf coasts. The lack of adequate military and naval aircraft to patrol the coasts in search of German submarines resulted in the OCD temporarily assigning CAP the Coastal Patrol mission to spot enemy submarines off the Atlantic and Gulf coasts in support of the U.S. Army Air Forces (USAAF)’s coastal defense mission. Several CAP aircraft were armed with small bombs so that they could defend themselves from attack by deck guns, forcing the submarines to dive and delaying their escape until military and naval planes arrived to sink or capture them. By 1943, the US Navy had sufficient aircraft and ships, and the German submarine fleet was sufficiently depleted, so that CAP was directed to stand down the Coastal Patrol mission, and coastal patrol duties were assumed by the Navy. That same year, CAP was transferred to the War Department (Army) to support other non-combat USAAF missions, including the Cadet Program which was vital to USAAF recruitment and training, and CAP was designated the official auxiliary of the USAAF. CAP then returned to its original civilian non-combatant flying mission, but this time in support of the USAAF instead of the OCD, and this relationship continued when CAP became the official auxiliary of the U.S. Air Force in 1948.

the same year. A combination of the successful Coastal Patrol and the effectiveness of the Cadet Program in providing Army Air Forces personnel resulted in an executive order by President Roosevelt on April 23, 1943, transferring Civil Air Patrol to the Army Air Forces and designating Civil Air Patrol as the official civilian auxiliary of the U.S. Army Air Forces. CAP continued as the official auxiliary of the U.S. Army Air Forces until CAP was chartered as a Congressionally chartered private corporation.⁷

On July 1, 1946, Public Law 476 incorporated Civil Air Patrol as an aviation-oriented public organization. The Army Air Forces agreed to provide the commander and headquarters staff, under the overall guidance of a civilian corporate board. When the Air Force was established as a separate service on Sept. 18, 1947, the Army Air Forces staff was transferred to the Air Force, and management of Civil Air Patrol became an Air Force responsibility.⁸

Air Force Chief of Staff Gen. Carl Spaatz convened a conference of Air Force and CAP leaders in 1947 to make recommendations on the future relationship of the Air Force and CAP, and this led to the Air Force supporting Public Law 557 on May 26, 1948, designating Civil Air Patrol as the auxiliary of the Air Force. This officially led to the partnership between the Air Force and Civil Air Patrol that has endured for 70 years, during peace and war.⁹

Today, CAP has been more fully integrated into the Total Force mission, which consists of the active Air Force, Air Force Reserve, Air National Guard, and the auxiliary, Civil Air Patrol. In 2010, the Government Accountability noted CAP's potential of service to the Department of Homeland Security through support of Air Force homeland security missions.¹⁰

⁷ Neprud, p 71.

⁸ CAPP 50-5, April 2013.

⁹ CAPP 50-5, April 2013.

¹⁰ Mulanax, Richard, A Chronology of Civil Air Patrol's Annual Reports to Congress, 1941-2016, in the CAP National History Journal, Jul-Dec 2016.

Letters to the Editor

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

The rise in terrorist activity in the last year points toward greater involvement by CAP in supporting the Air Force and the other Armed Forces and other Government departments in defending the nation. Weather-related natural disasters are on the increase, and this will also be a call to action for CAP emergency services, in cooperation with the Air Force.

Civil Air Patrol will continue partnering with the Air Force in its three core missions of emergency services, aerospace education, and cadet programs, unchanged since World War II.

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