



*Silver Wings on our Chest*  
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**Civil Air Patrol**

Formed on 1 December 1941 as an element of the Civil Defense system. Early in 1942 civilian pilots were urged to join and voluntarily register their aircraft for routine and emergency use. . under GM-9, Attachment, February 13, 1942 established CAP Pilot Wings to recognize pilots with Civil Aeronautics Administration Airman Certificate of the grade of Private Pilot or higher.

The original CAP Pilots badge were designed by the office of The Quartermaster General, War Department and were made of Sterling Silver, two and one-half inches tip to tip, and is unique since the eagle's head is included as part of the center device above an enameled fired Civil Defense disk bearing a red three bladed propeller, superimposed on a white triangle centered on a blue circle. .



The Flight observer wore a Sterling Silver half-wing bearing the distinctive CAP red three-bladed propeller in a white triangle centered on a blue circle Civil Defense Disk, approximately one and one-half inches from edge of disk to tip of wing.



In March 1948 CAP Weekly Bulletin No. 12 the CAP glider pilot was approved with "Silver G" superimposed" on the center of the eagle



On 29 April 1943 Civil Air Patrol was transferred from the Office of Civilian Defense to the War Department, and on 23 March 1945 became the official Auxiliary of the U.S. Army Air Force. When on 21 May 1948 was transferred to the newly formed U.S. Air Force (September 18, 1947), it became its permanent civilian auxiliary on 26 May 1948.

These WW2 designed Aeronautical Badges remained in service without modification till a requested by Weekly Bulletin No. 20, 1 August 1947 when CAP asked its members to suggest changes in design and levels of qualification and submit them to NHQ.

The "droopy" wing pencil drawings designs submitted by Major Carroll B. Colby, CAP New York Wing was selected. They received approval and was authorized by CAP Regulation 50-1, 20 December 1948, and described by Air Force Regulation 45-11, 11 January 1949 as was shown in attachment 6 of the regulation, they pictured the Silver pilot and Observer badges as designed and worn by CAP, size for all CAP aviation badges to be approximately three and one-eighth inches from tip to tip (Illustrated are the new wings for Command, Senior, and Pilot,

Observer and Senior Observer). The new badge replaced the old official CAP wing badges which became obsolete after issue of the new 31 March 1949.



Weekly Bulletin No. 49, 30 December 1949, CAP Glider Pilot Wings: with a raised "G" in its center was approved by the USAF, AFR 45-11, CAPR 35-4, and CAPR 50-1 will be amended.



Weekly Bulletin No. 45, 3 November 1954, Authorized Miniature Aviation Badges, which maybe optionally worn by CAP personal who are authorized. And were only to be worn on the shirt when worn as an outer garment, these badges were to be "two inches, tip to tip".

In October 1961, the CAP Solo Badge was authorized, based upon a design that was used by the AF ROTC.



Minutes, National Executive Committee Meeting, 6 December 1963, Establishment of a Master Observer Rating was approved.



All "drooping wings" aviation badges were replaced in 1975 or 1976 by straight wings, which were first illustrated in CAPM 39-1, 1 January 1977. Brig. Gen William Patterson, CAP Chairman of the Board (Oct. 1973 to Aug. 1975) and later its first CAP National Commander (Sept. 1977 to Sept. 1976) was instrumental in convincing BG Leslie J. Westberg, USAF our USAF appointed National Commander (Nov. 1972 to Aug. 1975) to approve the modification thereof Brig. General Patterson wrote me with the following. *"In 1974 I (BG Patterson) approached Gen Leslie Westburg with an artists rendering of proposed new wings for, initially, pilots, senior, and command type. The design had the basic USAF wings character, with the CAP corporate seal designation in the center. It was approved by then, Under Secretary of the USAF, James P. Gilligan, however, Westburg, on his own, rejected the design. To avoid a confrontation with him, rather than pursue it at a different level, we agreed to the modification of existing wings by removing the "droop". This compromise was accepted by the NB, and are currently authorized today"*.

