



NATIONAL HISTORICAL COMMITTEE

31 August 1995
2 Virginia Place
Pleasantville, NY 10570

MEMORANDUM FOR Max Calderwood

SUBJECT: CAP Parachute Activities

Dear Mr. Calderwood

Enclosed is the material we discussed about the WWII activities of CAP parachute units. Both the CAP Handbooks of 1942 and 1944 mention special units and include the designation of Parachute, under Organization 07 (9) page 36.

Unfortunately, we have found no other written material concerning these activities under official CAP rules or regulations.

Hope these few items will be useful.

Sincerely,

ALLAN F. POGORZELSKI
Lt Colonel, CAP
NHC



NATIONAL HEADQUARTERS
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
MAXWELL AIR FORCE BASE, ALABAMA 36112-6332

Max


REPLY TO
ATTN OF: MSP

9 May 1994

SUBJECT: National Uniform Committee Meeting Agenda

TO: All National Uniform Committee Members
All National Board Members

Attached is a copy of the agenda for the May meeting of the National Uniform Committee. Note to wing commanders: Any comments concerning these items should be faxed to your region commander prior to the meeting.


RENOVA W. WILLIAMS
Chief, CAP Personnel

1 Atch
NUC Agenda

ITEM May 94-2

- Proposal to Authorize CAP Parachutist Badge

SOURCE

- Cumberland County Composite Squadron
Maine Wing

DISCUSSION

- See attached letter.

XO COMMENTS

- Feel it is inappropriate to issue a badge for an activity that is prohibited in CAP.

BOOKSTORE COMMENTS

- Not sure how many of our members would qualify for such a badge and the cost to procure a limited number of badges may be prohibitive.

1 of

CUMBERLAND COUNTY COMPOSITE SQUADRON
Civil Air Patrol
P.O. Box 1655
Portland, ME 04104

Reply To
Attn of: DP

29 October 1993

Subject: Proposal for a CAP Parachutist Badge

To: National Uniform Committee / National Headquarters

I would like to propose a new badge for wear on the CAP uniform that would recognize those senior members who have attained a United States Parachute Association "A" Basic Parachutist License and higher.

I am NOT advocating a CAP parachuting program or a change to any of our operational regulations concerning this sport, I am simply asking for recognition for those civilian parachutists within the organization that do not have a military rating in this aeronautical skill.

Parachuting is an Olympic sport recognized by the National Aeronautic Association and is closely governed by Federal Aviation Regulations. It is an important part of the curriculum of the USAF Academy. Requirements for a civilian USPA Parachuting License are much stricter (twenty free-fall descents...not including preliminary static line jumps) than the requirements for a military badge (five static line jumps). It can only benefit the Civil Air Patrol to include these members of the aerospace community in our ranks.

If such esoteric activities as stewardess programs and truly dangerous sports as ballooning are recognized with special badges it is unfortunate that none exists for parachuting, especially since there is historical precedence for one in the CAP.

Attached are some illustrations that show some forms that a CAP parachuting badge might take. I strongly support adoption of the format shown in Fig.#2 of Attachment 1 since it is closely modeled after the CAP parachutist insignia of WW2.

Such a badge would not even have to be listed as an aeronautical rating, but instead could be issued under a new paragraph in the listed provisions of CAPR 39-3(C1), Section F., Para.19. Such an added paragraph might read simply, "Parachutist Badge. Parachuting is not an authorized CAP activity and is prohibited by regulation. However, those senior members who hold an "A" Basic Parachutist License and higher, issued by the United States Parachute Association are authorized to wear the Parachutist Badge. The

MFE: Hand carried by Col Brown for consideration of NUC.

NOV-17-93 WED 13:35

LTC CRAIG TREADWELL

FAX NO. 2077809658

P.02

2 of 4

Parachutist Badge will be worn in the same position on the uniform as a CAP aeronautical rating, however, the Parachutist Badge does not entitle the wearer to any special benefits or rating, and does not constitute a CAP aeronautical rating."

I would be happy to assist in any way I can with the implementation of this idea. A full explanation of the Committee's decision, either for or against this proposal would be regarded with the utmost appreciation.

Respectfully submitted,



Max C. Calderwood
SRA, CAP
Personnel

- 2 Atch
- 1. Suggested models
for CAP Parachutist
Badge
- 2. USPA Requirements
for "A" Basic
License.

Cy to: CAP National
Historian

40F4

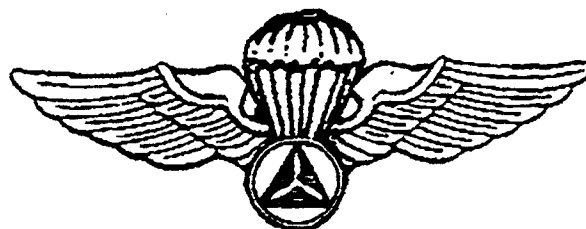


Figure #1



Figure #2



Figure #3

Suggested models for a CAP Parachutist Badge

Attachment 1

NOV-17-93 WED 13:36

LTC CRAIG TREADWELL

FAX NO. 2077809658

P.03

3 of 4

3-1.04 USPA A License—Basic (20)

Persons holding a USPA A License are able to jumpmaster themselves, pack their own main parachute, perform basic relative work and water jumps, and have:

A. Completed 20 freefall jumps, including:

1. at least 3 controlled freefalls of 40 seconds or longer;
2. accumulating 5 minutes of controlled freefall time.

B. Landed within 20 meters of target center on 5 freefall jumps, during which they selected the exit and opening points.

C. Demonstrated ability to hold heading during freefall and make 360 degree flat turns to both the right and left.

D. Demonstrated the ability to safely jumpmaster themselves, to include independently selecting the proper altitude, exit and opening points.

E. Demonstrated ability to properly pack their own main parachute and conduct safety checks on their own, and other skydivers' equipment.

F. Documentation of unintentional water landing training from a USPA Instructor.

G. Demonstrated the ability to safely engage in relative work by:

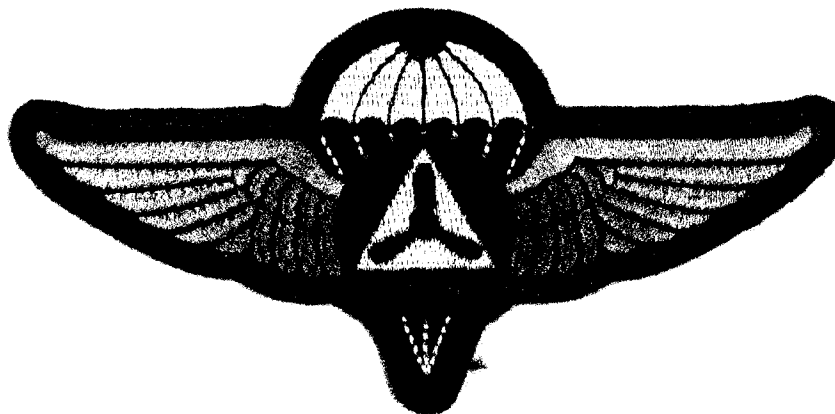
1. performing satisfactory door exits;
2. varying both rate of descent and horizontal movement;
3. participating in at least three 2-way RW jumps;
4. Moving horizontally away from other skydivers in freefall; checking the air so the parachute may be deployed without creating a danger of collision with other jumpers; and keeping track of other canopies in order to avoid collision.

H. Passed a written examination administered by a USPA Instructor or S&TA.

License Fee: \$20.00

USPA Requirements for "A" Basic License

Attachment 2



Reproduction 1972 All wings removed from "Harting" Com. 1972 40

EDITOR: LEE JOHNSON

OSPREY
MILITARY

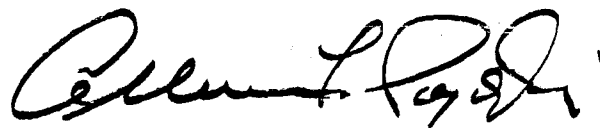
ELITE SERIES

51

US ARMY AIR FORCE: 2

Text by
GORDON ROTTMAN
Colour plates by
FRANCIS CHIN

*Good Luck on
Your Project!*



ALLAN F. POGORZELSKI
Lt. Colonel, CAP
National Historical Committee

First published in Great Britain in 1994
by Osprey, an imprint of Reed Consumer Books Limited
Michelin House, 81 Fulham Road
London SW3 6RB
and Auckland, Melbourne, Singapore and Toronto

© 1994 Reed International Books Limited

All rights reserved. Apart from any fair dealing for the purpose of private study, research, criticism or review, as permitted under the Copyright Designs and Patents Act, 1988, no part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, electrical, chemical, mechanical, optical, photocopying, recording or otherwise, without the prior permission of the copyright owner. Enquiries should be addressed to the Publishers.

ISBN 1 85532 339 7

Filmset in Great Britain by Keyspools Ltd, Golborne, Lancashire
Printed through Bookbuilders Ltd, Hong Kong

Acknowledgements

A special thanks goes to Michael V. Eckels of the Arkansas Air Museum, Fayetteville, Ark.; the staff of the US Air Force Historical Research Center, Maxwell AFB, Ala.; Joanne and Jim Allen (CAP parachute squadron members), Ken Askins (for his assistance with the insignia section), Shelby L. Stanton (for the loan of photos from his collection), Donald R. Strobaugh, Jim Thomas, Ron Volstad, and Major Cliff Yarbrough. I wish also to thank my wife, Enriqueta, for her assistance with the textile-related terminology.

All photographs are period USAAF images unless otherwise noted. Line drawings are from USAAF and US Army sources or are by the author.

Abbreviations

AAF	Army Air Forces
AF	Air Force (numbered or named)
AFFC	Air Force Ferrying Command
AN	Army-Navy (standardization program)
ANC	Army Nurse Corps
ASC	Air Service Command
ATC	Air Transportation Command
AVG	American Volunteer Group ('Flying Tigers')
BoS	Branch of Service
CAA	Civil Aeronautics Authority
CAP	Civil Air Patrol
EAB	Engineer Aviation Battalion
MP	Military Police
NCO	Non-Commissioned Officer
OD	Olive Drab
QMC	Quartermaster Corps
WAAC	Women's Auxiliary Army Corps
WAC	Women's Army Corps
WAFS	Women's Auxiliary Ferrying Squadron
WASP	Women's Airforce Service Pilots

Artist's note

Readers may care to note that the original paintings from which the color plates in this book were prepared are available for private sale. All reproduction copyright whatsoever is retained by the publisher. All enquiries should be addressed to:

Francis Chin
615 Cricket Court
Edmonton
Alberta
Canada T5T 2B2

The publishers regret that they can enter into no correspondence upon this matter.

INTRO

While the most cons
Air Forces (AAF) in
were hundreds of
support the men in
possessed 63,745 ai
bombers, over 8,00
nearly 17,000 fight
around the world. O
the AAF (down from
the vast majority we
and supporting the p
flyers. Besides assign
employed thousand
uniform; these redu
and included the us
missions. The AAF
women into the arm

For a catalogue of all books published by Osprey Military
please write to:

The Marketing Manager,
Consumer Catalogue Department,
Osprey Publishing Ltd,
Michelin House, 81 Fulham Road,
London SW3 6RB

*Civilian contract
instructors, wearing
coveralls, demonstrat
C-47 engine servicing
procedures to trainee
power plant specialis
This view of the back
the one-piece suit dis
the 'bi-swing' should
pleats feature allowi
unrestricted arm mo
(Shelby L. Stanton
collection)*

civilian instructors had reported to Randolph Field, Texas, on 1 June for two weeks' training.

Flying cadets (called aviation cadets from 1942), after undertaking five weeks' basic military training and a 10-week preflight school at one of the Air Corps training centers, would proceed to one of what would eventually become scores of primary flying schools located throughout the US. Those cadets making the grade went on to the Flying Training Command's (AAF Training Command from July 1943) more advanced flying training. These schools also trained Allied flying students and technicians⁴.

By 1944 the Civil Contract Schools employed 68,000 instructors, mechanics, and administrative personnel. Many of the instructors had grown up with aviation - airline pilots, movie stunt flyers, crop dusters, bush pilots, barnstormers, and World War I vets. Others were newcomers, selected and trained by the schools in a gruelling course covering flight techniques, instruction methods, and technical skills; AAF flight check officers then certified them as instructors. The schools also provided primary training to thousands of navigators, bombardiers, and technicians.

In the early days most of the schools did not have uniforms, though a few of the more affluent ones did provide airline-style uniforms, blue, gray, and khaki outfits being common. There was some confusion over who these men were and instances of them being mistaken for airline pilots, bus drivers, and Army officers (leading to a few arrests for impersonating an officer). There were also cases of young, fit-looking, non-uniformed instructors being accused of draft-dodging, which led to more than one fist fight in the patriotic atmosphere of those days. Many of the young instructors wished to join up and 'do some real flying and fighting'. It was a constant struggle for the schools and AAF to convince them that the 25 prospective pilots they trained on average a year were a more valuable contribution to the war effort.

In late 1943 a national conference of Civil Contract School operators was held in Dallas. Prior to this the operators had requested authorization of a standard uniform to identify civil contract primary flying school personnel and provide recognition of their vital war work. The Army endorsed the concept, and a committee formed to design and supervise the manufacture of the uniforms.

The new uniform made its debut in December 1943, but was short-lived as the CAA War Service Training Program was terminated on 15 January 1944; the AAF Training Command was now able to meet the reduced

Navy style, double-breasted coat, trousers, and shirt. Accoutrements included a light tan service cap with brown visor and chin strap, tan necktie, and brown shoes with tan socks. Coat cuff 'rank' stripes and shirt shoulder bars were of the same black designs used by contract air carrier personnel. Other insignia were sparse, consisting only of a silver-colored cap badge and instructor wings, along with a school patch on the left shoulder. Some World War I vets did wear their decorations. These insignia were preceded by the silver CAA instructor 'Indian head wing' and cap badge worn by those schools possessing their own uniforms.

Civilian technical representatives

The US armed forces employed large numbers of technical representatives or 'tech reps' - employees of the many manufacturers involved in war production. They provided introductory instruction on the equipment and components their parent companies made, conducted specialized technical maintenance, and acted as a conduit for improvements and modifications recommended by the armed forces. They were especially valuable in rapidly providing training on new aircraft, components, and equipment issued to operational overseas units.

The AAF employed over 800 tech reps in theaters of operation in 1944; thousands more were employed in the States. Those serving overseas were under military authority. They wore the previously described standard 'demilitarized' uniform, but received no special insignia other than the noncombatant sleeve emblem in September 1942, if employed overseas. This was replaced in November 1944 by the AAF Technical Representative Insignia. Army issue work and field clothing was provided overseas, while in the States they wore civilian work clothes or office attire.

Civil Air Patrol

The CAP was formed on 1 December 1941, after first being proposed in 1940, as a division of the Office of Civilian Defense. It was to provide aerial search support, courier flights, and other civil defense and disaster assistance duties. From the beginning its national headquarters was staffed by a small number of AAF officers⁵.

Members were, and are, volunteers with no compensation given, except for those serving in CAP active duty units. Within months there were over 40,000 members ranging from seasoned pilots to those who had never been in an airplane. In 1944, 85,000 citizens were serving in the CAP along with more than 30,000 CAP Cadets.

The cadet program was established on 1 October 1942

⁴ Among these were 12,661 British pilots and technicians.

⁵ Originally located in Washington, the CAP National Headquarters was soon moved to New York City, and then to Fort Worth, Texas, in April 1945.

l a light tan,
s, and shirt.
p with brown
shoes with tan
der bars were
ct air carrier
sting only of a
s, along with a
ld War I vets
ere preceded
ving' and cap
g their own

ves

rs of technical
of the many
hey provided
and compo-
d specialized
for improve-
y the armed
lly providing
d equipment

in theaters of
ployed in the
litary author-
lard 'demilit-
ia other than
nber 1942, if
vember 1944
ignia. Army
erseas, while
r office attire.

11, after first
he Office of
rch support,
and disaster
tional head-
F officers⁵.

to compensa-
' active duty
oo members
d never been
erving in the
ts.

October 1942

soon moved to New

Members of CAP Parachute Squadron 632-5 wear a variety of clothing during an October 1942 demonstration jump. The far left man wears khaki coveralls while the one next to him wears an OD version. The two in the center wear white coveralls while the two on the right wear standard khaki uniforms, although the second from the right has donned an unofficial khaki jacket. At least three different types of parachute harnesses are shown here. (Jim C. Allen)



for boys and girls 15-18 years old in the last two years of high school. Each man and woman in the CAP was allowed to sponsor a cadet of the same sex and within months there were over 20,000 CAP Cadets. In the fall of 1943 the Aviation Cadet Act allowed 17-year-olds to enlist as Aviation Cadet Enlisted Reservists, undertake CAP pre-flight instruction, and later go on to the AAF and other services' flying branches.

The CAP's aircraft were privately owned and maintained and all facilities were donated, ranging from mobile first aid stations to airfield operations offices, radio rooms, and kitchens. The CAP operated from over 1,000 airfields. Each state's CAP was organized into a wing (e.g. CAP Wing 93 - Washington state), which was subdivided into a varied number of groups (e.g. CAP Group 624), squadrons (group number followed by a hyphenated number; also named after the town/city where they were based), and flights.

On 29 April 1943 the CAP was transferred to the War Department as an auxiliary of the AAF. By that year the CAP was operating more aircraft than the Army Air Corps possessed in 1940. Light aircraft, spares, and unit equipment were now more readily available.

Initially some senior military officers opposed 'disorganized civilians' operating aircraft in support of the armed forces, but the CAP was soon to prove its value. There were a number of CAP active duty units. When on active duty (usually 90-day tours), the aircraft were maintained at government expense, and some were even provided by the AAF. These were 'puddle jumpers', L-series light liaison aircraft, to support the active duty units.

The most important of these missions was the Coastal Patrol. During the antisubmarine operations off the

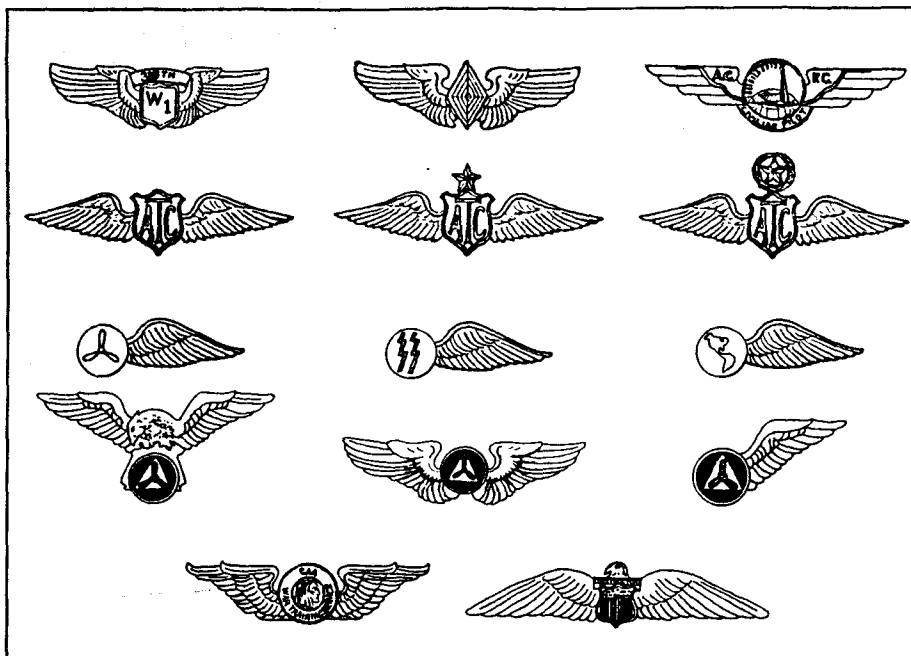
United States East and Gulf Coasts from February to September 1942, 21 Coastal Patrol Forces (1-21) were formed, usually serving 90 days. The small, single-engine, yellow-painted CAP aircraft sank several U-boats, and sighted and reported 173 to the armed forces, which were able to conduct follow-on attacks on many of these. They also located survivors of sunken ships and crashed aircraft, and reported ships in distress. Coastal Patrol aircraft were permitted to carry depth bombs, and proved to be an effective deterrent to the coastal U-boat menace.

The Southern Liaison Patrol operated along the Mexican border from the Gulf of Mexico to Douglas, Ariz., co-operating with the Department of Interior's US Border Patrol and Customs Service from July 1942 to April 1944. Southern Liaison Patrols No. 1 and 2 detected illegal border crossings by personnel and aircraft, and conducted search and rescue operations.

The Forest Patrol assisted the US Forest Service and state forestry departments from June 1942, scouting for forest fires and air-dropping supplies to and guiding ground fire fighters. On the West Coast they searched for unmanned Japanese balloons dropping incendiary bombs.

The Courier Service operated regularly scheduled and emergency flights between AAF bases in the First, Second, and Fourth AF areas from April 1942 to the summer of 1944, delivering urgent despatches and mail. They also flew critical components and materials to factories.

Some of the Coastal Patrol Forces released from active duty, as well as new units, were formed into tow target and tracking service units. These towed aerial targets for anti-aircraft gun crews and tracking practice for searchlights. The CAP also conducted aerial searches for downed military aircraft throughout the States, and even formed



AAF civilian flyers' wings. (Left to right; 1st line) Example of early unofficial Women's Airforce Service Pilot; official Women's Airforce Service Pilot; and Women's Auxiliary Ferrying Squadron Civilian Pilot (silver). (2nd line) ATC air carrier contract Co-pilot (First Officer); Pilot (Captain); and Chief Pilot (Supervisory Officer) (bronze). (3rd line) ATC air carrier contact Flight Mechanic; Flight Radio Operator; and Flight Navigator (bronze). (4th line) Civil Air Patrol Pilot; CAP Observer; and unofficial CAP Pilot (silver). (5th line) CAA War Training Service Instructor; and Civil Contract Flight Instructor (silver).

horse-mounted ground search and rescue squadrons made up of Western ranchers; these were also formed in many other states.

Parachute squadrons, to aid and rescue downed airmen (which also performed jumps at War Bond rallies, armed forces recruiting campaigns, and CAP exercises), were formed by CAP Wing 63 in Detroit, Mich., around a cadre of the Chappel Parachute Club. Parachute Squadron 632-5 was formed in December 1941 and grew into Squadrons 639-1 and -2 in June 1944.

Though they were civilian auxiliaries, CAP officers were generally given the same level of respect as regular AAF officers and this was due to their hard work and contribution to the war effort. Though officially they were not supposed to be saluted, AAF officers and men alike generally did salute them out of respect. The CAP lost 67 members killed in the line of duty.

When first formed there was no uniform, but after six months of studying proposals the CAP was authorized to wear modified AAF uniforms. These were used rather than a special uniform as they were easily obtainable and could be retained if the individual entered regular service, as many did. Standard OD and khaki service uniforms were purchased at the individual's expense and could only be worn while on duty. About 10% of the CAP was made up of women who wore modified WAC uniforms. Horse-mounted search and rescue squadrons wore Army cavalry uniforms.

CAP officers wore the same rank insignia as AAF officers. To differentiate between the two organizations all

CAP ranks, except cadets, wore red shoulder straps on service coats and overcoats. The brass US Coat of Arms buttons were replaced by silver ones bearing the CAP prop and triangle. Officers also had a red $\frac{1}{2}$ in. braid stripe 3 in. above coat cuffs. On coats, officers' ranks were worn on the red shoulder straps, but no rank insignia were permitted on shirts and caps to prevent misidentification. Officers and NCOs were appointed in the CAP with rank corresponding to their duty position: wing commander – major, group commander – captain, squadron commander – 1st lieutenant, and flight commander – 2nd lieutenant. Coastal Patrol Force commanders were also majors, and other officers served on unit staffs. Pilots not holding a command or staff position were appointed as warrant or flight officers.

Enlisted chevrons were khaki on red. All grades' metal insignia were dull silver-colored. To be awarded CAP pilot wings an individual had to possess a private pilot's or higher level license. Pilots were also required to have at least 150 flying hours before being allowed to carry mail, despatches, or cargo, and 200 hours before transporting passengers. Gold on black unit and specialty patches were worn 4 in. above the left cuff by certain active duty units and some specialists. CAP Cadets were given only enlisted ranks. They wore the same uniforms as the CAP, but without the red shoulder straps, and with a red 'CADET' on a white inverted arch tab added under the CAP patch. The CAP also employed uniformed volunteer guards to secure aircraft and facilities, who were provided with a distinctive patch.

Civil Air Patrol unit and special gold embroidery felt. (Left to right) Coastal Patrol Liaison Patrol; and Civil Service. (2nd line) Transportable Photography; Flight Surgeon Parachutist; and Prospective Pilot (red-white-black). Months Active Service Stripes (black).

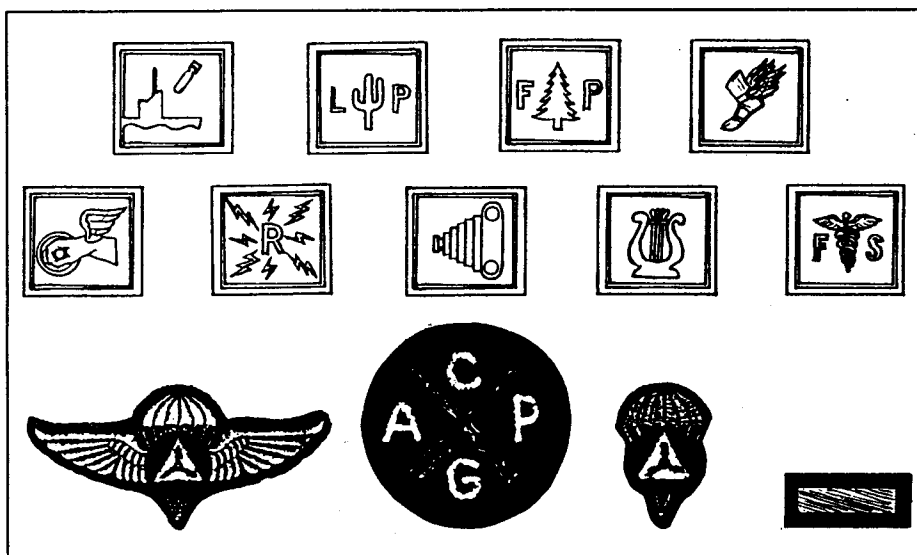
A1: Aircraft Squadron; E. The AAF dark chino trousers matching the the same shade garrison. A complete this worn with the in the summer mission' crushed blue Combat bag, standard carry a service container with

A2: Bombardier England, 1944. The 'M1944' enlisted men; versions or wears the dark along with the participants in AF patch.

A3: Aerial gun England, 1944. The enlisted prized the light

flyers' wings.
; 1st line)
early unofficial
force Service
' Women's
ice Pilot; and
xiliary
adron
t (silver). (2nd
- carrier
pilot (First
t (Captain);
lot
(Officer)
l line) ATC air
ct Flight
ight Radio
d Flight
ronze). (4th
r Patrol Pilot;
r; and
(P Pilot
line) CAA War
vice
nd Civil
ght Instructor

Civil Air Patrol active duty unit and specialty insignia; first and second lines were gold embroidered on black felt. (Left to right; 1st line) Coastal Patrol; Southern Liaison Patrol; Forest Patrol; and Courier Service. (2nd line) Transportation; Radio; Photography; Band; and Flight Surgeon. (3rd line) Parachutist; CAP Guard; Prospective Parachutist (red-white-blue); and Six Months Active Duty Service Stripe (gold on black).



THE PLATES

A1: Aircraft commander, heavy bombardment squadron; England, 1944

The AAF dark OD officer's service coat worn with khaki chino trousers: 'pinks and greens'. Dark OD trousers matching the coat were also used, while light OD trousers, the same shade as the enlisted men's, could be worn in garrison. A khaki shirt and the older black necktie complete this distinctive uniform; an OD shirt would be worn with the OD trousers in the winter, and a khaki shirt in the summer. His OD service cap is battered into the '50 mission' crush. This captain's Pilot Badge is worn on the blue Combat Flight Duty Patch. The B-4 flyer's clothing bag, standardized in November 1939, allowed flyers to carry a service uniform aboard an aircraft in a compact container without wrinkling.

A2: Bombardier, heavy bombardment squadron; England, 1944

The 'M1944' field jacket was worn by both officers and enlisted men; officers might either purchase higher quality versions or wear the enlisted model. This 2nd lieutenant wears the dark OD wool trousers with his 'Ike jacket', along with the OD wool shirt and khaki necktie. All participants in this English pub reunion wear the Eighth AF patch.

A3: Aerial gunner, heavy bombardment squadron; England, 1944

The enlisted version of the winter service uniform comprised the light OD shade wool serge coat and trousers; the

light OD coat style flannel shirt and khaki necktie complete the uniform. This staff sergeant's chevrons display the unofficial embroidered Air Forces' branch insignia. His OD garrison cap is piped in the Air Forces' branch colors. He wears overseas service shoes polished to a high gloss after a great deal of effort due to their rough leather. The Aerial Gunner Badge is worn above his ribbons with a Sharpshooter Badge. The diagonal service stripe represents three years' active duty; these were not worn by officers.

B1: Pilot, troop carrier squadron; USA, 1944

The officer's A-13 and enlisted A-14 flight jackets, though fabricated with different style pockets, were similar in design to the 'Ike jacket'. These flight jackets were issued only to air crewmen while ground personnel wore the 'Ike jacket'. This chief warrant officer wears OD trousers with OD shirt and black necktie. The warrant officer's insignia is worn on both the cap and lapels; flying officers wore the Air Forces BoS insignia in its place on the lapels. What was usually thought of as the 'pilot' was officially designated the aircraft commander, while the 'co-pilot' was officially the pilot. His patch is that of the Third AF, responsible for AAF units in the southeast United States. This patch was made with either a golden orange or a yellow border.

B2: Flying cadet, cadet training battalion; USA, 1942

The slate blue uniform was used until mid-1942, when flying cadets were redesignated aviation cadets and received OD uniforms. Cadets wore officer's collar and lapel insignia on both the blue and OD uniforms, but a special badge on the service cap. Their chevrons (here those of a



1: CAP Forest Patrol, 1944
 2: CAP Coastal Patrol Force 16, 1942
 3: CAP Parachute Sqn. 632-5, 1943
 4: CAP Texas Wing, 1944

shade No. 51 or 52 optional fabrics were raincoat was also issued shade No. 7 fabric, in buttons. A knit khaki worn under the winter plastic front buttons rayon chamois-colored.

Leather dress gloves brown capeskin, wool dress cotton gloves colored. Women's loafers Beige or neutral shade. A rounded bottom boot could be carried by shoulder and on the shortened or removed handbag.

Initially, Waacs specially designed it the OD special herring provided. The shirt while the trousers had pockets and a waist WAC summer hat longer in the front herringbone twill camouflage uniform included the service uniform), and water-resistant. The OD field overcoat WAC overcoat, but cotton poplin and The officer's version of the M1942 was also issued; it was internal breast pocket. Winter headgear airplane mechanics: angular shaped scarf.

Field gloves in finger mitten shells and inserts. Women's field shoes of overshoes were canvas leggings.

Waacs wore a when redesignated. The collar BoS instead of war, Pallas Athene to wear the BoS in such as signal, train

black 'TO' on an orange band, it was also worn on the upper left sleeve.

L1: Civil Air Patrol, Forest Patrol squadron commander, 1944

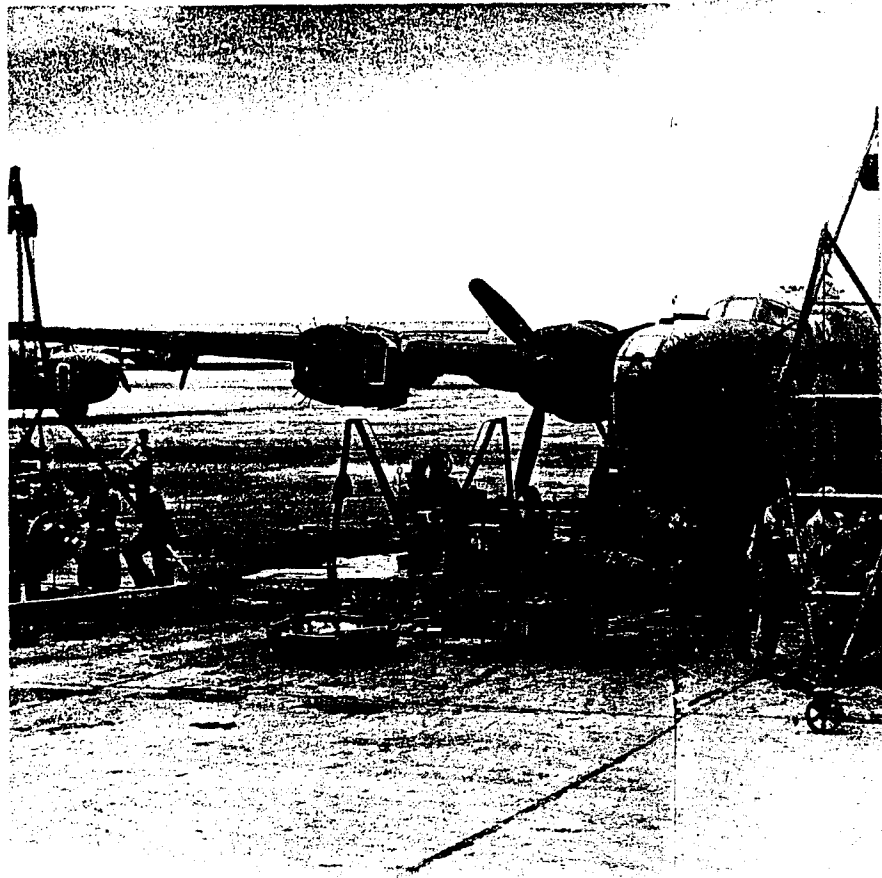
Although the CAP wore Army rank insignia, a number of uniform distinctions served to set them apart from their AAF counterparts. This included silver buttons, cap badge, collar and lapel insignia, red shoulder straps, and officer's red cuff braid. Enlisted personnel wore only the C.A.P. devices on the OD coat collars. There were instances when the standard cap badge was not available and the pilot's wings were worn in its place. Standard AAF Observer, Navigator, or Air Crewman Badges were sometimes used with a red-white-blue enamelled CAP civilian dress lapel pin affixed; referred to as 'trick insignia', these were unauthorized. The gold on black Active Duty Stripe indicated six months' service. The Forest Patrol Active Duty Unit insignia is also worn.

L2: Civil Air Patrol, Coastal Patrol Force 16, 1942

Most Coastal Patrol units were seriously short of critical equipment such as life vests and rafts, flare pistols, and other survival gear. When Coastal Patrol 16 was formed in July 1942 at Manteo, NC, operations were delayed as there were no life vests, and air crews were prohibited from flying over-water without them. The prospect of a long delay while the gear was ordered coincided with the washing-ashore of seven dead German submariners wearing kapok life vests. Patrols began the next morning, with the pilots wearing the still damp, but timely finds. Unpopular commercial rubber flotation and exposure suits, known as 'zoot suits', were also worn by Coastal Patrol crews as were civilian flying helmets, goggles, gloves, and suits.

L3: Civil Air Patrol, Parachute Squadron 632-5, 1943

When this unit was formed in December 1941 no insignia were authorized for CAP parachutists. The unit initially wore on the right shoulder the patch of the Civilian Parachute Corps (one of the first sport parachute clubs), from which many of its members came. In July 1943 two insignia were adopted. Qualified parachutists wore the embroidered emblem as shown here. Prospective parachutists in training wore this same emblem but without the wings. A typical jump outfit is depicted here, with a linen motorcycle helmet, standard khakis, and Oxford shoes. Coveralls were frequently worn. The shoulder pack served as the main parachute while the seat pack was the reserve. Both held a Triangle Parachute Co. 23 ft triangular canopy, ripcord-activated (all CAP jumps were manually opened freefalls, even a student's first jump!). This jumper



carries a 'para-talkie' radio; this small unit-made transceiver was clipped to a belt with a braided wire antenna run down the trouser leg. A clip-on lapel microphone and hearing-aid earphone allowing a man on the drop zone to radio steering instructions to new jumpers⁶.

L4: Civil Air Patrol, Texas Wing, 1944

CAP female personnel wore the same uniform as Air Wacs, but with unique distinctions. A small embroidered CAP emblem was worn by all ranks on the garrison cap. The khaki on red CAP enlisted rank insignia bore the same titles as equivalent AAF ranks. Skirts were used, but there was much debate over whether slacks or culottes should be worn when flying; the latter were not used by the WAC. It was finally decided to leave it up to local units, usually determined by vote.

Notes sur les

A Angletterre, 1943: officiers de l'AAF, d'aviation de combat de combat' et pantalon d'épaule de l'uniforme de service de garnison avec badge de qualification de service.

B1 Veste de vol A-1 sur sa casquette et s'arrose porté par le chevrons qui indiquent le bataillon). B3 Ecusson de service d'été kaki, les USAAF. B5 Mécanicien casque tropical en fil.

C1 Mécanicien AA jambières M1938, ceinture M1911 (twill, HBT), fusil M1 d'entraînement .33 casquette 1941, June

⁶ CAP parachutist information provided courtesy of Joanne and Jim Allen.

HYSTERICAL NEWSLETTER

THE JOURNAL OF CIVIL AIR PATROL HISTORIANS



PUBLISHED QUARTERLY BY THE C.A.P.
NATIONAL HISTORICAL COMMITTEE

VOL. IX NUMBER 2

April - June 1991



A F
ARRA
DETR

JUNE SAW THE ACTIVATION OF BASE; 9 AT GRAND ISLE, LOUISIANA, 10 AT BEAUMONT, TEXAS, AND 11 AT PASCAGOULA, MISSISSIPPI.

NATIONAL BOARD MEETING PREPARATION

YEP, IT IS THAT TIME OF THE YEAR.

ATTACHED PLEASE FIND A HIGHLY TENTATIVE AGENDA FOR THE HISTORICAL SEMINAR. I SAY HIGHLY TENTATIVE SINCE ALL SPEAKERS HAVE NOT BEEN CONTACTED REGARDING THEIR PROPOSED TALK(S). ALSO, IT IS OPEN TO SUGGESTIONS FROM ANYONE HAVING ONE TO OFFER. HOWEVER, IF YOU HAVE ANY SUGGESTIONS AND/OR COMMENTS, PLEASE LET ME HAVE THEM AS SOON AS IS POSSIBLE.

GREG HAS ACCEPTED THE RESPONSIBILITY FOR THE ERECTION OF OUR HISTORICAL DISPLAY. HE IS PLANNING A TWO BOOTH OPERATION COMPLETE WITH MANNEQUINS IN PERIOD UNIFORMS. I AM SURE THAT GREG WOULD APPRECIATE ANYTHING OF SPECIAL INTEREST THAT ANYONE MAY CARE TO OFFER.

ONE OTHER BOARD MEETING ITEM IS THE PLANNING FOR A HISTORICAL COMMITTEE TABLE AT THE SATURDAY NIGHT BANQUET. I UNDERSTAND THAT HEADQUARTERS IS NEGOTIATING WITH A VERY SIGNIFICANT SPEAKER IN CONNECTION WITH OUR 50TH ANNIVERSARY BANQUET. I PERSONALLY THINK IT WOULD BE A GOOD IDEA FOR THE COMMITTEE TO HAVE A TABLE AT THE BANQUET. TO THIS END, I NEED EARLY ADVICE FROM COMMITTEE MEMBERS AS REGARDS THEIR PLANS FOR BANQUET ATTENDANCE AND SEATING AT THE COMMITTEE TABLE,

UNUSUAL CIVIL AIR PATROL UNITS

MOST READERS ARE FAMILIAR WITH THE COASTAL PATROL, BORDER PATROL, FOREST PATROL, COURIER SERVICE AND SEARCH FOR MISSING AIRCRAFT OPERATIONS DURING WORLD WAR II. SUCH IS NOT THE CASE WITH THE OPERATIONS OF THE SEVERAL UNUSUAL UNITS THUS FAR DISCOVERED.

THESE INCLUDE THE MOUNTED UNITS OF THE WEST, THE SCUBA DIVING ONE IN TEXAS, ALL FEMALE SQUADRONS, BANDS AND THE MOST RECENTLY DISCOVERED MILITARY POLICE AND PARACHUTE UNITS WHICH INCLUDED AN ALL AFRICAN-AMERICAN GLIDER FLIGHT. DISCUSSED HEREIN WILL BE MICHIGAN WING'S PARACHUTE GROUP. ANYONE HAVING ADDITIONAL INFORMATION ON IT, OR OTHER OF THE UNUSUAL UNITS, IS REQUESTED TO PROVIDE THE EDITOR WITH COPIES OF WHAT THEY MAY HAVE.

THERE WERE SEVERAL WINGS WHERE INDIVIDUAL MEMBERS OF VARIOUS LOCAL FLYING ORGANIZATION JOINED CAP WHEN IT WAS FORMED. IN ONE SUCH CASE IT WAS AN UNUSUAL GROUP WHOSE SEVERAL MEMBERS DECIDED TO JOIN CAP. IN THIS CASE IT WAS MEMBERS OF THE CIVILIAN PARACHUTE CORPS (CPC). SEVERAL OF THEIR MEMBERS JOINED CAP. AS INFORMATION, THE CPC WAS ESTABLISHED IN 1939 PRESUMEDLY TO FOSTER SAFE "SPORT" PARACHUTING.

E, LOUISIANA,
HPPI.

FORWARD THINKING INDIVIDUAL IN THE MICHIGAN WING HEADQUARTERS ARRANGED TO GET ALL OF THE FORMER MEMBERS OF THE CPC INTO ONE DETROIT SQUADRON, DESIGNATED 632-5. THEIR ACTIVITIES WERE MANY AND VARIED. THEY RANGED FROM DEMONSTRATION JUMPING AT WAR BOND RALLIES TO TRAINING FUTURE MILITARY JUMPERS. AN INTERESTING SIDELINE WAS THE PACKING OF PARACHUTES AND THE RENTAL OF THEM TO SERVICEMEN ON LEAVE SO THAT THEY COULD FLY IN MILITARY AIRCRAFT.

AS THE SQUADRON GREW, IT WAS NECESSARY TO EXPAND IT INTO GROUP 639 WHICH ULTIMATELY CONSISTED OF TWO SQUADRONS OF ACTIVE JUMPERS, TWO SQUADRONS OF NON-JUMPERS FROM LOCAL SCHOOLS AND THE PREVIOUSLY MENTIONED ALL AFRICAN-AMERICAN GLIDER FLIGHT.

THEIR EXPLOITS ARE LEGENDARY AND RANGED FROM THE ALMOST COMICAL INCIDENTS TO THE ONLY KNOWN DEATH OF A CAP PARACHUTIST. LIEUTENANT DOOR WALKER, SQUADRON COMMANDER OF SQUADRON 629-2 DIED AS THE RESULT OF INJURIES SUSTAINED IN A JUMP ON 20 JULY 1944 COMPLICATED BY PNEUMONIA.

FOR THOSE INTERESTED IN INSIGNIA, CAP'S PARACHUTISTS HAD THEIR OWN IN ADDITION TO WEARING THE EMBLEM OF THE CPC ON THEIR RIGHT SLEEVE NEAR THE SHOULDER. IT IS ILLUSTRATED ABOVE. THIS CLOTH CAP PARACHUTE EMBLEM CONSISTED OF A WHITE DEPLOYED PARACHUTE ON A RED BACKGROUND. SUPERIMPOSED ON IT WERE A PAIR PERIOD PILOTS WING WITH THE SHIELD BEING REPLACED BY THE RED, WHITE AND BLUE CAP EMBLEM. THIS WAS WORN ON THE RIGHT BREAST OF THE UNIFORM BY JUMP QUALIFIED MEMBERS OF THE GROUP. MEMBERS OF THE GROUP WHO WERE NOT JUMP QUALIFIED WORE THE WHITE DEPLOYED PARACHUTE ON A RED BACKGROUND WITH THE CAP EMBLEM SUPERIMPOSED. ALTHOUGH NOT SEEN BY THE AUTHOR, METALLIC VERSIONS OF THE ABOVE HAVE BEEN REPORTED.

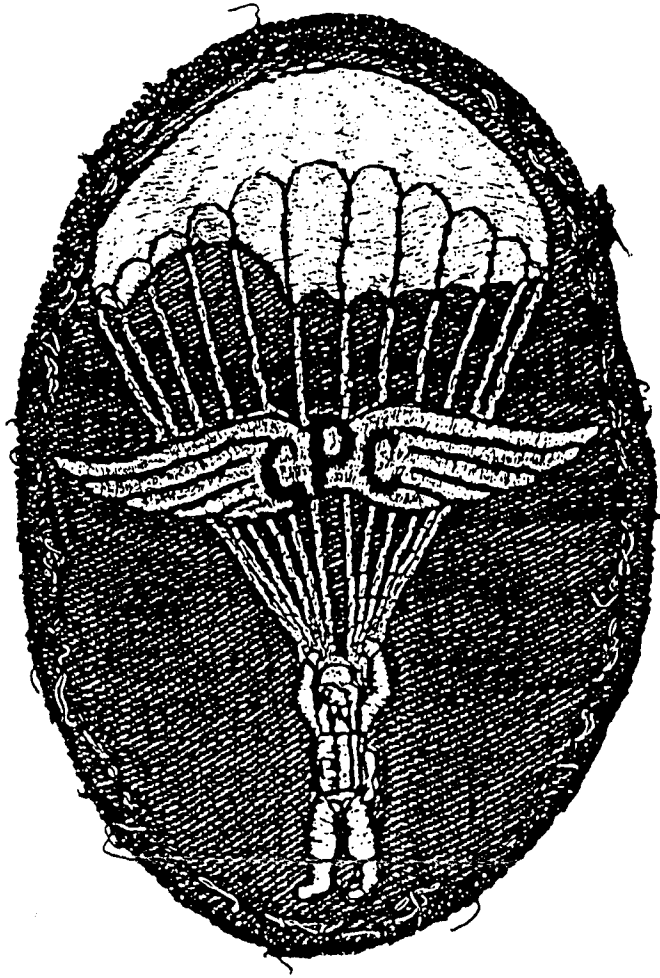
SPECIAL THANKS ARE DUE TO JOANNE AND JIMMIE ALLEN OF DETROIT, MICHIGAN FOR PROVIDING THE MATERIAL UPON WHICH THIS ARTICLE IS BASED. JIMMIE WAS ONE OF THE CPC MEMBERS WHO JOINED CAP SHORTLY AFTER ITS ESTABLISHMENT. JOANNE SHARES HER HUSBAND'S DISTINCTIVE RECORD IN THAT SHE WAS THE FOURTH FEMALE IN MICHIGAN TO BECOME JUMP QUALIFIED. SHE WENT ON TO BECOME THE SQUADRON COMMANDER OF ONE OF THE CIVIL AIR PATROL'S UNIQUE PARACHUTE SQUADRONS OF.

ADDITIONAL THANKS TO BILL KIDNEY WHO ULTIMATELY PUT THE ALLEN'S IN TOUCH WITH ME.

CHARTER AND FOUNDING MEMBERS SOUGHT

A PROGRAM HAS BEEN DEVELOPED IN CONNECTION WITH OUR 50TH TO RECOGNIZE EARLY MEMBERS OF CAP. DETAILS ARE COVERED IN THE ATTACHED "PROGRAM TO RECOGNIZE EARLY CIVIL AIR PATROL MEMBERS." READERS ARE REQUESTED TO SEEK OUT THESE EARLY MEMBERS AND TRANSMIT THE REQUESTED INFORMATION TO BILL MADSEN.

IT IS RECOMMENDED THAT REGIONS AND WINGS DO SOMETHING ALONG THE SAME LINES.



CIVILIAN PARACHUTE CORPS EMBLEM



INSIGNIA OF CIVIL AIR PATROL JUMPERS

Civil Air Patrol Parachutists of Maine Wing in World War II

By SSGT Max C. Calderwood, CAP

The late 1930s saw the parachute developed not just as an aerial life saver, but as a military tool for delivering men and supplies rapidly and decisively into an area.

In the fall of 1931 the Russian Army had formed a test parachute unit from volunteers of the 11th Rifle Division at the Leningrad Military District. By 1935 battalion-sized units had been formed and were conducting mass jump training exercises.

In May of 1940 Germany shocked the world with its lightning airborne assault on Holland and Belgium. In reaction to this, the U.S. Army rushed into the development of its parachute and glider forces throughout 1940 and 1941. By mid-January 1941 the bulk of the Army's first airborne organization, the 501st Parachute Infantry Battalion, had become jump qualified. It was becoming obvious that the parachute would be a major factor in the coming conflict.

As part of the buildup of the national defense effort at this time, the Office of Civilian Defense officially created the Civil Air Patrol on 1 December 1941 to utilize the large number of light civilian aircraft in home defense. Its missions would be varied and would include coastal patrol, forest patrol, courier duties, tow-target tracking, search and rescue as well as a host of other home front activities.

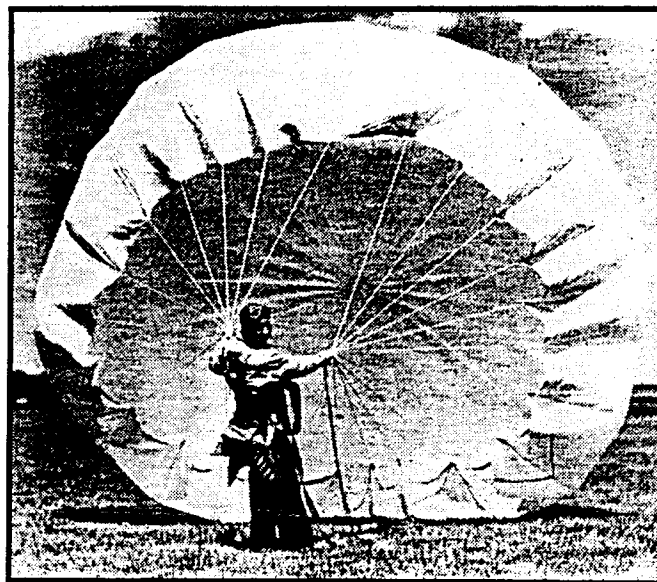
At this time civilian parachute clubs were small and scattered with the sport still regarded as a barnstorming stunt for dare-devils only. Equipment was primitive by today's standards and freefall technique unknown. Nevertheless, with the Japanese attack on Pearl Harbor, civilian jumpers flocked to the newly formed Civil Air Patrol, hoping to use their unique skills in the defense effort.

The formation of the Maine Wing's parachute unit can be credited almost totally to Harold R. Brown, equipment and supplies officer for CAP Wing Headquarters. Involved with parachuting since 1926, Brown was a former test jumper for the Switlick Parachute Company and had jumped and instructed all over the United States.

A licensed rigger and owner of the Maine Parachute Service, he was a regular performer at the Maine Aero Rendezvous airshow in the years immediately prior to WW2. Brown would thrill airshow audiences by performing a dangerous break-away jump in which he would cut away from a deployed canopy, free-fall to lower altitude, and deploy a second canopy under which he would land. This stunt required the wearing of three separate parachutes. At the time he began working on the formation of the CAP parachute unit, he had accumulated over 2,500 jumps.

Even before the end of December 1941, Brown was laying plans for a Civil Air Patrol "parachute squad." His plans called for at least one jumper and one rigger in each county in the state.

"Besides its three professional jumpers, the state has six or eight student jumpers who have had six jumps apiece, and this



can be a nucleus for building up CAP's parachute squad," he was quoted as saying in the *Portland Press Herald* of December 31. He went on to say "Jumpers can get down practically anywhere there's trouble. If a plane crashes in some roadless area, and is then spotted from the air, jumpers can be dropped out where planes couldn't think of landing, and take proper rescue gear with them for first aid measures, also food enough to keep alive until a ground party would work in to them." He also stated that jumpers could assist the local Army, police and game wardens as well as acting as "smoke jumpers" in fighting forest fires. It was also hoped that many women could be trained in the roles of parachute packers and riggers, not just for service within the CAP, but to render additional help to Army and Navy packers.

At least one woman would be an active jumper in the group. Juliet Poulin of Auburn had made four jumps by the end of December. She would be one of the first qualified jumpers available to the organization.

Soon Brown was swamped with applications from those wanting to be jumpers or riggers. With the coming of spring, training began in earnest. On the weekend of March 7-8, 1942, training exercises were held at the Augusta State Airport. Frank Schell of South Portland parachuted as part of his training to organize a group of chutists in the Portland area. Paul R. Dwinall of Lewiston was also among those jumping. Herbert Beatty of Augusta served as pilot for the jump airplane. Classes in parachute packing were also offered, and Harold Robinson, aircraft flight instructor, and Richard Bucklan, aviation supervisor at the Quoddy NYA school, were among those receiving instruction. Harold Brown organized the training and was there to offer his expertise in all classes.

One of the first documented actions by CAP parachutists would come in helping to train the Maine State Guard, a home guard authorized under the National Defense Act when the Haine National Guard was called into federal service. It was a reflection that the war was not necessarily progressing in favor

of the Allied cause during those dark days of early 1942, that training for the state guard would concentrate on guerilla warfare and defense against airborne raiders.

On Saturday, July 11, and Sunday, July 12, 1942 a large training maneuver for the Maine State Guard was held at the Auburn rifle range. CAP planes dive bombed the guardsmen of the First Battalion with bags of flour to simulate air attack.

Student officers were divided into platoons on Sunday morning with the idea of intercepting an "enemy" parachutist and preventing him from reaching an equipment bundle dropped separately.

Paul R. Dwinal of Auburn, a member of Flight One of the Civil Air Patrol, as well as Co. B of the Lewiston unit of the state guard, was the major contributor to the defense exercise by playing the part of the enemy.

At 9:00 a.m. a Waco biplane, piloted by Rex Waite, made a first pass over the range and dropped the "weapons" bundle despite a low ceiling of clouds. On the second pass, Dwinal, making his 20th jump, left the Waco at about 2,000 feet. Opening in clouds, he was unable to spot the bundle in time to steer toward it. He landed more than 200 yards away from the equipment with thick woods intervening.

Even though they had been held back until the parachutist landed, the platoons of student guardsmen were able to capture the air-dropped "weapons" and sweep down on the parachutist. The weather had favored the defenders and the decision went to the state guardsmen.

After this exercise there is little mention of the CAP parachutists in the press. With a change in the war situation most fanned out into the armed forces, and industry, hoping to find more direct involvement in the global struggle. Paul R. Dwinal would leave the area to work in the shipyards of Portland.

Later in 1942, Harold Brown would become a parachute

mechanic for the U.S. Navy at Quonset Point Naval Air Station in Rhode Island. The following year would see him become head of the parachute loft there, a post he would hold until 1957. Most of the other members probably went on to similar pursuits.

The Maine Wing jumpers devised no special unit or qualification insignia. Their equipment was of standard civilian type that might be found at any 1940s jump club. Most of their expenses probably came out of their own pockets. At top strength the unit was probably never over 11 or 12 people.

Still, even though this group existed for only a very short time they provided a unique service to their state and nation at a very critical period. The training undoubtedly helped many succeed in the service as well as convincing the local military and civilian populations of the usefulness and versatility of the parachute.

Wartime Civil Air Patrol regulations clearly provided for the formation of parachutists as a "special unit" within a squadron, but such unique groups were quite rare during World War II with only Maine, Michigan and Washington being documented as having used them. This makes the story of Maine's CAP parachutists all the more significant.

After World War II there would continue to be some Civil Air Patrol jumping for rescue and sport. Michigan Wing would continue training parachutists into the 1948-49 period. During this same era, the New Rochelle Squadron in New York state would train cadet jumpers until it would evolve into a civilian parachute club. Later, CAP regulations would prohibit parachuting by cadets. And there would be other efforts to organize rescue parachutists in Maine in the early 1970s, but this group would have no direct connection to CAP.

The growth of the highly trained USAF Air Rescue Service and the common use of helicopters in search and rescue would help to make the rescue parachutist a thing of the past.

DAVE'S BOOK STORE

New & Used Books • Famous Authors

39 North Street Old Town, ME

827-4510

Come See Our Large Aviation Book Section

Open Mon.-Fri. 9:30 a.m. — 5:00 p.m.

Great Buys!

CATCH THE MAHS EXCITEMENT!

Need help? Have ideas? Want to get involved?

Maine Aviation Historical Society

101 Monroe Avenue

Westbrook, ME 04092-4020

or call (207) 854-9972

If you are not yet a member, join today and help preserve Maine's aviation heritage. Enjoy the *Dirigo Flyer*!

B A L L O T

Here is your official ballot for MAHS officers for 1996. Please mark your choices and mail to: MAHS, 101 Monroe Ave., Westbrook, ME 04092-4020. Deadline is 12/23/95.

Vote for One Candidate per Office

President: James Chichetto (5) ☐

..... ☐

Vice President: Clay Carkin (17) ☐

..... ☐

Sec./Editor: Leo Boyle (2) ☐

..... ☐

Treasurer: John Miller (54) ☐

..... ☐

Vote for Three for Board of Directors

Jack Denison (32) ☐

Norman Houle (1) ☐

Scott F. Grant (70) ☐

Frank Powers (102) ☐

O. William Robertson (80) ☐

..... ☐

..... ☐

..... ☐