

112<sup>TH</sup> CONGRESS  
2<sup>D</sup> SESSION

# S. 418

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## AN ACT

To award a Congressional Gold Medal to the World War  
II members of the Civil Air Patrol.

1        *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

1 **SECTION 1. FINDINGS.**

2 Congress makes the following findings:

3 (1) The volunteer members of the Civil Air Pa-  
4 trol (hereafter in this Act referred to as the “CAP”)  
5 during World War II, civilian men and women rang-  
6 ing in age from 18 to 81, provided extraordinary  
7 public and combat services during a critical time of  
8 need for the Nation.

9 (2) During the war, CAP members used their  
10 own aircraft to perform a myriad of essential tasks  
11 for the military and the Nation within the United  
12 States, including attacks on enemy submarines off  
13 the Atlantic and Gulf of Mexico coasts of the United  
14 States.

15 (3) This extraordinary service set the stage for  
16 the post-war CAP to become a valuable nonprofit,  
17 public service organization chartered by Congress  
18 and the Auxiliary of the United States Air Force  
19 that provides essential emergency, operational, and  
20 public services to communities, States, the Federal  
21 Government, and the military.

22 (4) The CAP was established, initially as a part  
23 of the Office of Civil Defense, by air-minded citizens  
24 one week before the surprise attack on Pearl Har-  
25 bor, Hawaii, on December 1, 1941, “out of the de-  
26 sire of civil airmen of the country to be mobilized

1 with their equipment in the common defense” of the  
2 Nation.

3 (5) Within days of the start of the war, the  
4 German Navy started a massive submarine offensive,  
5 known as Operation Drumbeat, off the east coast of  
6 the United States against oil tankers and other crit-  
7 ical shipping that threatened the overall war effort.

8 (6) Neither the Navy nor the Army had enough  
9 aircraft, ships, or other resources to adequately pa-  
10 trol and protect the shipping along the Atlantic and  
11 Gulf of Mexico coasts of the United States, and  
12 many ships were torpedoed within sight of civilians  
13 on shore, including 52 tankers sunk between Janu-  
14 ary and March 1942.

15 (7) At that time General George Marshall re-  
16 marked that “[t]he losses by submarines off our At-  
17 lantic seaboard and in the Caribbean now threaten  
18 our entire war effort”.

19 (8) From the beginning CAP leaders urged the  
20 military to use its services to patrol coastal waters  
21 but met with great resistance because of the non-  
22 military training and status of CAP pilots.

23 (9) Finally, in response to the ever-increasing  
24 submarine attacks, the Tanker Committee of the Pe-  
25 troleum Industry War Council urged the Navy De-

1       partment and the War Department to consider the  
2       use of the CAP to help patrol the sea lanes off the  
3       coasts of the United States.

4           (10) While the Navy initially rejected this sug-  
5       gestion, the Army decided it had merit, and the Civil  
6       Air Patrol Coastal Patrol began in March 1942.

7           (11) Oil companies and other organizations pro-  
8       vided funds to help pay for some CAP operations,  
9       including vitally needed shore radios that were used  
10      to monitor patrol missions.

11          (12) By late March 1942, the Navy also began  
12      to use the services of the CAP.

13          (13) Starting with three bases located in Dela-  
14      ware, Florida, and New Jersey, CAP aircrews imme-  
15      diately started to spot enemy submarines as well as  
16      lifeboats, bodies, and wreckage.

17          (14) Within 15 minutes of the first Coast Pa-  
18      trol flight, the pilot had sighted a torpedoed tanker  
19      and was coordinating rescue operations.

20          (15) Eventually 21 bases, ranging from Bar  
21      Harbor, Maine, to Brownsville, Texas, were set up  
22      for the CAP to patrol the Atlantic and Gulf of Mex-  
23      ico coasts of the United States, with 40,000 volun-  
24      teers participating.

1           (16) The CAP used a wide range of civilian-  
2 owned aircraft, mainly light-weight, single engine  
3 aircraft—manufactured by Cessna, Beech, Waco,  
4 Fairchild, Stinson, Piper, Taylorcraft, and Sikorsky,  
5 among others—as well as some twin engine aircraft  
6 such as the Grumman Widgeon.

7           (17) These aircraft were painted in their civil-  
8 ian prewar colors (red, yellow, blue, etc.) and carried  
9 special markings (a blue circle with a white triangle)  
10 to identify them as CAP aircraft.

11           (18) Patrols were conducted up to 100 miles off  
12 shore, generally with 2 aircraft flying together, in  
13 aircraft often equipped with only a compass for navi-  
14 gation and a single radio for communication.

15           (19) Due to the critical nature of the situation,  
16 CAP operations were conducted in bad weather as  
17 well as good, often when the military was unable to  
18 fly, and in all seasons (including the winter) when  
19 ditching an aircraft in cold water would likely mean  
20 certain death to the aircrew.

21           (20) Personal emergency equipment was often  
22 lacking, particularly during early patrols where inner  
23 tubes and kapok duck hunter vests were carried as  
24 flotation devices since ocean worthy wet suits, life  
25 vests, and life rafts were unavailable.

1           (21) The initial purpose of the CAP was to spot  
2 submarines, report their position to the military, and  
3 force them to dive below the surface, which limited  
4 their operating speed and maneuverability and re-  
5 duced their ability to detect and attack shipping.

6           (22) It soon became apparent that there were  
7 opportunities for CAP pilots to attack submarines,  
8 such as when a Florida CAP aircrew came across a  
9 surfaced submarine that quickly stranded itself on a  
10 sand bar. However, the aircrew could not get any as-  
11 sistance from armed military aircraft before the sub-  
12 marine freed itself.

13           (23) Finally, after a number of these instances,  
14 a decision was made by the military to arm CAP air-  
15 craft with 50 and 100 pound bombs, and to arm  
16 some larger twin engine aircraft with 325 pound  
17 depth charges.

18           (24) The arming of CAP aircraft dramatically  
19 changed the mission for these civilian aircrews and  
20 resulted in more than 57 attacks on enemy sub-  
21 marines.

22           (25) While CAP volunteers received \$8 a day  
23 flight reimbursement, their patrols were accom-  
24 plished at a great economic cost to many of the  
25 members of the CAP who—

1           (A) used their own aircraft and other  
2 equipment in defense of the Nation;

3           (B) paid for much of their own aircraft  
4 maintenance and hangar use; and

5           (C) often lived in primitive conditions  
6 along the coast, including old barns and chicken  
7 coops converted for sleeping.

8           (26) More importantly, the CAP Coastal Patrol  
9 service came at the high cost of 26 fatalities, 7 seri-  
10 ous injuries, and 90 aircraft lost.

11           (27) At the conclusion of the 18-month Coastal  
12 Patrol, the heroic CAP aircrews would be credited  
13 with the following:

14           (A) 2 submarines destroyed or damaged.

15           (B) 57 submarines attacked.

16           (C) 82 bombs dropped against submarines.

17           (D) 173 radio reports of submarine posi-  
18 tions (with a number of credited assists for kills  
19 made by military units).

20           (E) 17 floating mines reported.

21           (F) 36 dead bodies reported.

22           (G) 91 vessels in distress reported.

23           (H) 363 survivors in distress reported.

24           (I) 836 irregularities noted.

1           (J) 1,036 special investigations at sea or  
2           along the coast.

3           (K) 5,684 convoy missions for the Navy.

4           (L) 86,685 missions flown.

5           (M) 244,600 total flight hours logged.

6           (N) More than 24,000,000 miles flown.

7           (28) At least one high-level German Navy Offi-  
8           cer credited the CAP with being the primary reason  
9           that submarine attacks were withdrawn from the At-  
10          lantic coast of the United States in 1943, when he  
11          said that “[i]t was because of those damned little  
12          red and yellow planes!”.

13          (29) The CAP was dismissed from coastal mis-  
14          sions with little thanks in August 1943 when the  
15          Navy took over the mission completely and ordered  
16          the CAP to stand down.

17          (30) While the Coastal Patrol was ongoing, the  
18          CAP was also establishing itself as a vital wartime  
19          service to the military, States, and communities na-  
20          tionwide by performing a wide range of missions in-  
21          cluding—

22                 (A) border patrol;

23                 (B) forest fire patrol;

24                 (C) courier flights for mail, repair and re-  
25          placement parts, and urgent deliveries;



- 1 (D) emergency transportation of personnel;
- 2 (E) target towing (with live ammunition  
3 being fired at the targets and seven lives being  
4 lost) and searchlight tracking training missions;
- 5 (F) missing aircraft and personnel  
6 searches;
- 7 (G) rescue of aircraft crash survivors;
- 8 (H) radar training flights;
- 9 (I) aerial inspections of camouflaged mili-  
10 tary and civilian facilities;
- 11 (J) aerial inspections of city and town  
12 blackout conditions;
- 13 (K) mock bombing attacks on cities and  
14 facilities to test air defenses;
- 15 (L) aerial searches for scrap metal mate-  
16 rials;
- 17 (M) support of war bond drives;
- 18 (N) airport guard duties;
- 19 (O) support for State and local emer-  
20 gencies such as natural disasters;
- 21 (P) recruiting for the Army Air Force; and
- 22 (Q) a cadet youth program which provided  
23 aviation and military training.
- 24 (31) The CAP flew more than 500,000 hours  
25 on these additional missions, including—

1 (A) 20,500 missions involving target tow-  
2 ing (with live ammunition) and gun/searchlight  
3 tracking which resulted in 7 deaths, 5 serious  
4 injuries, and the loss of 25 aircraft;

5 (B) a courier service involving 3 major Air  
6 Force Commands over a 2-year period carrying  
7 more than 3,500,000 pounds of vital cargo and  
8 543 passengers;

9 (C) southern border operations flying more  
10 than 30,000 hours, with 7,000 reports of un-  
11 usual sightings including a vehicle (that was ap-  
12 prehended) with 2 enemy agents attempting to  
13 enter the country;

14 (D) a week in February 1945 during which  
15 CAP units found seven missing Army and Navy  
16 pilots; and

17 (E) a State in which the CAP flew 790  
18 hours on forest fire patrol missions and re-  
19 ported 576 fires to authorities during a single  
20 year.

21 (32) On April 29, 1943, the CAP was trans-  
22 ferred to the Army Air Forces, thus beginning its  
23 long association with the United States Air Force.

1           (33) Hundreds of CAP-trained women joined  
2 military women's units including the Women's Air  
3 Force Service Pilots (WASP) program.

4           (34) Many members of the Women's Air Force  
5 Service Pilots program joined or rejoined the CAP  
6 during the post-war period because it provided  
7 women opportunities to fly and continue to serve the  
8 Nation that were severely lacking elsewhere.

9           (35) Due to the exceptional emphasis on safety,  
10 unit discipline, and pilot discipline, and the organi-  
11 zation of the CAP, by the end of the war only 64  
12 members of the CAP had died in service and only  
13 150 aircraft had been lost (including its Coastal Pa-  
14 trol loses from early in the war).

15           (36) There were more than 60,000 adult civil-  
16 ian members of the CAP in wide range of positions,  
17 and CAP aircrews flew a total of approximately  
18 750,000 hours during the war, most of which were  
19 in their personal aircraft and often at real risk to  
20 their lives.

21           (37) After the war, at a CAP dinner for Con-  
22 gress, a quorum of both Houses attended with the  
23 Speaker of the House of Representatives and the  
24 President thanking the CAP for its service.

1           (38) While air medals were issued for those  
2 participating in the Coastal Patrol, little other rec-  
3 ognition was forthcoming for those efforts or for the  
4 other services the CAP volunteers provided during  
5 the war.

6           (39) Despite efforts to end the organization at  
7 the end of the war, the CAP had proved its capabili-  
8 ties and strengthened its ties with the Air Force and  
9 Congress.

10           (40) In 1946, Congress chartered the CAP as  
11 a nonprofit, public service organization and in 1948  
12 as the Auxiliary of the United States Air Force.

13           (41) Today the CAP conducts many of the  
14 same missions it performed during World War II,  
15 including a vital role in homeland security.

16 **SEC. 2. CONGRESSIONAL GOLD MEDAL.**

17           (a) AWARD.—

18           (1) AUTHORIZED.—The President pro tempore  
19 of the Senate and the Speaker of the House of Rep-  
20 resentatives shall make appropriate arrangements  
21 for the award, on behalf of Congress, of a single  
22 gold medal of appropriate design in honor of the  
23 World War II members of the Civil Air Patrol collec-  
24 tively, in recognition of the military service and ex-

1       emplary record of the Civil Air Patrol during World  
2       War II.

3               (2) DESIGN AND STRIKING.—For the purposes  
4       of the award referred to in paragraph (1), the Sec-  
5       retary of the Treasury shall strike the gold medal  
6       with suitable emblems, devices, and inscriptions, to  
7       be determined by the Secretary.

8               (3) SMITHSONIAN INSTITUTION.—

9                       (A) IN GENERAL.—Following the award of  
10       the gold medal referred to in paragraph (1) in  
11       honor of the World War II members of the Civil  
12       Air Patrol, the gold medal shall be given to the  
13       Smithsonian Institution, where it shall be dis-  
14       played as appropriate and made available for  
15       research.

16                      (B) SENSE OF CONGRESS.—It is the sense  
17       of Congress that the Smithsonian Institution  
18       should make the gold medal received under this  
19       paragraph available for display elsewhere, par-  
20       ticularly at other locations associated with the  
21       Civil Air Patrol.

22               (b) DUPLICATE MEDALS.—Under such regulations  
23       as the Secretary may prescribe, the Secretary may strike  
24       and sell duplicates in bronze of the gold medal struck  
25       under this Act, at a price sufficient to cover the costs of

1 the medals, including labor, materials, dyes, use of ma-  
2 chinery, and overhead expenses.

3 (c) NATIONAL MEDALS.—Medals struck pursuant to  
4 this Act are national medals for purposes of chapter 51  
5 of title 31, United States Code.

6 **SEC. 3. AUTHORIZATION OF APPROPRIATIONS; PROCEEDS**  
7 **OF SALE.**

8 (a) AUTHORIZATION OF APPROPRIATIONS.—There is  
9 authorized to be charged against the United States Mint  
10 Public Enterprise Fund, an amount not to exceed \$30,000  
11 to pay for the cost of the medal authorized under section  
12 2.

13 (b) PROCEEDS OF SALE.—Amounts received from the  
14 sale of duplicate bronze medals under section 2(b) shall  
15 be deposited in the United States Mint Public Enterprise  
16 Fund.

Passed the Senate May 10, 2012.

Attest:

*Secretary.*



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War II members of the Civil Air Patrol.