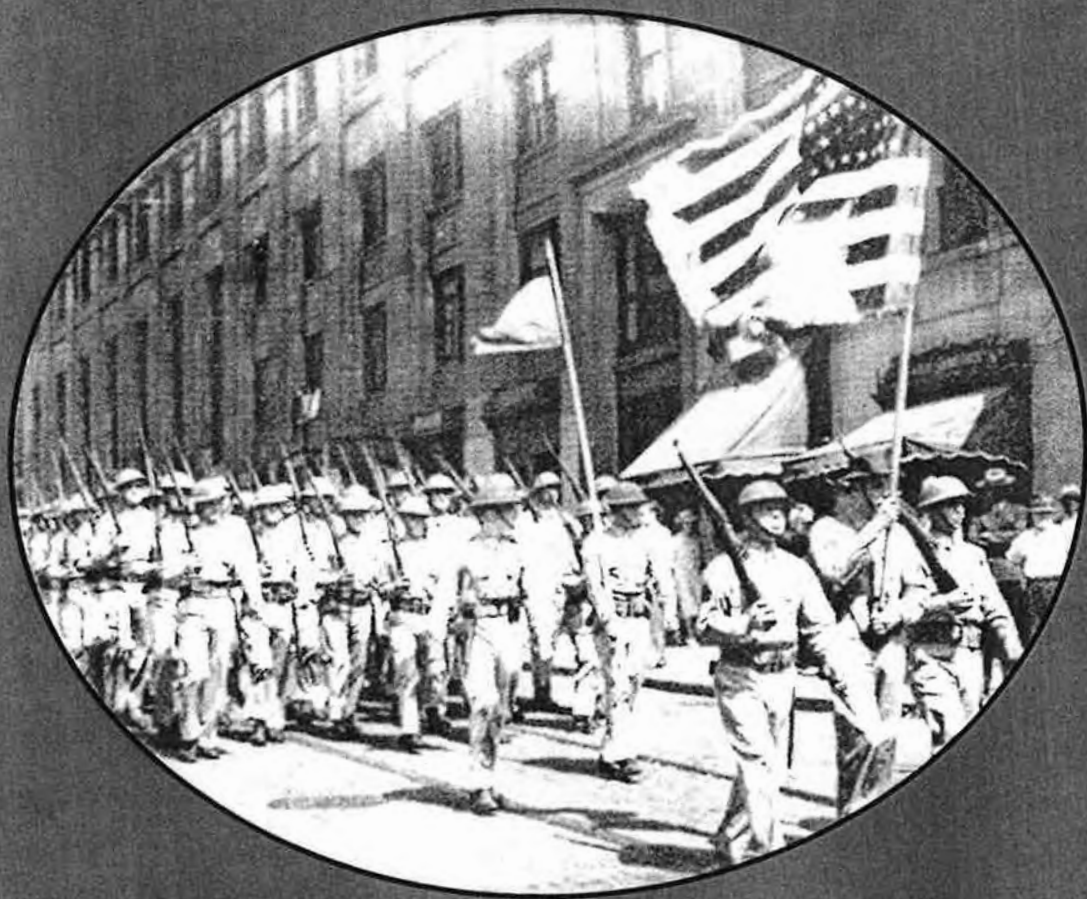


# DELAWARE'S ROLE IN WORLD WAR II



Volumes I and II

William H. Conner  
Leon deValinger Jr.

and Information, and the Emergency Medical Service. These last-named agencies were placed in direct care of evacuees and were charged with providing civilian aid in the emergency.

**CIVIL AIR PATROL.** Originally established in December, 1941, the Civil Air Patrol was confirmed as an integral corps of the Office of Civilian Defense in April, 1942. It consisted of a Wing Command in each State and subordinate units composed of members engaged in civilian air activities, such as observation and patrol flying, courier and ferry service, forest patrol, and training for such missions. The CAP was supervised by a staff of officers of the Army Air Forces assigned to the OCD. The Patrol was headed by a National Commander appointed by and responsible to the Director of the OCD.

Shortly after the attack on Pearl Harbor, the Delaware Wing of the Civil Air Patrol was organized under the leadership of its first Wing Commander, Holger Hoiriis, who was an assistant to Richard C. duPont, president of All-American Aviation, Inc. Commander Hoiriis devoted his whole attention to CAP work. Allison F. Fleitas was named Wing Adjutant, and Hugh R. Sharp, Jr., became Training and Operations Officer.

Through the early days of CAP, Delaware led the nation in the percentage of pilots enrolled for duty. Courses of instruction were started, and all members were required to take First Aid. Those not qualified to operate aircraft radios were given a radio course, and studies were required in navigation and meteorology. On January 23, 1942, with four squadrons formed and the training program well under way, announcement was made by Commander Hoiriis that "The Delaware Wing is ready for duty."

Commander Hoiriis was succeeded as Wing Commander by Major Herman S. Miller who served most acceptably in 1942-43, and was followed by Major Don V. Seevers, appointed July 1, 1943. Lieutenant Colonel William J. Simpson became Commander on December 4, 1944. As of September, 1943, the Delaware Wing operated three squadrons: Wilmington with 350 members; Dover with fifty; and Sussex County with 100. At this time the CAP in Delaware was suffering from lack of funds, since the organization was prohibited from soliciting funds in any way, and had to rely on allotments from private concerns or the State government. All personnel was volunteer.

An interim report of Major Miller, Wing Commander, to Governor Bacon as of December, 1942, stated that "We are in the process of completing all our Training Directives. Our total personnel to date, including commissioned officers, non-commissioned officers, and enlisted members is 210."

Although organized by the OCD, the CAP unit was transferred to the War Department on April 29, 1943, as an auxiliary of the Army Air Forces. The OCD was abolished in 1945, but such move had no effect upon the status of CAP.

Four Army training planes were assigned to the Delaware Civil Air Patrol in December, 1943, for use by the Delaware Wing in performing courier work for the Army and also for use in the intensive Army Air



Cadet program. Their appearance at the DuPont Airport was viewed as an indication of the growing importance of the CAP, then in its third year. At the same time, announcement was made of the personnel of the examining board for the three Delaware Counties. They were: New Castle, Major Seevers, Captain William J. Simpson, Captain James H. Snowden; Lieutenants E. J. McVicker and Preston Tatman; Kent, Lieutenants E. D. Biter and Melvin Hopkins; Sussex, Lieutenants James P. Scott and N. Ashley Jenkins.

Beginning in October, 1942, the National Commander authorized a grade of membership in the CAP to be designated as "Cadet." The Cadet was a native-born student in good scholastic standing in the last or next to the last year of senior high school. On completion of cadet training and graduation from high school, they were eligible for full membership in the CAP. The training of these cadets became a special feature of Delaware Civil Air Patrol work beginning in 1944, and in addition to pursuing the theoretical courses required, the cadets also took ten-day training trips to New Castle and Dover Army Air Bases.

Yet all the while the Patrol continued on its initial plans of work, aiding the OCD and rendering assistance wherever needed. On several occasions, they "observed" from planes during blackouts for violations. Their patrol work was especially valuable because of the proximity to bay and ocean, where enemy submarines might some day appear, and where rescue work for downed airmen on patrol was quite possible.

On February 19, 1943, Major Hugh R. Sharp, Jr., of the Wilmington CAP and Ensign Edmond I. Edwards, U. S. N. R., of Newark, were congratulated in persons and received Army Airforce medals from President Franklin D. Roosevelt for their rescue with an amphibian plane of a CAP flier floating on a rough sea with a broken back after his ship had crashed. On May 29, 1943, two CAP fliers were rescued from the Atlantic Ocean off lower Sussex County when their plane crashed. Through the work of Major Sharp, commander of the CAP Coastal Patrol No. 2, also on routine flight with the unfortunate men, two Coast Guard vessels were sighted eight miles away and came to the rescue, taking off both men little the worse for wear. Lieutenant Harold Owen Swift, CAP pilot, of Stanton, Delaware, was found dead on a life-raft in the storm-tossed Atlantic Ocean thirty hours after he made a forced descent on the water on March 6, 1943. His death was apparently caused by exposure, following a snowstorm in which he was forced down, apparently because of engine trouble. Both Swift and his observer, Lieutenant Harvey P. Cannon, of Utica, N. Y., got into separate rubber life-rafts, but the pair were later separated. Cannon was picked up in five hours by a Coast Guard vessel. Lieutenant Swift, who entered the service on May 15, 1942, was awarded an Air Medal posthumously.

A veteran CAP pilot, Bayard F. Henderson, of Blackbird, Delaware, was killed in a plane crash at Laredo, Texas. Henderson had been flying for the CAP for eighteen months. James W. Taylor, of Claymont, a CAP cadet, died while in camp at Dover Army Air Base, and was awarded a military funeral.

During the course of the war, thirty CAP fliers out of 75,000 volunteers operating at more than a thousand airfields, were killed and seventy-three planes were lost. More than 150 submarines were spotted for the Army, Navy, and the Coast Guards, and off-shore patrol missions brought rescue to crews of many torpedoed tankers.

On August 7, 1945, the Delaware Wing was composed of four Squadrons. That of Wilmington was commanded by Major R. Maynard Marshall; that of New Castle by Lieutenant James S. Spruance; that of Dover by Edward D. Biter; and that of Sussex County by Lieutenant Carl W. Utz.

With the closing of the war, the Civil Air Patrol did not disband, but continued its excellent work, with the emphasis laid on the training of CAP Cadets.

**PROPERTY OFFICERS.** State and Local Property Officers were appointed in Delaware who were custodians of equipment and supplies made available by the National Government to the various states and communities for the protection of persons and property from bombing attacks, sabotage, and other war hazards. Considerable equipment, chiefly fire hose, pump tank extinguishers, gas masks, steel helmets, and medical supplies, was allotted on request to Delaware. Thousands of tools, axes, shovels, buckets, and the like were sent to the several communities, as well as a liberal supply of fire pumpers, firemen's coats, pants, and helmets, ladders, cots, and stretchers. It was estimated (1945) that OCD items worth \$400,000 had been allocated to Delaware. This property was returned to the United States Department of Commerce at the close of hostilities.

Colonel Edgar S. Stayer of Rehoboth was the State Property Officer, named in the formation of the State Council of Defense. Local Property Officers, appointed by the Levy Courts of each county, were as follows: Samuel Bagg, New Castle; Thomas E. Baker, Kent; and W. Olva Prettyman, Sussex. Mr. Prettyman died shortly after appointment, and was succeeded by Robert Hastings. Lawrence V. Ward was the Local Property Officer for Wilmington.

**CONSERVATION OF CULTURAL RESOURCES.** On December 18, 1941, State Archivist Leon deValinger, Jr., received a letter from the National Resources Planning Board of the Executive Office of the President of the United States asking him to serve as Temporary Chairman to organize a meeting of a Committee on the Conservation of Cultural Resources in Delaware. The objective of such a committee was to formulate plans for the protection of museum objects, works of art, records, manuscripts, and library holdings in the event that enemy bombing or invasion became imminent. On acceptance of the invitation, Mr. deValinger called a meeting of curators, librarians, and records custodians. These included the following:

Isaac R. Brown, Jr.  
Register of Wills  
New Castle County  
Wilmington

Francis P. Morgan  
Clerk of Peace  
Sussex County  
Georgetown



## Kent County

Bowers, Harry T. Blades	Harrington, O. C. Passmore
Camden, Charles duPont Ridgely	Hartly, Henry Norton
Cheswold, Joseph W. Swain	Kenton, Gilbert Davis
Clayton, Mayor Carl A. Hurd	Leipsic, Walter A. Handsberry
Dover, Judge John P. LeFevre	Little Creek, William Achtenberg
Felton, W. H. Eaton	Magnolia, Claude C. McIlvaine
Frederica, W. M. Stevenson	Smyrna, Dr. R. F. Corley
Wyoming, Clarence J. Marker	

## Sussex County

Blades, John E. Hastings	Lynch Heights, J. B. Jefferies
Bridgeville, Martin L. Doordan	Milford, Mayor Edward C. Evans
Dagsboro, J. R. Baker	Millsboro, Mayor Lester H. Long
Delmar, M. B. Sherwood	Milton, Joseph R. Reed
Ellendale, Thomas P. Wilson	Ocean View, Willis Mitchell
Frankford, LeRoy H. Ryan	Seaford, Dr. Howard Rigglin
Georgetown, Franklin J. Butz	Selbyville, Conn Scott
Greenwood, W. Paul Lord	Slaughter Beach, Russell Boyer
Houston, W. H. Jump	Rehoboth, Col. Edgar S. Stayer,
Laurel, Frank Oliphant	Coordinator
Lewes, Dr. U. V. Hocker	George Till, Chairman
Lincoln, Harry Clendaniel	

Although the scope of Civilian Defense was manifold, this was chiefly because one of its principal functions was to coordinate all activities to the defense effort. Its main work was to organize civilian protection against air raids, and to this end, observation posts were set up all over the State, manned by airplane spotters who scanned the skies night after night in search of approaching enemy aircraft. On report of any such aircraft, or in case of an air raid, an elaborate system of air raid protection was immediately set in motion, through Chief Air Wardens, Sector and Block Wardens. As important adjuncts, Auxiliary Police and Auxiliary Firemen were ready to respond in time of need, and Emergency Medical Service was also organized and at hand, with Volunteer Nurses' Aides. A General Basic Evacuation Plan for the whole State was formulated. Bomb Reconnaissance and Decontamination Squads were organized, and there were details formed for Forest Fire Fighting, Rescue Squads, and other necessary and needed activities. The Civil Air Patrol, which became a potent factor in Civilian Defense, functioned in Delaware and hung up a most favorable record. State-wide blackouts held from time to time proved highly successful, and Dim-out Regulations were in force during most of the war period.

Some of the other activities coordinated by the Defense Council were the Salvage Drives, the Victory Gardens, the setting up of the Rationing Programs under the auspices of the Office of Price Administration, and the important divisions of Labor, Industry, and Agriculture.

The Office of Civilian Defense divided its forces into three general heads: The United States Citizens Defense Corps, the United States Citizens Service Corps, and the Civil Air Patrol. The first-named organi-

# Abandoned & Little-Known Airfields: Southern Delaware

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## Rehoboth Airport (REH) / Aircrafters Airport, Rehoboth Beach, DE 38.72, -75.12 (Southeast of Dover, DE)



A [1937 aerial photo of Rehoboth Airport](#) showed the field to have 3 grass runways, with a few small buildings along the north side of the field.

The date of construction of the Rehoboth Airport is unknown.

It was apparently built at some point between 1935-37, as it was not yet depicted on the 1935 Washington Sectional Chart. The Airport Directory Company's 1937 Airports Directory (courtesy of Bob Rambo) listed a Rehoboth Beach Airport adjacent to the southwest side of the town, "Field under construction".

It was described as having 3 landing strips, with the longest being a 1,650' east/west strip, and a single hangar.



A 1937 aerial photo of Rehoboth Airport showed the field to have 3 grass runways, with a few small buildings along the north side of the field.

Rehoboth Airport was not yet depicted on the September 1938 Washington Sectional Chart.

A 1939 aerial view looking east at a portion of Rehoboth Airport - the hangar with several planes is in the center of the photo, and the runway starts at the bottom of the photo & runs off the center-right edge.

The picture is from the Dallin Aerial Survey Collection, courtesy of Barbara Hall of the Hagley Museum & Library, Wilmington, DE.

The earliest aeronautical chart depiction which has been located of Rehoboth Beach Airport was on the January 1940 Washington Sectional Chart.

Note that it depicted the airport's location (directly adjacent to the southwest side of the town) somewhat differently than later depictions.

Was this an error, or was the airport originally located here?







A 8/1/41 aerial view from the 1945 AAF Airfield Directory (courtesy of Scott Murdock) depicted Rehoboth Airport as having 3 grass runways.

Rehoboth Beach was depicted as a commercial airport on the 1942 Washington Sectional Chart (courtesy of Mike Keefe).



A circa 1942-43 photo of the members of Civil Air Patrol Coastal Patrol Base #2 at Rehoboth Airport.



There were as many as 70 members assigned to Base 2, including women, and wives of flyers.

According to Ron MacArthur's 3/3/17 *Cape Gazette* article "[Air war waged from Rehoboth Beach airport](#)" (courtesy of Tun Ryan), "During the early days of World War II, the Rehoboth Beach Airport was pivotal to securing the Atlantic Coast from unrelenting attacks on U.S. ships by German submarines. Coastal Patrol Base 2 in Rehoboth Beach was among the first of 21 bases activated, from Maine to Texas.

Eighteen months of vigilant bombing & surveillance missions eventually paid off, and German submarines scaled back their attacks. These were civilians, flying retrofitted planes with bombing racks, who conducted routine patrols as far out as 60 miles off the coast.

Flying out of where Airport Road is today, local pilots were in the thick of it, flying missions looking for German U-boats from 2/26/42 – 9/28/43. Base 2 flew the very first mission, made the first sub sighting & was home to the first two civilians ever awarded the Air Medal, said Everett Bennett.

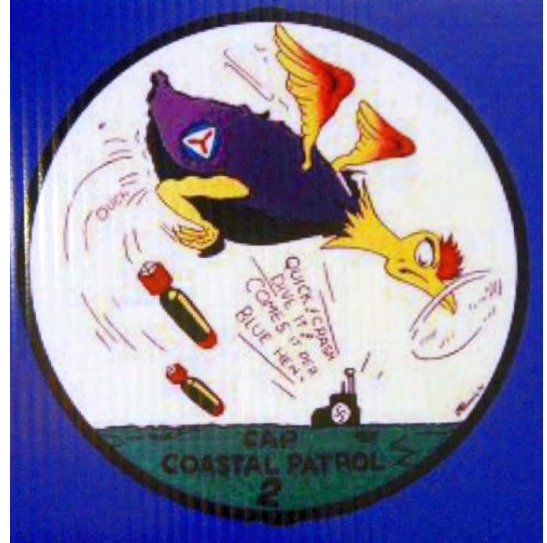
When the base was deactivated in fall 1943, pilots carried supplies & towed targets for Fort Miles gunnery crews."

In 1942, [Maj. Hugh Sharp & Lt. Eddie Edwards](#) of the Civil Air Patrol took off from Rehoboth in an amphibian aircraft to rescue the pilot of an aircraft which had ditched 20 miles offshore in the Atlantic. For their bravery in the ensuing rescue, Sharp & Edwards were awarded the Air Medal by President Roosevelt.



The 1943 USGS topo map depicted the "Rehoboth Airport C A P" as having a single northeast/southwest runway.

The logo of Rehoboth Airport's Civil Air Patrol Coastal Patrol #2 was a cartoon blue hen chicken dropping bombs on a German U-Boat.



The "Rehoboth, Army" airfield was listed in the 1944 US Army/Navy Directory of Airfields (courtesy of Ken Mercer).

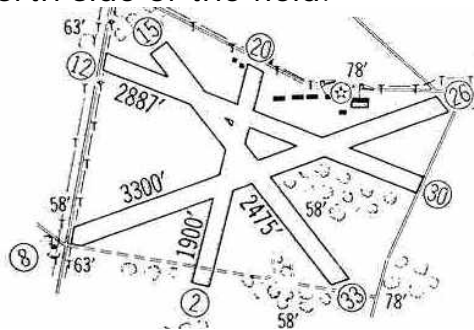
It was described as having a 3,700' runway, and the remarks said "Civil Air Patrol Coastal Patrol Base #2".

The 1945 AAF Airfield Directory (courtesy of Scott Murdock) described Rehoboth Airport as an 144 acre rectangular property within which were 3 sod & loam runways, with the longest being the 3,700' northeast/southwest strip. The field was said to have 3 hangars, with the largest being a 50' x 40' wooden structure. Rehoboth Airport was described as being privately owned.

Rehoboth was once again depicted as a commercial airport on the 1946 Washington Sectional Chart (courtesy of Mike Keefe).

The 1949 Washington Sectional Chart (courtesy of Mike Keefe) described Rehoboth as having a 3,500' unpaved runway.

A 1954 aerial photo of Rehoboth Airport showed that the field had gained a 4<sup>th</sup> grass runway at some point between 1937-54, as well as a larger number of buildings along the north side of the field.



The 1960 Jeppesen Airway Manual (courtesy of Chris Kennedy) depicted the Rehoboth Aircrafters Airport as having a total of four unpaved runways, with the longest being the 3,300' Runway 8/26. A row of buildings was depicted on the north side of the field.

According to Chet Bridgeman, Rehoboth Beach Airport "was mentioned in a book called Zero 3 Bravo by Mariana Gosnell."

Tim Ryan recalled, "I flew out of Rehoboth Aircrafters Airport in 1962 as a student pilot. The owner-operator of REH at that time was Hal Wallin.

Hal & his wife handled the entire operation of the airport, and Hal was also head flight instructor. Hal was a soft-spoken gentleman & cool as a cucumber - he never got rattled when I messed up during a training flight. I took my first solo flight at REH. I had gone for a Saturday morning instruction flight & was working with Hal on my take-offs & landings. And I wasn't doing so great that morning. At about halfway through my hour, Hal had me taxi back to the terminal. I thought sure he was going to kick me out of the airplane & tell me not to bother coming back. Instead, he climbed out of the cockpit & said, 'Watch out for other traffic.' I didn't think I heard him right, due to the roar of the engine, and I looked at him quizzically. He repeated the instruction about other traffic, and when I continued to look dumb, he swept his thumb toward the strip & shouted, 'Get out of here.' I was cleared to solo!"



A 3/10/63 photo at Rehoboth Airport, which Tim Ryan recalled was "'of me in Hal's Aeronca Champ, deplaning my mother after a ride of terror. Mrs. Wallin chewed me out royally for leaving the engine running during deplaning. I deserved it. Never did it again."



Tim Ryan recalled, "REH was a beautiful airport indeed. Landing there was like landing on a golf course. Taking off on a summer evening when the air was calm was like sailing on a sea of whipped cream."

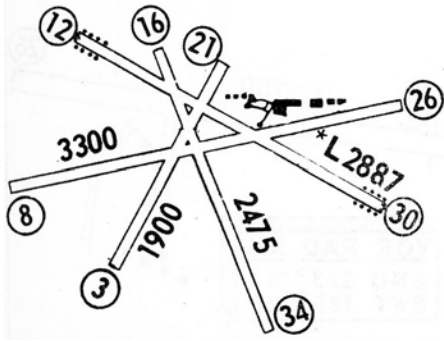
It was still labeled "Rehoboth" on the 1964 Washington Sectional Chart (courtesy of John Voss), but the Aerodromes table on chart gave the full name as "Rehoboth Aircrafters" Airport.

It was described as having a total of 4 runways, with the longest being a 3,300' turf strip.

Bruce Russell recalled, "I worked summers while in college for a small Part 135 charter outfit named Air Exec, Inc. We were headquartered at the Ocean City Airport but also had a ticket office & waiting area at Washington National (DCA) airport adjacent to Page Aviation who was the DCA FBO at that time. We operated Piper Arrows, Senecas, Navajos and one DHC6-300 Twin Otter. During the summer, we would fly 4 round-trips daily between Washington National, Rehoboth Beach, Ocean City and back to DCA. We normally used the Otter since it carried 19 passengers and was very comfortable operating in & out of Rehoboth's semi-short grass runway. The Twotter was in it's element operating in & out of REH. Flying that big turboprop was like flying a Cessna 182 on steroids! I took the Seneca into REH a couple of times & that was a bit more exciting. I personally never flew the Navajo into REH, but I know it was done... not a smart move in my opinion. I mostly flew the charter flights for Air Exec & not the regularly scheduled flights between DCA & the Atlantic beaches."



A 1968 aerial photo of Rehoboth Airport depicted the field as having 4 grass runways.



The 1968 Flight Guide (courtesy of Robert Levittan) depicted Rehoboth Beach Aircrafters Airport as having 4 unpaved runways, with the longest being the 3,300' Runway 8/26. A row of small buildings was depicted to the northeast of the runway intersection.

Stephen Mahaley recalled, "I remember in the 1970s there was actually commercial service at this airport. I remember flying from Washington National to Rehoboth & then to Ocean City, MD. They flew Piper Navajos & Twin Otters on the route. It's got to be one of the smallest airports in the country to ever have had commercial service. There were 3 or 4 round trips a day. Summertime only."



A circa 1970s postcard aerial view looking northeast at Rehoboth Airport (courtesy of Bill Grasha) depicted 3 grass runways, 14 light planes, several hangars, an office/terminal building with a paved ramp, and a small paved area around the fuel island.

According to Bruce Russell, Rehoboth airline operator Air Exec "closed operations sometime soon after the 1973 Arab Oil Embargo & the ensuing economic downturn."



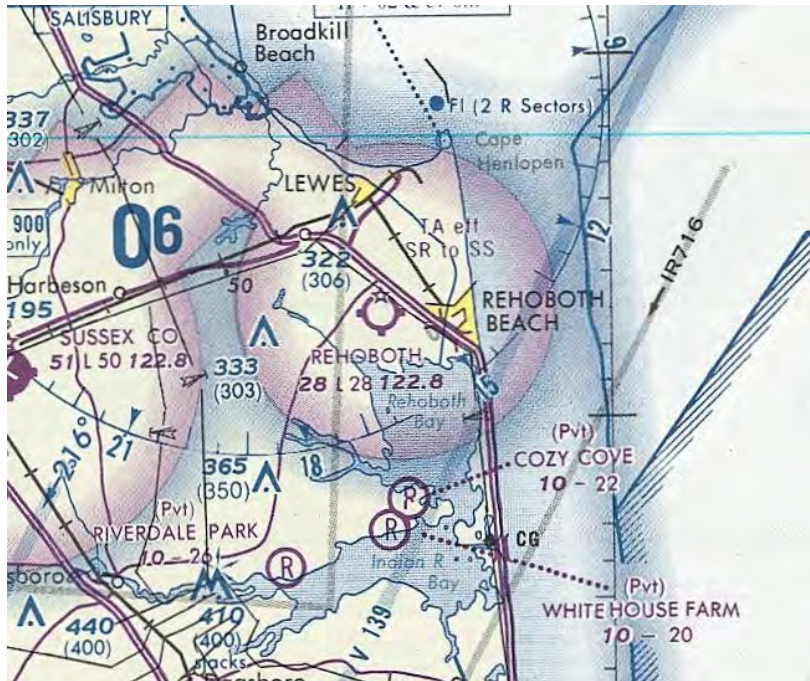


The 1975 aerial view looking northeast at Rehoboth Airport (courtesy of Philip Kineyko) depicted several hangars, an office/terminal building with a paved ramp, and a small paved area around the fuel island.



The last photo which has been located of Rehoboth Airport was an 8/4/76 USGS aerial view. At some point between 1968-76 the field had been reduced to 1 runway, with newly-constructed streets covering the location of the other 3 runways. Several light planes were visible parked near the hangars on the north side of the field.





The last aeronautical chart depiction which has been located of Rehoboth Airport was on the March 1981 Washington Sectional Chart (courtesy of Ron Plante). It described Rehoboth Airport as having a 2,800' unpaved runway.

Rehoboth Aircrafters Airport was listed among active airfields in the 1982 AOPA Airport Directory (courtesy of Ed Drury). It was described as having a single 2,790' turf Runway 12/30, and the operator was listed as Garrison Aviation, Inc.



The 1984 USGS topo map depicted Rehoboth Aircrafters Airport as having 2 runways: a 2,500' northwest/southeast primary runway, and a 1,000' northeast/southwest crosswind runway.

According to Jim Fairweather, "The large hangar pictured top right in the 1975 aerial photo was rented by The Rehoboth Beach Volunteer Fire Company in 1985, for use as a second station."

Rehoboth Aircrafters Airport was depicted on a 1986 VOR-A Approach Plate (courtesy of John Clifford). In 1986 it must have been fairly uncommon for a grass-runway airport to have an instrument approach.

John Baker recalled that "My last flight from Rehoboth, Delaware airport (REH) was on 7/7/86. I would fly there while my family was in Bethany Beach for summer vacations. It was also my last flight in my Aeronca 7BCM Champ, N82872, that I sold later in the month."

Rehoboth Aircrafters Airport was still depicted as an active airfield on the 1987 MD Aeronautical Chart, with a 2,700' runway. According to Jim Fairweather, "In 1987 they [the Rehoboth Beach Volunteer Fire Company] acquired land at Route 1 & Airport Road, across from the airport property, and relocated the hangar there."

According to Ron MacArthur's 3/3/17 *Cape Gazette* article "Air war waged from Rehoboth Beach airport" (courtesy of Tun Ryan), "The Rehoboth airfield closed in 1987." Rehoboth Airport was no longer depicted on the 1989 Washington Sectional Chart. Strangely, the 1991 USGS topo map still labeled the site as "Rehoboth Aircrafters Airport", even though it no longer depicted the runways at all, but instead depicted the residential streets which had by that time covered the airport site. The 1992 USGS aerial photo showed that the Rehoboth Aircrafters Airport site had been covered by a housing development, with several new streets having been built over the location of the runways.

Jim Fairweather reported in 2006 that the former hangar "is still in use today [by the Volunteer Fire Company], although extensively renovated."

According to Ron MacArthur's 3/3/17 *Cape Gazette* article ["Air war waged from Rehoboth Beach airport"](#) (courtesy of Tun Ryan), "The only reminder of the Rehoboth airfield is a state historical marker placed along Airport Road in 2006; the field is now the Rehoboth Shores Estates community."



A 2015 aerial view showed the site of Rehoboth Aircrafters Airport had been largely covered by a housing development. The site of Rehoboth Beach Aircrafters Airport is located south of Martins Road, 2 miles west of Rehoboth Beach.



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## ABOUT

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## OUR HISTORY

### Volunteers Serving America in Times of Need

Civil Air Patrol was conceived in the late 1930s by legendary New Jersey aviation aviator Robb Wilson, who foresaw aviation's role in war and general aviation's potential to support America's military operations. With the help of New York Mayor Fiorello La Guardia, Civil Air Patrol was established on December 1, 1941, just days before the Japanese attack on Pearl Harbor.

The CAP insignia, a red three-bladed propeller in the Civil Defense white-triangle-in-circle, began appearing on private aircraft everywhere. CAP initially planned only on liaison and reconnaissance flying, but the civilian group's mission expanded when German submarines began to prey on American ships off the coast of the United States and CAP planes were carrying bombs and depth charges."



1943.

A CAP crew first interrupted a submarine attack on Cape May, N.J. Since radio calls for CAP fliers dived in mock attacks to force submarines to surface.

The CAP coastal patrol flew 24 million miles and sank two. By Presidential Executive Order.

A German commander later confirmed that coastal U-boat operations were withdrawn from the United States "because of those damned little red and yellow airplanes."

In all, CAP flew a half-million hours during the war, and 64 CAP aviators lost their lives in the line of duty.

The U.S. Air Force was created as an independent armed service in 1947, and CAP was designated as its official civilian auxiliary the following year.

[For More Information](#)

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## Civil Air Patrol



CAP Coastal Patrol Force.

The Civil Air Patrol, the civilian auxiliary of the United States Air Force, had its origins in the late 1930s when aviation activist Gill Robb Wilson started a personal campaign to strengthen and augment the United States' air forces, which he perceived as unprepared and ill-equipped to respond to the looming war in Europe. Wilson, the aviation editor of the New York Herald Tribune and soon-to-be New Jersey Aeronautics Commissioner, convinced both New Jersey's governor and National Civil Defense Chief Fiorello La Guardia (better known as the mayor of New York City) of the value of his civilian air defense corps, and the new Civil Air Patrol was officially established on December 1, 1941—less than a week before the Japanese attack on Pearl Harbor plunged the United States into World War II.



The Civil Air Patrol provided video support at the World Trade Center disaster site. were operated mainly at night, hunting SCUD missile launchers and artillery sites.

Using civilian pilots recruited for their flying skills, the original plan for the Civil Air Patrol limited its role to liaison flying (unarmed support flights, including reconnaissance) along the U.S. East Coast and interdiction patrols on the southern border to guard against enemy infiltrators crossing over from Mexico. However, Nazi submarines (U-boats) patrolling the North Atlantic began sinking commercial vessels with impunity, taking a terrible toll on tankers and freighters in particular, disrupting deliveries of gasoline and oil to the United States, and threatening the transport of vital war supplies being rushed to Europe. The Civil Air Patrol found itself chartered to perform a crucial new mission—coastal patrols and submarine spotting.



Civil Air Patrol pilot and airplane.

Sponsored by oil companies such as Sunoco (Sun Oil) and civic organizations, 40,000 people from all walks of life volunteered to serve in civilian coastal patrols and the Civil Air Patrol. Private pilots supplied their own aircraft and equipment, but their operating expenses often exceeded the \$8 per day flight reimbursement provided by the government, which often took two months just to process the paperwork. Civic groups held fundraisers and established "Sink-a-Sub Clubs" to provide financial assistance to the coastal patrol and Civil Air Patrol pilots.



Inspection.

The military establishment, which remained unconvinced of the value of civilian patrols, ordered a 90-day trial period in early 1942 to evaluate their effectiveness on anti-submarine patrols, using Atlantic City, New Jersey; Rehoboth Beach, Delaware; and Lantana, Florida, as staging fields. It took all of 15 minutes for the first Civil Air Patrol flight out of Atlantic City to spot a torpedoed oil tanker and assist in the coordination of rescue operations.



CAP pilots during WWII.

Unarmed Civil Air Patrol crews soon made the most of their encounters with surprised enemy submarines, feigning dive-bombing attacks that often caused the subs to submerge and head for deeper water. Later in the war, Civil Air Patrol aircraft, flying as far as 150 miles (241 kilometers) from shore, were equipped with bombs and depth charges after an enemy submarine, grounded in the shallow waters off Cape Canaveral, Florida, escaped before military aircraft arrived on the scene. The Civil Air Patrol missions also had an intangible but immediate positive impact on the morale of tanker and freighter crews



CAP mission base.

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By 1943, Civil Air Patrol coastal patrols had flown 244,600 hours totaling 24 million miles (38.6 million kilometers), summoning help for 91 ships in distress and aiding in the rescue of 363 survivors of submarine attacks. CAP patrols spotted 173 enemy submarines, attacking 57 with bombs or depth charges, damaging 10 and sinking 2. In recognition of its effectiveness, President Franklin D. Roosevelt issued an Executive Order on April 29, 1943, establishing the Civil Air Patrol as the auxiliary of the U.S. Army Air Forces. At the time of its transfer to the AAF, the Civil Air Patrol ranks had swelled to more than 75,000 volunteers.



First CAP women's infantry unit, WWII.

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Largely in reaction to the Civil Air Patrol's activities, enemy submarine close-in operations along the East Coast were withdrawn and, on August 31, 1943, Civil Air Patrol coastal patrols were ordered to stand down (cease operations). In the ultimate compliment, a Nazi submariner later admitted that the U-boats were pulled back "because of those damned little red and yellow airplanes" of the Civil Air Patrol.



Its coastal patrol mission no longer needed, Civil Air Patrol members, both men and women, continued to support the war effort--guarding airfields, towing aerial targets, flying military courier and liaison missions, and of course, air search and rescue. By war's end, Civil Air Patrol volunteer pilots had flown over 500,000 hours, but many also paid the ultimate price--more than 90 CAP aircraft were lost and 64 of its volunteer members died in their country's service.

Perhaps now best known for its search and rescue efforts, the Civil Air Patrol now flies more than 85 percent of all federal inland search and rescue missions directed by the Air Force Rescue Coordination Center at Langley AFB, Virginia. Outside of the continental United States, CAP supports the Joint Rescue Coordination Centers in Alaska, Hawaii and Puerto Rico.

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In 1946, President Harry S Truman, in acknowledgement of the Civil Air Patrol's dedication and achievements, signed a bill granting the Civil Air Patrol a national charter. The U.S. Air Force was established as a separate armed service in 1947 and the Civil Air Patrol soon followed, designated as the Air Force's permanent civilian auxiliary in May 1948. On July 1, 1976, the Civil Air Patrol was transferred to U.S. Air Force's Headquarters Command, and placed under the command of Air University at Maxwell Air Force Base, Alabama.

By the 1960s and 1970s, Civil Air Patrol pilots were flying more than 75 percent of all search and rescue missions in the United States, and that primary mission continues to this day. CAP members are always ready to serve in any capacity, performing such vital roles as delivering critical supplies, establishing command posts, and providing radio communications during natural disasters and emergencies.

The promotion of air power to the public, as well as providing aerospace education and training for its adult and youth members, remains of paramount importance to the Civil Air Patrol as it begins a new century of providing volunteer services to benefit the public good. Those "little red and yellow airplanes" and their civilian crews remain one of the military's best investments.

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[http://www.vandenberg.af.mil/associate\\_units/civil\\_air\\_patrol/History.html](http://www.vandenberg.af.mil/associate_units/civil_air_patrol/History.html)

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"The Civil Air Patrol Story." <http://www.capnhq.gov/nhq/dp/dpm/capstory.html>

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Educational Organization	Standard Designation (where applicable)	Content of Standard
International Technology Education Association	Standard 4	Students will develop an understanding of the cultural, social, economic, and political effects of technology.
International Technology Education Association	Standard 6	Students will develop an understanding of the role of society in the development and use of technology.
International Technology Education Association	Standard 7	Students will develop an understanding of the influence of technology on history.



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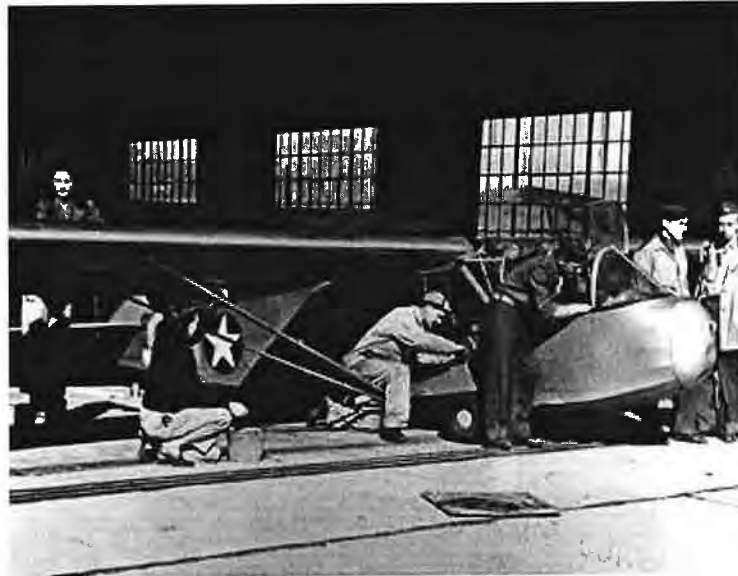
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Preparing for a flight in the early days

## Civil Air Patrol Volunteer Pilots Have a Long History of Service

By Charlotte Crowe / Civil Air Patrol  
Air Force Print News

MAXWELL AIR FORCE BASE, Ala. — On Dec. 1, the Civil Air Patrol, the official auxiliary of the Air Force 60 years of humanitarian service. CAP units in local communities celebrated the anniversary with activities, proclamations of "Civil Air Patrol Day."

The Civil Air Patrol was officially established as a volunteer civilian defense organization Dec. 1, 1941, just a week before the attack on Pearl Harbor.

During World War II, CAP became famous for coastal patrol, where civilian volunteers used privately owned aircraft to spot enemy submarines along the Atlantic and Gulf coasts. Recognizing that America's entrance into the war made general aviation would be needed to succeed, CAP grew rapidly into an army of more than 1 million civilian volunteers committed to protecting American coastlines.

Originally, the organization was composed of men too old for the Army, boys too young for it, women who served their nation in a productive capacity and thousands of others who later saw action in every branch of the military.

CAP volunteer pilots flew more than 24 million miles over the Atlantic and Gulf coasts in single-engine aircraft to help win the battle against German U-boats that were preying on coastal shipping early in the war. Armed with depth bombs and depth charges, the CAP coastal patrol found 173 German subs, attacked 57, hit 10 and sank 10 during the war, a German commander confirmed during a speech he gave to the Rehoboth Beach Coastal Patrol. He said boat operations were withdrawn from the American coasts "because of those damned little red and yellow airplanes."

For more than half a century, CAP has taken an active role in carrying out non-combat missions on behalf of the U.S. Air Force. It performs more than 85 percent of inland search and rescue missions in the continental U.S.

### From the Secretary

"Slowly but surely the Afghans are beginning to reclaim their lives. They're showing outward signs of their appreciation, relishing the freedoms they've had for so long."

— At the Pentagon, on Nov. 15, 2001

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States as tasked by the Air Force Rescue Coordination Center. Volunteers also take a leading role in aeroc education and serve as mentors to America's youths through CAP cadet programs.

Following the Sept. 11 terrorist attacks, CAP volunteers across the nation sprang into action, continuing a tradition of homeland defense of this country that began 60 years ago. The first direct overhead aerial photography of the World Trade Center disaster site was provided by the CAP New York Wing. CAP units throughout the nation are answering the call for transport of blood and blood products, monitoring airports, transporting government officials, manning state emergency operations centers and providing aerial reconnaissance.

Even though CAP missions have been modified by the needs of a more complex society today, the spirit of the early aviators is still evident in the enthusiasm displayed by more than 60,000 volunteers in service to their communities. Steeped in the tradition of its wartime service, Civil Air Patrol has matured into a viable humanitarian civilian service organization.

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