

CIVIL AIR PATROL HISTORICAL DOCUMENTS

DOCUMENTS PERTAINING TO THE PASSAGE OF PUBLIC LAW 80-557,
ESTABLISHING THE CIVIL AIR PATROL AS THE CIVILIAN AUXILIARY OF THE
UNITED STATES AIR FORCE

2018



NATIONAL HISTORY PROGRAM
HEADQUARTERS CAP

DOCUMENTS PERTAINING TO THE PASSAGE OF PUBLIC LAW 80-557,
ESTABLISHING THE CIVIL AIR PATROL AS THE CIVILIAN AUXILIARY OF THE
UNITED STATES AIR FORCE

By

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CAP NATIONAL HISTORY PROGRAM

2018

ABSTRACT

On May 26, 1948, President Harry S. Truman signed H.R. 5298, thereby becoming Public Law 80-557. The legislation established the Civil Air Patrol (CAP) as the civilian auxiliary of the United States Air Force and authorized the Secretary of the Air Force to extend aid to the CAP in the fulfillment of its objectives and “in the fulfillment of the noncombatant mission of the Air Force Establishment to accept and utilize the services of the Civil Air Patrol.” This latter aspect of the legislation serves as the legal foundation for the emergency services function that the corporation continues to execute to the present day.

Over the course of assorted research, the National Historian located published federal records on H.R. 5298 and PL 80-557 which are hereby reproduced. Additionally, he photographed archival documents located at the Library of Congress, Washington, DC, and the Harry S. Truman Presidential Library and Museum, Independence, MO. Additional archival material on the background of H.R. 5298 remains to be located.

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PUBLIC LAW 80-557

Source: An Act to Establish the Civil Air Patrol as a Civilian Auxiliary of the United States Air Force, Public Law 80-557, U.S. Statutes at Large 62 (1948): 274-75.

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PUBLIC LAWS—CHS. 341, 348, 349—MAY 25, 26, 1948 [62 STAT.

[CHAPTER 349]

AN ACT

May 26, 1948
[H. R. 5298]
[Public Law 557]

To establish Civil Air Patrol as a civilian auxiliary of the United States Air Force and to authorize the Secretary of the Air Force to extend aid to Civil Air Patrol in the fulfillment of its objectives, and for other purposes.

Civil Air Patrol.
Establishment as
volunteer civilian aux-
iliary.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Civil Air Patrol be established as a volunteer civilian auxiliary of the United States Air Force; and that, to assist Civil Air Patrol in the fulfillment of its objectives as set out in section 2 of Act of July 1, 1946 (Public Law 476, Seventy-ninth Congress), the Secretary of the Air Force is hereby authorized, to the extent and under such conditions and regulations as he may prescribe—

60 Stat. 346.
36 U. S. C. § 202.

(a) to make available to Civil Air Patrol by gift or by loan, sale or otherwise, with or without charge therefor, obsolete or

62 STAT.] 80TH CONG., 2D SESS.—CHS. 349-351—MAY 26, 28, 1948

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surplus aircraft, aircraft parts, matériel, supplies, and equipment of the Air Force Establishment;

(b) to permit utilization of such facilities of the Air Force Establishment as, in the opinion of the Secretary of the Air Force, are required by Civil Air Patrol to carry out its mission;

(c) to furnish to Civil Air Patrol such quantities of gasoline and oil as may be required by it for the purpose of carrying out any specifically assigned mission;

(d) to establish, maintain, supply, and equip liaison offices of the United States Air Force at the National and State headquarters of Civil Air Patrol, and to detail and assign military and civilian personnel of the Air Force Establishment to such liaison offices;

(e) to detail military and civilian personnel of the Air Force Establishment to units and installations of Civil Air Patrol to assist in the training program of Civil Air Patrol.

SEC. 2. The Secretary of the Air Force is authorized in the fulfillment of the noncombatant mission of the Air Force Establishment to accept and utilize the services of Civil Air Patrol.

Approved May 26, 1948.

SUBCOMMITTEE HEARING ON H.R. 5298, 8 APRIL 1948

Source: U.S. Congress. House. Committee on Armed Services. *Hearing on H.R. 5298 to Establish Civil Air Patrol as a Civilian Auxiliary of the U.S. Air Force, and for Other Purposes.* 80th Cong., 2d sess., April 8, 1948.

[No. 254]

SUBCOMMITTEE HEARING ON H. R. 5298 TO ESTABLISH CIVIL AIR PATROL AS A CIVILIAN AUXILIARY OF THE UNITED STATES AIR FORCE AND TO AUTHORIZE THE SECRETARY OF THE AIR FORCE TO EXTEND AID TO CIVIL AIR PATROL IN THE FULFILLMENT OF ITS OBJECTIVES, AND FOR OTHER PURPOSES

HOUSE OF REPRESENTATIVES,
COMMITTEE ON ARMED SERVICES,
SUBCOMMITTEE No. 3, ORGANIZATION AND MOBILIZATION,
Thursday, April 8, 1948.

The committee met at 11 a. m., Hon. Paul W. Shafer, chairman, presiding.

Mr. SHAFER. The committee will be in order.

H. R. 5298 is a bill to establish the Civil Air Patrol as a volunteer civilian auxiliary of the United States Air Force.

The bill authorizes the Secretary of the Air Force to extend aid to the Civil Air Patrol in its fulfillment of its objectives. It permits the Secretary to make available to Civil Air Patrol by loan, sale, gift, or otherwise, obsolete surplus aircraft, aircraft parts and other Air Force equipment, and further permits the utilization, with or without charge, of Air Force equipment required by the Civil Air Patrol; it permits the United States Air Force to maintain liaison offices at the National and State headquarters, Civil Air Patrol, and to detail military and civilian personnel to assist in the training program of the Civil Air Patrol. The bill also permits the Secretary of the Air Force to accept the services of CAP and to issue property to the Civil Air Patrol in the performance of such services.

The CAP is at present an official Air Force agency as an auxiliary of the United States Air Force. Actually by virtue of Executive Order 939 it has been administered under the supervision of the Secretary of War but this responsibility was delegated to the CG AAF and this function is now in the process of being transferred to the Department of the Air Force in accordance with the provisions of the National Security Act of 1947. Thus CAP is in existence today under provisions of certain portions of the First War Powers Act. Since it is not known when the entire War Powers Act will terminate, this legislation is necessary in order to assure the permanency of the CAP.

Under its present arrangement, the CAP is organized into 48 wings, with one wing in each State. The CAP conducts preflight training programs for boys between the ages of 15 and 17, and for older members flying their own planes. During the war it conducted antisubmarine patrols, border patrols, flood patrols, transportation services, and search and rescue services, to name only a few.

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(5915)

It is not intended that the Civil Air Patrol will serve to expand the Air Force in time of national emergency. It has and will continue to function as a civilian component of the armed forces. In effect, the purposes of the Civil Air Patrol, which would become permanent upon enactment of the proposed legislation, are to provide an organization to encourage and aid American citizens in the contribution of their services in the development of aviation, to provide aviation education and training to senior and cadet members and to foster aviation activities in local communities. It undoubtedly will aid greatly in the procurement of Air Force personnel in the event of a national emergency.

There is no estimate as to the cost involved in the proposed legislation since it will be an administrative matter to determine the amount of aid to be rendered by the Air Force. It would appear that the cost in actual dollars will be slight.

The Air Force is very much in favor of passage of the proposed legislation and the Army and Navy Departments have no objection to it, nor does the Bureau of the Budget.

You may proceed, General.

(H. R. 5298 and accompanying report are as follows:)

[H. R. 5298, 80th Cong., 2d sess.]

A BILL To establish Civil Air Patrol as a civilian auxiliary of the United States Air Force and to authorize the Secretary of the Air Force to extend aid to Civil Air Patrol in the fulfillment of its objectives, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Civil Air Patrol be established as a volunteer civilian auxiliary of the United States Air Force; and that, to assist Civil Air Patrol in the fulfillment of its objectives as set out in section 2 of Act of July 1, 1946 (Public Law 476, Seventy-ninth Congress), the Secretary of the Air Force is hereby authorized, to the extent and under such conditions and regulations as he may prescribe—

(a) to make available to Civil Air Patrol by gift or by loan, sale, or otherwise, with or without charge therefor, obsolete or surplus aircraft, aircraft parts, and other matériel, supplies, equipment, and facilities of the Air Force Establishment;

(b) to permit utilization, with or without charge therefor, of supplies, matériel, equipment, and facilities of the Air Force Establishment which, in the opinion of the Secretary of the Air Force, are required by Civil Air Patrol in carrying out its mission;

(c) to establish, maintain, supply, and equip liaison offices of the United States Air Force at the National and State headquarters of Civil Air Patrol, and to detail and assign military and civilian personnel of the Air Force Establishment to such liaison offices;

(d) to detail military and civilian personnel of the Air Force Establishment to units and installations of Civil Air Patrol to assist in the training program of Civil Air Patrol.

SEC. 2. The Secretary of the Air Force is authorized in the fulfillment of the noncombatant mission of the Air Force Establishment to accept and utilize the services of Civil Air Patrol and to issue to Civil Air Patrol such property of the Air Force Establishment as he may deem necessary for the efficient performance of such services.

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[No. 247]

TO ESTABLISH CIVIL AIR PATROL AS A CIVILIAN AUXILIARY OF THE UNITED STATES AIR FORCE AND TO AUTHORIZE THE SECRETARY OF THE AIR FORCE TO EXTEND AID TO CIVIL AIR PATROL IN THE FULFILLMENT OF ITS OBJECTIVES, AND FOR OTHER PURPOSES (H. R. 5298). MR. JOHNSON OF CALIFORNIA

DEPARTMENT OF THE AIR FORCE,
April 1, 1948.

Hon. WALTER G. ANDREWS,
Chairman, Committee on Armed Services,
House of Representatives.

DEAR MR. ANDREWS: May we refer to your recent letter dated February 10, 1948, requesting the views of the Department of the Air Force with respect to H. R. 5298, Eightieth Congress, a bill to establish Civil Air Patrol as a civilian auxiliary of the United States Air Force and to authorize the Secretary of the Air Force to extend aid to Civil Air Patrol in the fulfillment of its objectives, and for other purposes.

The Department of the Air Force strongly recommends the enactment of H. R. 5298.

The purpose of the proposed legislation is to establish the Civil Air Patrol as a volunteer civilian auxiliary of the United States Air Force and to authorize the Secretary of the Air Force to accept and utilize the service of the Civil Air Patrol; to aid in the performance of many peacetime functions of a civil nature by making available, subject to his determination and discretion, by loan or otherwise, obsolete or surplus aircraft, aircraft parts, other matériel, supplies, equipment, and facilities of the Air Force Establishment.

The Civil Air Patrol, as a volunteer organization, was formed to mobilize civil airmen for national defense and for the advancement of aviation in general. Wartime contributions of the Civil Air Patrol to the defense of our Nation were of outstanding value in many fields, as an interim air arm to conduct coastal, antisubmarine, and border patrol; emergency ferrying of vitally needed parts for war industry; courier service; forest patrol; disaster relief; mercy missions; and search and rescue missions for lost or missing military and civil aircraft. The utilization of the Civil Air Patrol volunteer airmen and aircraft thus released a great number of military aircraft and personnel vitally needed on the fighting fronts.

The necessity for the carrying out of these missions of a civil nature, with the exception of the purely war emergency ones, continues to exist. Both from the standpoint of economy and availability, the light aircraft would continue to be best suited to carry out these missions as heretofore. Further, in view of the reduction in number of military aircraft and personnel, the benefits to be derived from the continuing use of the Civil Air Patrol may be clearly appreciated.

The Civil Air Patrol program occupies a unique position for the instruction of the youth of the Nation. The resultant indoctrination points out the need for and appreciation of adequate air power and air preparedness. It offers, in addition, basic training for the youth of the Nation to perform the increasingly technical and specialized work peculiar to the United States Air Force and the aviation industry. This organization encourages and fosters civil aviation in local communities. In this way the entire aviation industry is offered incentive and stimulus by an important and continuing organization of interested and informed individuals for further development and improvement.

As a recruiting medium, the Civil Air Patrol forms a highly desirable source of air-minded youth for future recruitment, induction, or commission in the air arm of our Nation.

The Department of the Air Force is unable to estimate with accuracy the effect of the proposed legislation upon the expenditure of public funds.

The Departments of the Army and the Navy have been consulted and advise that there is no objection to this report.

The Bureau of the Budget advises that there would be no objection to the submission of this proposed legislation.

Sincerely yours,

W. STUART SYMINGTON.

STATEMENT BY MAJ. GEN. LUCAS V. BEAU, UNITED STATES AIR FORCES

General BEAU. Mr. Chairman and members of the committee, the Department of the Air Force has studied very carefully H. R. 5298 which you are now considering and strongly recommends the enactment of this bill.

Needless to say, one of the greatest problems of this country today is national security, and the Civil Air Patrol is definitely a link in our national security chain.

The National Security Act of 1947, among other things, gave the Department of the Air Force the responsibility for organizing, training and equipping the Air Forces for all envisioned types of operations. Included in these types of operations are missions which were, during the past war, successfully and effectively performed by the Civil Air Patrol.

I am referring to the many services performed by the Civil Air Patrol, such as antisubmarine patrol, antisabotage patrol of power and pipe lines, operation of aircraft warning service, industrial courier service for war industries, priority cargo service between commands, and other types of operations including disaster missions. The utilization of the Civil Air Patrol Volunteer Airmen, using their own aircraft, thus released a great number of military aircraft and personnel vitally needed on the fighting fronts.

The Civil Air Patrol, as a volunteer organization, was formed in 1941 to mobilize civil airmen for national defense and for the advancement of aviation in general. The missions assigned the Civil Air Patrol were primarily of a military nature, and it was decided that operational control should be administered by the War Department, which in turn charged the commanding general, Army Air Forces, with the supervision, direction, and operation of the organization. It is presently in existence as a result of authority found in a portion of the First War Powers Act.

The structural organization of Civil Air Patrol is similar to that of the lower echelons of the United States Air Force, being composed of wings, groups, squadrons, and flights. In each State and in the Territory of Hawaii is a wing headquarters; operating under these wings are 121 groups, 577 squadrons, and 242 flights. The strength of these units is dependent upon the population of each State.

The current mission of the Civil Air Patrol is to organize public-spirited, air-minded American citizens into a voluntary organization trained and equipped to meet a local or national emergency, and devoted to the general advancement of aviation in all its phases.

The Civil Air Patrol is now conducting an extensive Civil Air Patrol cadet-training program. I will touch briefly on certain phases of this program.

1. Ground and preflight training program: Civil air patrol has in operation a ground and preflight training program, the purpose of which is to provide practical ground and preflight instruction in aviation subjects and elementary military matters. The courses of instruction are divided into these three series totaling 385 hours instruction and covering basic, secondary, and advanced aviation subjects. No flying is taught by Civil Air Patrol.

2. **Summer encampments:** During the summer months, summer encampments for Civil Air Patrol cadets are held at available Air Force stations where facilities permit and where there will be no interference with normal United States Air Force activities. The purpose of these encampments is to give selected groups of worthy cadets up to 14 days at USAF stations in order that they may obtain a perspective of station activities and practical aviation operations. The cadets attending these encampments are selected on the basis of merit. One senior Civil Air Patrol member accompanies each 25 cadets and the ranking Civil Air Patrol officer accompanying each group is responsible for the conduct of all personnel and their compliance with instructions issued by the commanding officer of the station. Costs of transportation of the cadets and the senior members accompanying them to and from the United States Air Force stations and all subsistence while visiting the stations is paid in full by the individuals or from other civilian sources. No expenses in connection with these encampments are paid from Government-appropriated funds.

3. **USAF instructors:** Qualified USAF personnel are authorized to serve as part-time instructors when Civil Air Patrol is unable to obtain volunteer instructors from other sources and when such assistance will not interfere with normal United States Air Force activities. Official credit is given to USAF enlistees for training received as Civil Air Patrol cadets, and to USAF Reserve officers for service as volunteer Civil Air Patrol instructors.

4. **Model aviation:** Another activity in which CAP cadet members participate is the building and flying of model aircraft. This part of the cadet training program was initiated with the thought in mind that this is the logical starting point for imparting to the youth of the Nation practical knowledge and training in the fundamentals of aviation.

To maintain Civil Air Patrol on a sound basis, an attractive training program for the senior membership is necessary. Such a program will maintain the continued interest of the senior members and will keep them in a state of readiness. Following activities briefly outline the senior program.

1. **Adult program training:** The adult training provides a well-rounded program of suitable subjects for senior members, which may be studied at the option of the member concerned. These study courses are designed to keep the member abreast of modern air force procedures and to continue his interest in the field of air education.

2. **On-the-job training and garrison schools:** This program provides training under actual air-base conditions for both senior and cadet members. This training covers all phases of activities normally found on Air Force installations, from administration to engineering practices.

3. **Communications:** Realizing the vital role which radio plays in all aircraft operations and the importance of maintaining a large reserve pool of trained radio technicians, the United States Air Force has made available to Civil Air Patrol to radio frequencies (2374 kilocycles and 148,140 kilocycles) for ground-air and point-to-point service on a Nation-wide basis.

These frequencies are restricted to use in training and tactical maneuvers and are licensed for use on a secondary basis subject to causing no interference with primary national-defense operations for which their use might be required. Civil Air Patrol is now engaged in the development of a radio-communications network covering all parts of the United States, concentrated on border and coastal areas, for use in the training program and in the performance of missions in case of local and national emergency.

4. Emergency services: Operational emergency plans are set up throughout the various units of the organization to perform at a moment's notice any emergency flights or service. CAP is, at present, working with Air Rescue Service of Air Transport Command to establish a standard operating procedure whereby Civil Air Patrol flyers may join their search and rescue missions on a Nation-wide basis. These local CAP airmen, in connection with search and rescue missions, are of great importance because of their knowledge of local weather conditions and terrain, and because of their ability to operate their light aircraft at reduced speeds and low altitudes, thus enabling them to perform searches that are impossible with the high-powered tactical aircraft used by USAF.

The enactment of the bill under consideration would establish the Civil Air Patrol as a volunteer civilian auxiliary of the United States Air Force and would permit the Secretary of the Air Force to extend certain aid in the fulfillment of its objectives and purposes.

We in the Air Force believe that the bill is in the interest of our national defense and the advancement of aviation.

APPENDIX

The wartime contributions of the Civil Air Patrol to the defense of our Nation were of outstanding value in many fields. As an interim air arm they conducted the following missions:

Coastal patrol: During this coastal patrol operation 173 submarines were located, 91 transport vessels reported in distress, and 363 survivors reported. In order to accomplish this operation, Civil Air Patrol flew 240,000 hours over our coastal waters.

Southern liaison patrol: Civil Air Patrol pilots and observers flew 30,000 airplane hours along the Rio Grande from San Benito, Tex., to Douglas, Ariz., to report illegal crossings and other irregularities.

Missing aircraft search: In this activity, over 25,000 hours were flown in the search for 208 military aircraft, 75 of which were located and reported by this activity.

Tow target and tracking: At the request of the eastern and western defense commands, Civil Air Patrol established a tow target and tracking mission during which 46,700 hours were flown on day and night towing and tracking operations.

Miscellaneous missions: Under the supervision of Army Air Forces, CAP operated the following miscellaneous missions:

- (a) Exercise of aircraft warning service for third fighter command.
- (b) Subdepot courier service for first air force.
- (c) Aircraft radio calibration flights for Signal Division of the AAF Service Command.
- (d) Transportation of Chemical Warfare Service officers to observe effectiveness of experimental smoke screens for amphibious operations.

(e) Transportation of Engineer Corps officers engaged in layout and inspection of camouflage installations.

(f) Extensive forest-patrol operations in a majority of States.

(g) Industrial courier missions for war industries.

(h) Disaster missions, including flood patrol, rescue services, mercy flights for Red Cross, and so forth.

(i) Antisabotage patrol of power lines, pipe lines, aqueducts, and so forth.

These and many other missions were accomplished by volunteer Civil Air Patrol men and women who were not deferred from the draft by reason of membership in or importance to Civil Air Patrol, but were deferred by reason of over-age, physical disability, or other reasons.

Mr. SHAFER. What is this going to cost us?

General BEAU. Mr. Chairman, we figure that this bill will cost the Air Force, in material and personnel, about \$1,409,000.

That includes \$366,000 for maintenance and operation of 48 advanced training planes which are used by Air Force officers—they are our liaison officers in the field; \$334,000 for the pay of 54 officers, that is, Air Force Regular officers; \$216,000 for the pay of 63 enlisted men who are Air Force enlisted men; and \$142,000 for the pay of 54 civilians, that is, civil-service employees.

Mr. JOHNSON of California. May I ask a question?

Mr. SHAFER. Mr. Johnson.

Mr. JOHNSON of California. Those officers that you mentioned are now on the pay roll and they would be on the pay roll whether this organization is established or not?

General BEAU. Yes, sir.

Mr. JOHNSON of California. In other words, they are really just being diverted from their present duty into the double air patrol duty?

General BEAU. Yes, sir.

Mr. JOHNSON of California. And in your opinion, will their work in the Civil Air Patrol be as constructive and helpful for the security situation as it is now?

General BEAU. Mr. Johnson, I think it will be greater because people in uniform can go far in security, but with an organization that is so unique as the Civil Air Patrol, they are the greatest link we have with the civilian people of this country.

Mr. JOHNSON of California. Now, outside of that, there is no dollar appropriation required for this organization, is there?

General BEAU. None whatsoever.

Mr. JOHNSON of California. In your statement you elaborate on the use of surplus property that they may have the use of.

General BEAU. That is correct; surplus property which is donated from War Assets or from the Air Force.

Mr. JOHNSON of California. It is all on hand now.

General BEAU. It is all on hand now.

Mr. JOHNSON of California. This does not contemplate the purchase of any new property?

General BEAU. No, sir.

Mr. SHAFER. In other words, there actually is not any added expense to the Government.

General BEAU. Oh, no; no added expense.

Mr. Chairman, you take into consideration officers. Now we have a wing started in Washington here. We are setting up a new wing, which will call for another Air Force officer, another Air Force enlisted man, and another civil-service girl, a CAF-4 which is as high as we go.

Alaska has become very much interested in this program. We are going to activate a CAP unit in Alaska.

As you know, in that last B-29 crash, the bush pilot could do more than we could. They know the terrain and they know the weather.

Mr. JOHNSON of California. General, take men like this man Stone of Columbus, Ohio, at the head of the organization. Those men, and many similar men to him, who are mature businessmen, render their service without any compensation.

General BEAU. They get absolutely nothing.

Mr. JOHNSON of California. No travel pay, or anything of the kind.

General BEAU. No travel pay.

Mr. JOHNSON of California. And in your statement you explained to a certain extent, just exactly what their various activities and programs are.

General BEAU. That is right, sir.

Mr. JOHNSON of California. For the record, are you the man who was designated by the Chief of the Air Force to handle this program?

General BEAU. That is correct. I am the national commander of the Civil Air Patrol, stationed at Bolling Field.

Mr. SHAFER. Has this been O. K.'d by the Bureau of the Budget?

General BEAU. Yes, sir; I understand it has.

Mr. SHAFER. And by the War Department?

General BEAU. Yes, sir.

Mr. SHAFER. And the Navy?

General BEAU. Yes, sir.

Mr. JOHNSON of California. We have a favorable report, Mr. Chairman, from the Budget Bureau.

Is it in order to make any motions now?

Mr. BLANDFORD. I have three questions, Mr. Chairman, for the record.

Mr. SHAFER. All right.

Mr. BLANDFORD. What authority is contained in the proposed legislation, General, that would be in addition to the existing authority under the War Powers Act?

General BEAU. If this bill goes through, it will give us a better channeling of supplies.

For instance, if I can come up with an example, at the present time the Air Force has a lot of flying equipment that is obsolete. We are set up as an educational organization. Flying equipment is not on the list which can be donated to an educational organization.

Flying clothing is not on the list, as a donable property. The Air Force are willing to give it to us, but they cannot give it to us because it is not on that list of donable property.

In other words, the Air Force will destroy it and get rid of it where the CAP can use it. That is where it will help to channel supplies.

Mr. BLANDFORD. Now this is something that has mystified me to a certain extent. Let me ask this question. The Civil Air Patrol is an auxiliary of the United States Air Force, but it will not serve to expand the Air Force in time of national emergency or war and it functions as a civil agency and does not constitute a civil component of the Armed Forces. I am not clear on what that means.

General BEAU. Will you read that again, please?

Mr. BLANDFORD. The CAP functions as a civil agency, but it does not constitute a civil component of the armed forces.

Mr. SHAFER. That is not very clear.

General BEAU. It is not clear.

Mr. BLANDFORD. This was prepared by the Department of the Air Force.

Mr. JOHNSON of California. May I give my interpretation of it?

Mr. SHAFER. Mr. Johnson.

Mr. JOHNSON of California. It isn't a civil component like civil-service employees are.

Mr. BLANDFORD. That is possibly what they mean.

Mr. JOHNSON of California. That is what they mean.

This was sent up to Secretary Symington's office, to cull it over for phraseology and they approved it.

Mr. BLANDFORD. I wonder if they mean it is not like the ROTC.

General BEAU. I think that is probably right.

Mr. JOHNSON of California. Yes.

Mr. BLANDFORD. That is a civil component.

General BEAU. Yes.

Mr. BLANDFORD. Now, there is no pay involved.

General BEAU. No pay.

Mr. BLANDFORD. These people are not in a reserve status.

General BEAU. No, sir.

Mr. BLANDFORD. They are not in any status whatsoever that would qualify them for any benefit that would accrue from being engaged in flight using Air Force equipment?

General BEAU. No.

Mr. BLANDFORD. They are not eligible for any Government compensation?

General BEAU. No, sir.

Mr. BLANDFORD. And they are not within the compensation acts?

General BEAU. No, sir. I would like to straighten out one thing, though, sir.

The Civil Air Patrol is now getting up a directory, for them to work with the Air Transport Command in rescue work.

Now, when they are called out by ATC when there is a crash or a plane is missing, regardless of whether it is a civilian plane, or a military plane the Air Force will compensate them for the oil and the gas they use on that mission.

Mr. BLANDFORD. And that is all.

General BEAU. That is all. No pay.

Mr. BLANDFORD. Very generous.

General BEAU. They are doing it every day.

Mr. SHAFER. And are glad to do it.

General BEAU. Yes.

Mr. BLANDFORD. What liability does the United States assume when it supplies equipment to the Civil Air Patrol? I have in mind this: A plane is supplied, we will say, from surplus equipment. There is no guaranty on the part of the United States that the aircraft is serviceable, or anything of that nature.

There is no guaranty of maintenance. In other words, anyone who takes that plane, takes it as is, and the United States Government is free of any responsibility; is that correct?

General BEAU. Free of any responsibility; yes, sir.

Now, when we give them airplanes, surplus airplanes, they are in a certain class. They are obsolete. They cannot be flown, or on the other hand, when we loan them aircraft, like we have the little L-4's, the Air Force loans them that aircraft with the understanding that they can fly that, because it is flyable. If it is an already obsolete airplane to be used for instruction purposes, they cannot fly it.

Mr. BLANDFORD. Now, what protection do you have against cannibalization of surplus or obsolescent aircraft—not obsolete, but obsolescent aircraft?

General BEAU. They have to pick up on their stock record cards—we make them carry a stock record card exactly as we do in the Air Force—all donable properties. In that way we protect the Government that they do not go out and sell or give it away.

Mr. BLANDFORD. Who receipts for that?

General BEAU. They do.

Mr. BLANDFORD. The wing commander or—

General BEAU. The wing commander and the liaison officer who is at that wing headquarters has to inspect it and our inspector from headquarters here has to make a check every so often on their stock record cards.

Mr. BLANDFORD. Only one other question. Do you have any figures available at all which would indicate how many trainees or people who have been instructed through Civil Air Patrol have entered the United States Air Force?

General BEAU. No. I know that during the war they had recruited about fifty or sixty thousand people for Air Force. Out of that was about 40,000 Wac's.

We have at the present time between forty and fifty thousand cadets in training in the United States and on our effective rolls are about 122,000.

Mr. BLANDFORD. Those are all potential Air Force personnel, are they not?

General BEAU. Potential Air Force personnel.

Mr. BLANDFORD. That are receiving training that they would not otherwise get and at the same time make them that much more valuable to the Air Force in event of an emergency.

General BEAU. That is right, sir.

And they have a Form 20—which is like an officer's Form 66-2—that carries everything on it. It carries the school they go to and what training they have had.

Now, that is on their certificate when they complete their 3 years' training as a cadet in the CAP.

They are potential recruit for the Air Force because when a recruited officer gets this form that this boy has, it says he has completed the CAP cadet program.

Mr. BLANDFORD. I was going to ask that question: Does it aid these boys, then, in receiving preflight appointments as cadets for wherever they send their Air Force cadets?

General BEAU. Of course, that depends upon their physical condition.

Mr. BLANDFORD. Yes; but I mean that is considered by the people who make the assignment and select these cadets.

General BEAU. Yes.

Mr. BLANDFORD. If they have had this CAP training——

General BEAU. If they have had the CAP training, they are of more value to the Air Force.

Mr. BLANDFORD. That is all.

Mr. SHAFER. Do you want to make a motion to report the bill?

Mr. JOHNSON of California. I move we report the bill favorably to the Armed Services Committee, Mr. Chairman.

Mr. SHAFER. And Mr. Havenner supports that motion.

Without objection it will be reported.

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GENERAL CARL SPAATZ PAPERS

Source: Folder labeled "Civil Air Patrol," Box 257, Carl Spaatz Papers, Manuscript Division, Library of Congress, Washington, DC.

AFACG-12 (6 Oct 47)

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
OFFICE OF THE CHIEF OF STAFF

DATE 4 Mar 48

MEMORANDUM FOR: General Spaatz

Regarding the attached Bill, comments are:

1. No objection by the Army.
2. Comment "No objection" is due today from the Navy.
3. By 10:00 this morning the Bill will be hand-carried to the Bureau of the Budget, along with a letter from Mr. Symington to Mr. Webb of the Budget Bureau, who has promised the utmost speed in the Budget Bureau's consideration.
4. Within perhaps 10 days or 2 weeks the Bill will be ready for the Committee, having gone through the Bureau of the Budget and the other necessary steps.

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NOTED BY CS

C. J. MOORE
Major, USAF
Aide to CS/USAF

6-2075, AF

80TH CONGRESS
2^D SESSION

H. R. 5298

A BILL

To establish Civil Air Patrol as a civilian auxiliary of the United States Air Force and to authorize the Secretary of the Air Force to extend aid to Civil Air Patrol in the fulfillment of its objectives, and for other purposes.

By Mr. JOHNSON of California

FEBRUARY 5, 1948

Referred to the Committee on Armed Services

Congressman Justin Leroy Johnson (R), representing California's 3rd District.

80TH CONGRESS
2D SESSION

H. R. 5298

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 5, 1948

Mr. JOHNSON of California introduced the following bill; which was referred to the Committee on Armed Services

A BILL

To establish Civil Air Patrol as a civilian auxiliary of the United States Air Force and to authorize the Secretary of the Air Force to extend aid to Civil Air Patrol in the fulfillment of its objectives, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That Civil Air Patrol be established as a volunteer civilian
4 auxiliary of the United States Air Force; and that, to assist
5 Civil Air Patrol in the fulfillment of its objectives as set
6 out in section 2 of Act of July 1, 1946 (Public Law 476,
7 Seventy-ninth Congress), the Secretary of the Air Force
8 is hereby authorized, to the extent and under such conditions
9 and regulations as he may prescribe—

1 (a) to make available to Civil Air Patrol by gift
2 or by loan, sale or otherwise, with or without charge
3 therefor, obsolete or surplus aircraft, aircraft parts, and
4 other matériel, supplies, equipment, and facilities of the
5 Air Force Establishment;

6 (b) to permit utilization, with or without charge
7 therefor, of supplies, matériel, equipment, and facilities
8 of the Air Force Establishment which, in the opinion
9 of the Secretary of the Air Force, are required by Civil
10 Air Patrol in carrying out its mission;

11 (c) to establish, maintain, supply, and equip liaison
12 offices of the United States Air Force at the National
13 and State headquarters of Civil Air Patrol, and to detail
14 and assign military and civilian personnel of the Air
15 Force Establishment to such liaison offices;

16 (d) to detail military and civilian personnel of the
17 Air Force Establishment to units and installations of
18 Civil Air Patrol to assist in the training program of
19 Civil Air Patrol.

20 SEC. 2. The Secretary of the Air Force is authorized
21 in the fulfillment of the noncombatant mission of the Air
22 Force Establishment to accept and utilize the services of
23 Civil Air Patrol and to issue to Civil Air Patrol such
24 property of the Air Force Establishment as he may deem
25 necessary for the efficient performance of such services.

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE

*May Moore
to files under
I am called.
es*

The Department of the Air Force has studied very carefully HR 5298, which you are now considering, and we strongly recommend the enactment of this bill.

Needless to say, one of the greatest problems of this country today is national security, and the Civil Air Patrol is definitely a link in our national security chain.

The National Security Act of 1947, among other things, gave the Department of the Air Force the responsibility for organizing, training and equipping air forces for all envisioned types of operations. Included in these types of operations are missions which were, during the past war, successfully and effectively performed by the Civil Air Patrol. I am referring to the many services performed by the Civil Air Patrol, such as anti-submarine patrol, anti-sabotage patrol of power and pipelines, operation of aircraft warning service, industrial courier service for war industries, priority cargo service between Commands, and other types of operations including disaster missions. The utilization of the Civil Air Patrol volunteer airmen, using their own aircraft, thus released a great number of military aircraft and personnel vitally needed on the fighting fronts.

The Civil Air Patrol, as a volunteer organization, was formed in 1941 to mobilize civil airmen for national defense and for the advancement of aviation in general. The missions assigned the Civil Air Patrol were primarily of a military nature, and it was decided that operational control should be administered by the War Department, which in turn charged

the Commanding General, Army Air Forces, with the supervision, direction and operation of the organization. It is presently in existence as a result of authority found in a portion of the First War Powers Act.

The current mission of the Civil Air Patrol is to organize public-spirited, air-minded American citizens into a voluntary organization trained and equipped to meet a local or national emergency, and devoted to the general advancement of aviation in all its phases.

The Civil Air Patrol is now conducting an extensive Civil Air Patrol Cadet Training Program. It is also familiarizing the youth of the nation with the opportunities in civilian and military aviation. These tasks are of paramount importance to our national security in that the youth of the nation are learning to perform technical and specialized jobs peculiar to the air arm.

The enactment of the bill under consideration would establish the Civil Air Patrol as a volunteer civilian auxiliary to the United States Air Force, and would permit the Secretary of the Air Force to extend certain aid in the fulfillment of its objectives and purpose.

We in the Air Force believe that the bill is in the interest of our national defense and the advancement of aviation.

APPENDIX

The wartime contribution of the Civil Air Patrol to the defense of our nation were of outstanding value in many fields. As an interim air arm they conducted the following missions:

Coastal Patrol - During this coastal patrol operation 173 submarines were located, 91 transport vessels reported in distress, and 363 survivors reported. In order to accomplish this operation, Civil Air Patrol flew 240,000 hours over our coastal waters.

Southern Liaison Patrol - Civil Air Patrol pilots and observers flew 30,000 airplane hours along the Rio Grande from San Benito, Texas, to Douglas, Arizona, to report illegal crossings and other irregularities.

Missing Aircraft Search - In this activity, over 25,000 hours were flown in the search for 208 military aircraft, 75 of which were located and reported by this activity.

Tow Target and Tracking - At the request of the Eastern and Western Defense Commands, Civil Air Patrol established a tow target and tracking mission during which 46,700 hours were flown on day and night towing and tracking operations.

Miscellaneous Missions - Under the supervision of Army Air Forces, CAP operated the following miscellaneous missions:

- a. Exercise of Aircraft Warning Service for Third Fighter Command.
- b. Sub-Depot Courier Service for First Air Force.

- c. Aircraft radio calibration flights for Signal Division of the AAF Service Command.
- d. Transportation of Chemical Warfare Service officers to observe effectiveness of experimental smoke screens for amphibious operations.
- e. Transportation of Engineers Corps officers engaged in layout and inspection of camouflage installations.
- f. Extensive Forest Patrol operations in a majority of states.
- g. Industrial courier missions for war industries.
- h. Disaster missions, including flood patrol, rescue services, mercy flights for Red Cross, etc.
- i. Anti-sabotage patrol of power lines, pipe lines, aqueducts, etc.

These and many other missions were accomplished by volunteer Civil Air Patrol men and women who were not deferred from the draft by reason of membership in or importance to Civil Air Patrol, but were deferred by reason of over age, physical disability, or other reasons.

The following are possible questions which might arise at the presentation and suggested answers:

Question 1. In your statement you indicated that the enactment of this bill would permit the Department of the Air Force to give assistance to the CAP program, which it is not possible to get at the present time. Why is that true?

Answer. As a legal auxiliary of the Air Force, the organization would be able to utilize the same supply channels and priorities; cooperation would be more readily accomplished in securing necessary equipment.

* * * * *

Question 2. Are you prepared to give us the estimate of the future cost for one year in men and materials involved in this program?

Answer. In November of last year we made a detailed study of what the CAP program would cost the Air Force in the way of material and personnel. Our estimates showed that of \$1,409,000 required for one year's operation of the program, \$366,000 would be used for the maintenance and operation of 48 advanced trainer type aircraft; \$334,000 for the pay of 54 officers; \$216,000 for the pay of 63 enlisted men; \$142,000 for the pay of 54 civilians; \$40,000 for printing and binding manuals and training directives; \$32,000 for temporary duty expenses; \$15,000 for office space rental; \$13,000 for vehicular maintenance, and \$236,000 would be used for the maintenance of 223 liaison type aircraft.

Question 3. Can you give us an estimate of the cost of operating the Civil Air Patrol under its present status?

Answer.

Civilian personnel	\$ 141,304.86
Temporary duty travel for Air Force personnel	47,376.00
Miscellaneous per diem travel pay for CAP Board members and Wing Commanders to attend conferences, etc.	7,680.00
Communication and administrative costs for the National Headquarters, CAP, comprised of 14 Air Force officers and 48 liaison officers	25,440.00
Rental - space for storage of equipment	2,100.00
Operation and maintenance of 48 vehicles	17,856.00
Form 15 - Gasoline and supplies and services for administrative aircraft used by liaison officers	51,840.00
Operation and maintenance of L-4 aircraft on loan to CAP	236,391.15
Reimbursement for CAP aircraft and other expenses entailed in CAP search and rescue programs	18,000.00
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Total cost of operation of CAP to the Air Force	\$ 547,988.01

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Question 4. What is the need for the Civil Air Patrol in peacetime?

Answer.

The missions of the CAP include the maintenance of a strong link between military and civil aviation. This is necessary if this

country is to maintain its status in world air power. As a link between military and civil aviation, CAP has currently a youth program designed to educate boys and girls between the ages of 15 and 18 years for the role they must assume in this air age. One of the greatest needs for CAP in peacetime is satisfied by its extensive operation in the relief of natural disasters affecting communities throughout the United States, such as fires, floods, etc.

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Question 5. What aid will the Air Force give the Civil Air Patrol under this bill?

Answer. With the Civil Air Patrol organized as an official auxiliary of the U. S. Air Force, the organization will be eligible to receive a great deal of equipment, educational aid, and use of facilities hitherto limited because of its status. This will result in a definite expansion of their program, both for senior members and for cadets.

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Question 6. Is there a precedent for statutory recognition of the Civil Air Patrol?

Answer. Yes. Such a statutory recognition has a precedent in the law which provides for the Coast Guard Auxiliary, 14 U. S. Code 260-271.

Question 7. Can the National Guard or the Air Reserve accomplish the mission now being performed by the Civil Air Patrol?

Answer. No. I believe this would be impossible even with a great deal of additional expense involved. The Civil Air Patrol consists of members from almost every walk of life, making them valuable to search and rescue and specialized duties of disaster relief. As an example, the search and rescue program can be carried out more successfully by light airplanes and by persons who are familiar with the terrain in their own localities. Neither the Air Reserve nor the National Guard have the type personnel or equipment to accomplish the mission expected and accomplished by the CAP .

* * * *

Question 8. With respect to Public Law 476, passed 79th Congress, July 1946, the authority was given for the Civil Air Patrol to incorporate. What connection does that have with the bill before this session?

Answer. The passage of this bill will make the incorporation, formed on the authority of Public Law 476, an auxiliary of the USAF.

* * * *

Question 9. Just how many people are involved in CAP's program?

Answer. There are approximately 110,000 senior members in the Civil Air Patrol and approximately 100,000 cadets.

Question 10. About how many airplanes can the Civil Air Patrol muster, both private and those on loan from the Air Force?

Answer. There are upwards of 6,000 privately owned and operated aircraft involved in the organization of the Civil Air Patrol. In addition to this figure, there are 223 L-4 liaison type aircraft on loan to the Civil Air Patrol from the Air Force, making a total of 6223.

PRESIDENT HARRY S. TRUMAN PAPERS

Source: Folder labeled "Civil Air Patrol," Box 1818, OF 1285-D, Air Force, U.S. – Misc. (1947-Mar. 1950), White House Central Files: Official File, Papers of Harry S. Truman, Harry S. Truman Presidential Library and Museum, Independence, MO.

STANDARD FORM No. 14A
APPROVED BY THE PRESIDENT
MARCH 10, 1926

FROM The White House
Washington

TELEGRAM 1285-14

OFFICIAL BUSINESS—GOVERNMENT RATES May 26, 1948

Civil Air Patrol

Chairman,
Civil Air Patrol Board, Mayflower Hotel, Washington, D. C.

I am happy to inform you that I have just approved H.R. 5298, an act "To establish Civil Air Patrol as a civilian auxiliary of the United States Air Force and to authorize the Secretary of the Air Force to extend aid to Civil Air Patrol in the fulfillment of its objectives, and for other purposes".

My very best wishes to you and all of those in attendance at the annual dinner of the Civil Air Patrol.

HARRY S. TRUMAN



NOT RECORDED

WASHINGTON DC MAY 27 1948

HARRY S TRUMAN, THE PRESIDENT OF THE UNITED STATES
THE WHITE HOUSE

MR. PRESIDENT:

THANK YOU FOR YOUR PERSONAL EFFORTS IN EXPEDITING YOUR APPROVAL OF H.R. 5298 SO THAT ITS COMPLETION COULD BE ANNOUNCED AT OUR DINNER MEETING. WE WERE SINCERELY DISAPPOINTED YOU COULD NOT ATTEND BUT YOUR MESSAGE WAS READ AND BROADCAST OVER OUR NETWORK TO ALL OUR UNITS THROUGHOUT THE NATION COL GEORGE A STONE CHAIRMAN CIVIL AIR PATROL BOARD.

MAY 27 10 25 PM 1948
MAY 27 10 28 PM 1948



7.
May 26, 1948

Dear Colonel Stone:

I am happy to inform you that I have just approved H. R. 5298, an act "To establish Civil Air Patrol as a civilian auxiliary of the United States Air Force and to authorize the Secretary of the Air Force to extend aid to Civil Air Patrol in the fulfillment of its objectives, and for other purposes".

My very best wishes to you and all of those in attendance at the annual dinner of the Civil Air Patrol.

Very sincerely yours,

(Sgd) HARRY S. TRUMAN



Colonel George A. Stone, xw.c.
Chairman,
Civil Air Patrol Board, xw.c.,
Mayflower Hotel,
Washington, D. C.

elb

x1285-U.S. Air Forces
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x249 official
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xInvitation Washington, D.C.