

CAPM 50-2

Cadet
LOG BOOK
and Guide



JANUARY 1959

CAP MANUAL)
NO. 50-2)

NATIONAL HEADQUARTERS
CIVIL AIR PATROL
Auxiliary of the United States Air Force
Bolling Air Force Base 25, D.C.

FOREWORD

Welcome to Civil Air Patrol? You have often heard the expression that "you get out of something what you put in it." You will find this is certainly a truism for you as a cadet in the Civil Air Patrol.

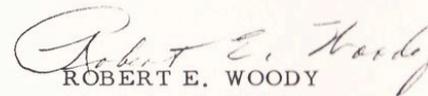
Today we live in an air-space age. Our aviation education and training program is designed to broaden your understanding of the problems and opportunities of this era of the air plane and space missiles with its multiple ramifications.

But beyond your gaining a better understanding of aviation education, it is my hope your cadet training will improve your leadership ability, moral integrity, and your capacity to be, in the near future, a productive citizen of our country. But don't forget this -- to be a successful CAP cadet, or citizen, you must "put in" some effort. Good Luck!

FOR THE NATIONAL COMMANDER:

OFFICIAL:

J. PAUL CRAIG
Colonel, USAF
Chief of Staff



ROBERT E. WOODY
Lt. Colonel, USAF
Director of Administrative Services

DISTRIBUTION D (1 ea cadet)

This manual supersedes CAP Manual 30-1, Apr 54 and revises CAPM 50-2, June 57 which may be used.

PURPOSE OF TRAINING GUIDE AND LOGBOOK

This cadet training guide and logbook is published in two parts. Sections I thru XV is the training guide and Section XVI is the logbook.

The training guide, Sections I thru XV, will serve you as a general source of information concerning cadet matters. All of the information you will need to pass your Phase I examination is contained in these sections. The training guide is the property of your squadron and must be returned when you are finished with it. Take care of it so it may be used again.

The cadet log, Section XVI, is your personal record which you will maintain for your own information. This log is similar to the CAP Form 66, "CAP Cadet Master Record" which is the official training record in the custody of your squadron.

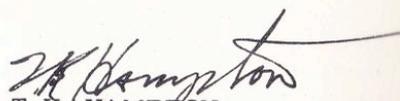

 T. K. HAMPTON
 Colonel, USAF
 DCS/Operations & Training

TABLE OF CONTENTS

	Paragraph	Page
SECTION I. Phase I Overview		1
General	1	1
SECTION II. Courtesy		1
General	2	1
The Salute	3	1
Who and When	4	2
Titles	5	3
Common Courtesies	6	3
SECTION III. Cadet Special Activities		5
General	7	5
Special Activities	8	5
SECTION IV. Cadet Encampment Program		5
General	9	5
Typical Encampment Program	10	5
SECTION V. How Do I Get Promoted?		6
General	11	6
An Example	12	6
SECTION VI. Drill		7
General	13	7
Definitions	14	9
Some General Rules for Drill	15	11
Types of Commands	16	13
General Rules for Commands	17	13
Mass Commands	18	15
SECTION VII. Cadet Awards and Decorations		16
General	19	16
SECTION VIII. Cadet Uniform		17
General	20	17
CAP Uniform	21	17
Some Helpful Hints	22	18
Supply Sources for the Uniform	23	19
SECTION IX. Cadet Membership		19
General	24	19
Separation	25	20
Transfer	26	20

SECTION X. Orientation Flights	20	20
General	27	20
SECTION XI. Aeronautical Ratings	21	21
General	28	21
Requirements for Ratings	29	21
SECTION XII. Organization	22	22
General	30	22
National Board	31	23
National Commander	32	23
Cadet Squadrons	33	23
Cadet Squadron Commander	34	24
SECTION XIII. A Brief History of Civil Air Patrol	28	28
General	35	28
SECTION XIV. Phase II Overview	30	30
General	36	30
SECTION XV. Phase III Overview	32	32
General	37	32
SECTION XVI. CAP Cadet Log (Issued with this booklet in separate binding).		

SECTION I - Phase I Overview1. General.

a. During Phase I you will learn rudimentary drill, introductory information pertaining to the Civil Air Patrol and the USAF, how to wear your uniform, customs and courtesies, and other general information you will be expected to know as a CAP cadet. The Phase I examination is based on the information in sections I thru XV.

b. Enter the date you complete a Phase I requirement on your Phase I training log. Then check that a similar entry is made on your CAP Form 66, the "CAP Cadet Master Record." Your CAP Form 66 is maintained by your cadet squadron commander (commandant of cadets). You should become familiar with the fact that much of the action in CAP is accomplished through official forms and records. Also, that most of the information concerning CAP is written in regulations and manuals.

SECTION II - Courtesy

"Life is not so short but that there
is always time enough for courtesy."
Emerson

2. General.

a. If you are a courteous person with your friends, at home, and at school, courtesy will present no problem to you as a Civil Air Patrol cadet.

b. As you will be wearing a uniform authorized by the USAF, you will be expected to learn and practice some of the customs and courtesies of the USAF. Your squadron commander and your chaplain will elaborate in more detail concerning the general topic of courtesy. Here we will deal with some of the essentials concerning the salute, the use of titles, and some courtesy customs of the service.

3. The Salute. Probably you have been curious as to why military men greet each other by means of the salute. One of the most popular theories holds that knights started the custom.

Men of arms have used some form of the military salute as an exchange of greeting since the earliest times. It has been preserved and its use continued in all modern armed forces which inherit their military traditions from the Age of Chivalry. The method of rendering the salute has varied through the ages, as it still varies in form between the armed forces of today. Whatever the form it has taken, it has always pertained to military men.

The genesis of the military salute is shrouded in the mysteries of the ages. It is known that in the Age of Chivalry the knights were all mounted and wore steel armor which covered the body completely, including the head and face. When two friendly knights met it was the custom for each to raise the visor and expose his face to the view of the other. This was always done with the right hand, the left being used to hold the reins. It was a significant gesture of friendship and confidence, since it exposed the features and also removed the right hand -- the sword hand -- from the vicinity of the weapon.¹

4. Who and When.

a. When you are in your CAP cadet uniform you should salute your Civil Air Patrol senior and cadet officers and all commissioned officers of the military services.

b. There are several forms in which the prescribed salutes are rendered. The cadet officer uses the hand salute when walking or when riding in a vehicle. At times, a cadet officer not in uniform salutes by removing his hat. Except in formation, you should face either the person or colors to be saluted, or turn your head to observe them. You use the same manner in saluting whether you are wearing a hat or not.

c. In paying homage to the national flag or colors you should follow one of two different procedures depending upon your dress. In your CAP cadet uniform you will use the hand salute. The smartness with which you give the salute is held to indicate the degree of pride you have in yourself and your organization. A careless or half-hearted salute is discourteous.

d. The salute is rendered only once if the senior remains in the immediate vicinity and no conversation takes place. A group of cadets in uniform, not in formation but within the confines of a military installation, their meeting place, or performing duty as CAP cadets, will be called to attention by the first person noticing the approach of an officer. When in formation, the group is called to attention by the cadet in charge. If outdoors and not in formation, they all salute; in formation the salute is rendered by the cadet in charge.

e. You should not salute under the following conditions:

¹The Air Officer's Guide (7th ed.; Harrisburg: The Military Service Publishing Co., 1953), pp 314-315.

- (1) If you are a member of a work detail (however, you do salute if you are in charge and not working).
- (2) When participating in an athletic event.
- (3) When carrying articles in both hands (this situation should be avoided when possible).
- (4) When you, or the person you would otherwise salute, are in public vehicles.
- (5) When dining (however, if an officer addresses you while you are eating, you should sit at the position of attention until the conversation is completed).
- (6) When you are engaged in a social function.
- (7) When you are in ranks (if an officer speaks to you, come to attention but do not salute).
- (8) When indoors, unless you are reporting to an officer or leaving after a formal conversation.

5. Titles.

a. The correct use of titles is another important act of courtesy and shows respect for both the individual and his grade. It is important that you observe these rules of courtesy in addressing seniors and subordinates.

b. In oral and in informal written communication, the correct use of military titles differs somewhat from the forms employed in official written communication. For example, when speaking to brigadier generals, major generals, and lieutenant generals, you should address them as "General." Likewise, call a lieutenant colonel, "Colonel," and the first and second lieutenants, "Lieutenant." It is only in official correspondence that the full title is used.

c. Cadet officers (lieutenant, captain, major) are addressed as "Cadet Lieutenant," "Cadet Captain," and "Cadet Major." Cadet noncommissioned officers (staff, technical, and master sergeants) are addressed as "Cadet Sergeant." Cadets of the lower four grades (cadet basic, first, second, and third class) are addressed as "Cadet." Again, use of the full title is necessary in official communications.

6. Common Courtesies.

a. You undoubtedly use the term "sir" in conversation with persons whom you respect such as your father, your principal or your employer. Similarly, in the military services, those persons who, through extensive and intensive training, have earned commissions have, by virtue of time-honored custom,

been addressed as "sir" by their subordinates. As a Civil Air Patrol cadet you are expected, particularly during meetings and formal occasions, to address your cadet officers as "sir." At all times you will be expected to extend this courtesy to your senior CAP officers and the officers of the military services.

b. In most instances, prescribed military courtesies are rendered in recognition of rank. Regardless of the situation, you should respect your senior's position. This is important in reporting to an officer, in calling a group of men to attention when an officer enters the room, and in extending personal courtesies to officers. When an officer enters a room, you should rise and stand at attention. If more than one person is present, the person who first sees the officer calls the group to attention.

c. Military and CAP personnel enter automobiles and small boats in inverse order of rank; that is, the senior officer enters last. However, he leaves the vehicle first. Juniors, although entering the vehicle first, should take their appropriate seat on the senior's left. Upon entering or leaving transport-type aircraft, the senior officer should enter first and exit first. Naturally, this should not be interpreted to affect crew members of the aircraft, who must be free to carry out their normal duties.

d. Many of the courtesies required of cadets in their relations with their CAP officers apply with equal force to the officers in their relations with seniors. The junior officer salutes first, except when making reports at formations. Here the person making the report salutes first, regardless of rank. With but a few exceptions, the courtesies having to do with "uncovering" are about the same for you in your CAP uniform as when you are in civilian attire. In those situations where you in civilian attire would remove your hat, you would also do so as a member of Civil Air Patrol in uniform. However, some differences do exist. For instance, CAP and military personnel in uniform do not go outdoors without hats.

e. It is not the intent here to cover all points of customs and courtesies. You will learn more as you associate with your CAP and USAF officers and fellow cadets. Customs are better learned from practice than from books. Here are some last reminders. Walk on your senior's left; allow the highest ranking individual to enter a vehicle last. Honor the flag by saluting at the sound of the first note of the music. Follow your chain of command. Respect the privileges associated with rank.

f. Courtesies are learned from the good examples set by others. A good salute is a major courtesy. Render it properly, and remember that it is the rank, not the individual, which you salute.

SECTION III - Cadet Special Activities

7. General. Nationally sponsored cadet special activities are those activities that are the "plums" of the CAP cadet program. For example, how would you like to visit Europe with all expenses paid? It's possible. Get busy, earn your Certificate of Proficiency, do an outstanding job in your squadron, and you will have the opportunity to compete for the international cadet exchange or one of the other special activities that may appeal to you.

8. Special Activities.

a. The cadet special activities sponsored by National Headquarters are:

- (1) International Cadet Exchange.
- (2) National Drill Competition.
- (3) Congressional Dinner.
- (4) Jet Orientation Course.
- (5) Jet Age Orientation Course (Girls).
- (6) International Drill Exhibition.

b. An example of a special activity sponsored by the CAP wing or unit is a Flight Scholarship. All cadet squadrons will become familiar with these activities so that they can take proper steps to qualify before deadline dates, if they desire to participate. National CAP cadet special activities normally take place during the school vacation months of June, July or August. A few college scholarships are also awarded each year to outstanding CAP cadets.

FURTHER REFERENCE: CAP Manual 50-4, "Cadet Special Activities Programs"

SECTION IV - Cadet Encampment Program

9. General. Strictly speaking the encampment is not considered as a "special activity," as the encampment is an integral part of the training requirement for the Certificate of Proficiency.

10. Typical Encampment Program. Whereas the cadet special activities are awards for a relatively few outstanding CAP cadets,

the encampment program is intended for all CAP cadets. It is the desire of the National Commander that each Civil Air Patrol cadet be given the opportunity to attend at least one encampment at an Air Force installation. During the summer encampment period, a typical encampment for a CAP cadet might include the following:

Saturday -	Arrival, processing, orientation.
Sunday -	Church, tour of base.
Monday through Friday -	Classroom activities, orientation flights, visits to base activities, athletics, etc.
Saturday -	Morning, preparation for departure; evening, graduation dance.
Sunday -	Church, completion of turn-in of supplies and equipment, graduation, and award of honors and certificates (parents and guests invited). Departure after graduation.

FURTHER REFERENCE: CAP Manual 30-3, "Encampment Guide"

SECTION V - How Do I Get Promoted?

11. General.

a. Naturally, one of your first questions will be, how do I advance? How do I get promoted? Your first promotion is easy. After completing the Phase I training requirements, you are a basic CAP cadet; this is not precisely a promotion as this is the bottom of the promotional ladder. But after completing Achievement One of the Phase II training program, you will automatically be promoted to CAP cadet third class.

b. After you are a CAP cadet third class, your promotions are no longer automatic. For each promotion thereafter you must:

- (1) Pass the training requirements as outlined in the respective Achievement Steps of the Phase II program.
- (2) Be working in a squadron job that authorizes a higher grade. See the cadet squadron Manning table on page 27.
- (3) Be promoted or recommended for promotion by your cadet squadron commander (commandant of cadets) as outlined in CAP Regulation 30-7.

12. An Example.

a. Let's see if an example will clarify the promotion picture. Assume you are Cadet John Doe, You give your application to your cadet squadron commander, and you satisfactorily complete all other Phase I requirements. You are now a basic CAP cadet.

b. Your cadet squadron commander assigns you as the cadet squadron supply sergeant. You look at the cadet squadron manning table (see page 27) to find out what grade you are authorized. As you have 25 cadets in your squadron, you find the grade of cadet staff sergeant is authorized for the cadet squadron supply sergeant. You now have your goal; how do you get there?

c. First, you start to work on the Achievement One training requirements of the Phase II program. After attending at least six meetings (in addition to four required by Phase I) and satisfactorily completing the Achievement One training requirements you will be, as mentioned earlier, automatically promoted to CAP cadet third class.

d. Next, you must satisfactorily complete the requirements of Achievement Two of the Phase II program. You will then be eligible for the grade of CAP cadet second class. If your behavior has been proper and if you have been satisfactorily doing your job as cadet squadron supply sergeant -- your cadet squadron commander (commandant of cadets) will, in all likelihood, promote you.

e. Whether or not you are promoted, you can start working on your next achievement step.

f. Let us further assume that you satisfactorily complete achievement steps one through four and you are promoted to cadet staff sergeant. Do not stop working on your achievement steps. After you have performed the duty of squadron supply sergeant a few months, your cadet squadron commander (commandant of cadets) may select you for another job, for example, cadet squadron First Sergeant. You could immediately assume the job of First Sergeant, but you could not be promoted to first sergeant until you had completed the first six achievement steps.

SECTION VI - Drill

13. General.

a. You may ask, why so much emphasis on drill? If you were fortunate enough to watch in person or on television

the inaugural parade in Washington in January 1957; or see the movies of the CAP International Drill Competition, you learned part of the answer. The wonderful precision of the cadets of the USAF and Army service academies and the midshipmen of the naval academy gave each spectator a pride in these young men, their schools, and in the nation. There is a certain unity and feeling of teamwork that is equally thrilling to the participant in the parade.

b. For generations many activities throughout the world have utilized drills, formations and marching as a vehicle for developing organizational pride, teamwork and interest, and to publicize the organization. Drill training is a primary factor in teaching obedience, discipline and teamwork. It has no substitute in the development of team spirit, patriotism, citizenship, poise, bearing, exercise of command and qualities of leadership. In addition to the development of the individual and the unit, the drill competitions provide a considerable incentive for the local youth to join and participate in the cadet activities.

c. Drill plays an important role as an integral part of the CAP cadet training program in the development of the individual as well as the group. There are certain units in CAP that, drill-wise, won't "take a back seat" to any organization. A natural outgrowth of this unit training activity is the wing, regional and national annual drill competitions.

d. Individual participation, at some levels of the drill competitions, is much greater than in the other cadet special activities. Previous to 1956 it was required that a squadron drill team consist of 33 cadets. For 1957 this has been reduced to 18 members, thereby permitting many additional individuals and squadrons to participate in the wing competitions.

e. You will find that the factors of competition, the pride in being selected for the wing, regional and national drill team or a member of the international drill exhibition team, and the potential reward of a trip to participate in the competitions will be a very important and rewarding part of your CAP cadet activity.

f. The lessons of discipline, bearing, appearance, teamwork and leadership learned by the cadet in drill competitions can exert a lasting influence upon the individual. Regardless of the career chosen by the cadet, these lessons can be of continuing benefit to the individual, his employer, and the military service.

g. But as implied above, drill has a greater purpose than to develop satisfactory performance in drill competitions. It also is a means of instilling discipline and developing leadership. On the drill field the individual learns to appreciate the need for discipline -- the need to respond to vested authority, to follow orders promptly and precisely, and to recognize the effect of his actions on the group as a whole. Learning to follow is the beginning of leadership.

h. As individuals progress in rank and experience and become drill leaders, they have opportunities to develop confidence, poise, forcefulness, an understanding of human behavior, a sense of justice, and other characteristics that further their ability to work with people. Group participation stimulates esprit de corps, high morale, and enthusiastic teamwork. These are sound, practical benefits afforded by drill.

i. Just as it is impossible to learn to swim by lying on the floor and kicking your feet, it is impossible to learn to drill by reading these words. You will learn to drill by practice with your fellow cadets. However, you can become familiar with some of the language of drill by study. This will make it easier for you to learn how to drill.

14. Definitions. The following terms are frequently used in drill:

a. Element, the smallest group of individuals in a formation.

b. Formation, the arrangement of the elements of a command in line, column, or in any other prescribed manner.

c. Line, a formation in which the different elements of a command are side by side, or abreast of each other.

d. Line of troops, line on which the adjutant forms the front rank of troops for a parade, or a review.

e. Line of march, line or path followed by the troops in front of the reviewing stand as they pass in review.

f. Rank, a single line of men or vehicles placed side by side.

g. File, a single column of men or vehicles placed one behind the other.

h. Flank, the right or left (troops' right or left) side of a command in line or in column, or the element on the right or left of the line.

i. Interval, the space between elements placed side by side on the same line. Interval is measured between men in the line. It is measured from the left shoulder or elbow of the man on the right to the right shoulder or elbow of the man on the left. The normal interval between men is one arm's length. The close interval is 4 inches between troops in formation, interval is measured from the left flank of the unit on the right, to the right flank of the unit on the left. The commander of any unit and those accompanying him are not considered when measuring intervals between units. The colors and color guard are not considered in measuring intervals between subdivisions of a unit with which they are posted.

j. Distance, the space from front to rear between men, vehicles, or units in formation. Distance is measured, with respect to the individual, from his chest to the back of the person directly in front of him. The normal distance between ranks of troops is 40 inches. The flight commanders, guides, and others whose positions in formation are 40 inches from rank are themselves considered as a rank. The unit commander and his staff take their places in front of their unit. They are not considered in measuring the distance between units. The colors and color guard are not considered in measuring the distance between the units with which they are posted.

k. Depth, the total space from front to rear of any formation. The depth of a man from his chest to his back is assumed to be 12 inches.

l. Base, the element on which a movement is regulated.

m. Front, the space occupied by an element measured from flank to flank. The front of a man is assumed to be 22 inches from right shoulder to left shoulder.

n. Center, the middle point or element of a formation measured from flank to flank.

o. Head, the leading element of a column.

p. Alinement, the dressing of several elements or men on a straight line.

q. Mass formation, the formation of a squadron or larger unit in which the component units are in column, abreast of each other at close interval.

r. Guide, the airman designated to regulate the direction and rate of march.

s. Piece, an individual firearm such as pistol, rifle, carbine, or automatic rifle.

t. Pace, a step of 30 inches. This is the length of a full step in quick time.

u. Step, the distance measured from heel to heel between the feet of a marching man. The steps in quick and double time are 30 inches and 36 inches, respectively. The half step and back step are 15 inches. The right or left step is 12 inches.

v. Cadence, the uniform step and rhythm in marching-- the number of steps marched per minute.

w. Quick time, the rate of marching at 120 steps (30 inches in length) per minute.

x. Double time, rate of marching 180 steps (36 inches in length) per minute. It is the preparatory command to march at this rate.

y. Slow time, rate of marching at 60 steps (30 inches in length) for funeral processions only.

15. Some General Rules for Drill.

a. Precision in Drill. The explanation of a movement that is executed toward either flank is given herein for only the right flank. To execute the movement toward the opposite flank, the word "left" is substituted.

b. Double Time. A unit may change its movement to double time from either a halt or marching in quick time. The command Double Time precedes the command of execution, MARCH. Any movement may be executed in double time unless it is obviously impractical.

c. To Revoke a Command. The command, AS YOU WERE, should be used to revoke previous commands where movements have not already begun. In a case where a movement has already begun, other appropriate commands should be given to bring the unit to the desired position.

d. **Partial Changes of Direction.** To change the direction of a column by 45° the command is Column Half Right (Half Left), MARCH. To execute a slight change of direction, the command, INCLINE TO THE RIGHT (LEFT), is given. The guide or guiding element moves in the indicated direction, and the rest of the unit follows.

e. **Numbering Units.** For drill purposes, squads and flights within each squadron are numbered from right to left when in line and from front to rear when in column. When a squadron is in line, the flights are lettered from right to left and the elements within each flight are numbered from front to rear. When a squadron is in column, the flights are lettered from front to rear, and the elements within each flight are numbered from left to right.

f. **Sizing of Units.** All formations will be sized according to height, with tallest individuals to the front and right.

g. **Post.**

- (1) Post means the correct place for an officer or noncommissioned officer to stand. It can be in front of, behind, or by the side of a unit. When changes of formations involve changes of posts, the new post is taken by the most direct route and as soon as practicable after the command of execution. Officers and noncommissioned officers who have prescribed duties in connection with the movement take their new posts when the duties are completed. In executing a movement or facing, and when moving from one post to another, officers and noncommissioned officers maintain a military bearing and move with precision.
- (2) In movements after the first formation, guidon bearers and special units maintain their positions with respect to the flank or the end of the unit to which they were originally posted.
- (3) In all formations and movements, a noncommissioned officer commanding an element takes the same post as that prescribed for an officer in command. When giving the commands, making or receiving reports (except element leaders in ranks), or drilling a unit, a noncommissioned officer armed with a rifle carries it at right shoulder.

- (4) When acting as an instructor, the officer or non-commissioned officer goes wherever his presence is needed to correct mistakes and supervise the performance of the men in ranks.

16. Types of Commands.

a. **Preparatory Command.** The preparatory command is the part of a drill command which states the movement or formation to be carried out. When appropriate, the preparatory command includes the unit designation. In the command Forward, MARCH, Forward is the preparatory command. The preparatory command is followed by the command of execution.

b. **Command of Execution.** The second part of a drill command is the command of execution which tells when the movement is to be carried out, such as MARCH, HALT, or ARMS. In Forward, MARCH, the command of execution is MARCH.

17. General Rules for Commands.

a. In certain commands the preparatory command and the command of execution are combined, for example: FALL IN, AT EASE, and REST.

b. In this guide the preparatory command is shown by Capital and Lower Case Letters ("Squadron") and the command of execution by LARGE CAPITAL LETTERS ("ATTENTION").

c. Generally, when giving commands to his troops, the commander should face them.

d. The posture for giving commands is the position of attention.

e. Cadets in formation notice the posture of their leader. If his posture is unmilitary (relaxed, slouched), stiff or uneasy, that of his men will be similar. Good military bearing is necessary for good leadership.

f. When a flight is part of a larger drill unit or is in ceremonies, the flight commander turns his head toward the flight to give his commands. He does not turn around (about face).

g. When all flights of the squadron are to execute the movement together, as in squadron mass formation, the flight

commanders do not repeat the preparatory commands. However, a flight commander repeats the preparatory command that requires immediate movement of his flight as a separate unit. He gives the new command or warns his flight of the movement by the appropriate command. His men execute the movement when it applies to their flight at the command of execution, such as MARCH, given by the squadron commander. The flight commander does not repeat the squadron commander's order to fall out, to stack arms, or to execute movements of the manual of arms.

h. If at a halt, the commands for movements involving marching, such as Column Right, MARCH, are not prefaced by the command, Forward.

i. When the squadron commander's preparatory command is Squadron, the flight commander's preparatory command is Flight.

j. When the flights of the squadron are to execute a movement in order, such as a column movement, the flight commander of the first flight repeats the squadron commander's preparatory command. The commanders of the other flights give a warning or caution order such as, CONTINUE THE MARCH. Each flight executes the movement at the same point and in the same manner as the first flight. This is done on the flight commander's command.

k. In giving commands or cautions, flight commanders may add the letter of their flight to the command as First Flight, HALT; or Second Flight, Forward, MARCH. Whenever commands are given to a squadron in which one flight stands fast or continues the march, the flight commander commands, STAND FAST; or cautions, CONTINUE THE MARCH.

l. For a change of direction, the preparatory command and the command of execution are given as the foot corresponding to the direction of the turn strikes the ground.

m. For the purpose of instruction all movements may be given by the number. By this method the whole movement is divided into motions and executed in detail. To execute the movement in detail, the instructor commands, By the Numbers. The other motions are then executed in detail, one motion for each count. When drill is given by numbers, the first motion is completed on the command of execution. The other motions, depending on the number, are executed in sequence at the commands, Ready, TWO, Ready, THREE, Ready, FOUR.

n. The command, Without the Numbers, is given to resume the normal method of executing drill.

18. Mass Commands.

a. Mass commands help develop confidence, self-reliance, assertiveness, and enthusiasm. They do this by making the individual think for himself.

b. Each man is required to give command in unison with others as if he alone were giving them to the entire unit. The volume of the combined voices encourages every cadet to exert himself in performing the movements with snap and precision.

c. Mass commands in drill are usually confined to simple movements with short preparatory commands and commands of execution which are executed simultaneously by all elements of the unit. Mass commands are not applicable to movements which require a repetition of the preparatory command by subordinate leaders or instructors.

d. When the instructor desires to conduct drill by mass commands, he cautions, "At Your Command," to indicate that all commands will be given for each movement by the unit en masse, and executed in cadence. Then, for each exercise and cadence drill, he announces the movement to be executed and the personnel of the unit give the commands and execute them in unison.

e. The following are examples:

Instructor: At Your Command, Call the Flight to Attention, COMMAND.

Mass: Flight, ATTENTION.

Instructor: Have the Flight Stand at Parade Rest, COMMAND.

Mass: Parade, REST.

Instructor: Halt the Flight, COMMAND.

Mass: Flight, HALT

Instructor: March the Flight Forward, COMMAND.

Mass: Forward, MARCH.

f. When the instructor desires to end mass commands, he cautions "At My Command."

FURTHER REFERENCE: Air Force Manual 50-14, Drill and Ceremonies, June 1956 may be purchased from the Superintendent of Documents, Government Printing Office, Washington 25, D.C. Price: \$2.00.

SECTION VII - Cadet Awards and Decorations

19. General. You can earn the following CAP cadet awards and decorations by successfully completing the training requirements:

<u>a. Cadet Ribbons</u>	<u>Requirements</u>
Red Training Ribbon	You must satisfactorily complete Achievement One of the Phase II cadet training program.
Clasp for Red Training Ribbon	You must satisfactorily complete Achievement Two of the Phase II cadet training program.
White Training Ribbon	You must satisfactorily complete Achievement Three of the Phase II cadet training program.
Clasp for White Training Ribbon	You must satisfactorily complete Achievement Four of the Phase II cadet training program.
Blue Training Ribbon	You must satisfactorily complete Achievement Five of the Phase II cadet training program.
Clasp for Blue Training Ribbon	You must satisfactorily complete Achievement Six of the Phase II cadet training program.
Summer Encampment Ribbon and Clasp	This ribbon is awarded when you have satisfactorily completed a summer encampment. A clasp to the encampment ribbon is awarded for each additional satisfactory encampment attendance.
Certificate of Proficiency Ribbon	This ribbon is awarded when you have earned the Certificate of Proficiency.
First Bronze Clasp for the Certificate of Proficiency Ribbon	You must satisfactorily complete Achievement Seven of the Phase III cadet training program.
Second Bronze Clasp for the Certificate of Proficiency Ribbon	You must satisfactorily complete Achievement Eight of the Phase III cadet training program.
Third Bronze Clasp for the Certificate of Proficiency Ribbon	You must satisfactorily complete Achievement Nine of the Phase III cadet training program.

b. Certificates

Requirements

Certificate of Accomplishment

This certificate may be presented to you by the cadet squadron commander (commandant of cadets) for completion of training courses such as the Phase III training program or other projects deemed worthy of special recognition.

Certificate of Proficiency (This award authorizes you to enter USAF as airman third class)

This highest CAP cadet award is presented to you by National Headquarters upon successful completion of:

1. The Phase II training program.
2. A CAP cadet summer encampment.

For information pertaining to other CAP Decorations, Service Ribbons and Certificates see CAP Regulation 35-4.

SECTION VIII - Cadet Uniform

20. General.

a. As the instructions for wearing the uniform are detailed and subject to change, no attempt will be made here to state or depict the specific uniform details. You will find what the specific authorized uniform items of the CAP cadet uniform are, and how they are to be worn in CAP Regulation 30-8. Some general information concerning wearing the uniform follows:

b. The United States Air Force has authorized Civil Air Patrol to wear the official USAF uniform with certain distinctive insignia. Your uniform therefore identifies you as a part of the USAF - Civil Air Patrol being a volunteer civilian auxiliary of the USAF. This is an honor which has been accorded no other group of civilian volunteers. Wear your uniform with pride because it is a symbol of dignity and honor in the traditions of the military service. Wear it properly at all times and conduct yourself in such a manner as to reflect credit upon the Civil Air Patrol, the USAF, and yourself.

21. CAP Uniform.

a. The CAP Cadet uniform is worn -

- (1) When attending CAP meetings.
- (2) When the unit is making public appearances as a group.
- (3) When participating in CAP operational missions.
- (4) When participating in CAP community service projects.
- (5) When attending official governmental functions as a representative of Civil Air Patrol.
- (6) When visiting military installations.
- (7) When flying in military aircraft.

b. The CAP Cadet uniform is NOT worn -

- (1) When engaged in political activities.
- (2) When engaged in paid employment not connected with CAP.
- (3) When engaged in menial occupations.
- (4) When participating in sports.
- (5) When attending social functions having no relation to CAP, or in public places of dubious reputation where it would be possible to disgrace the Civil Air Patrol or the uniform.

22. Some Helpful Hints.

a. Civilian clothing and uniform items are not mixed. Special attention is directed to the cut and tailoring of the coat and jackets; they are designed to present a semi-draped effect - that is, they are tailored to be relatively loose. Variations in approved designs are not authorized.

b. Unless specifically authorized, items of the uniform will not be mixed as to material. This means gabardine coats will be worn with gabardine trousers, serge coats with serge trousers. Some authorized mixing of materials are: wool velour overcoat with gabardine winter blue uniform, and flight cap of serge or gabardine materials may be worn with any uniform.

c. Tie pins, collar clips, lapel emblems, or similar articles of civilian jewelry are not worn with the uniform. Tie clips and suspenders may be worn when not exposed. When the shirt is worn as an outer garment, the necktie will be worn tucked in between the second and third shirt button.

d. Uniforms should be neat, clean and well pressed at all times.

e. If at any time you have a doubt about the correct wearing of the uniform or insignia, consult your cadet squadron

commander (commandant of cadets) and/or the CAP regulation on cadet uniforms.

23. Supply Sources for the Uniform. Uniforms and insignia may be purchased from civilian uniform stores or manufacturers and Base Exchanges on Air Force Bases. In addition, all uniform articles, except for distinctive CAP insignia, winter uniforms made of gabardine material, summer uniforms with coat or jacket and top-coats, may be purchased from Clothing Sales stores on Air Force bases, or by mail order from AFC 2300, ATTN: Clothing Sales Store, Wright-Patterson Air Force Base, Ohio. CAP cadets making purchases at Air Force installations must be accompanied by a senior member of CAP who has a valid CAP membership card. Mail orders will not be accepted unless accompanied by an AF Form 662; therefore, you should ask your cadet squadron commander (commandant of cadets) to contact the AF-CAP wing liaison office for a price list and instructions prior to sending an order to the depot. A certified check, money order, or treasury check made out to the Treasurer of the United States must accompany each mail order.

SECTION IX - Cadet Membership

24. General.

a. Citizenship and Age: Any United States citizen who is 14 years of age (or if younger enrolled in and an active student in high school (grade nine or above) or its equivalent) and who has not reached his 21st birthday is eligible to become a cadet member of Civil Air Patrol. Cadets approaching their 21st birthday will be encouraged to apply for senior membership (CAPR 35-2). Cadet membership will be terminated at the end of the membership year in which the cadet reaches his 21st birthday or on the date he is accepted for senior membership, whichever is earlier.

b. Prospective cadets should be in excellent physical condition to be accepted for membership, however, minor physical disabilities should not preclude membership. Wing commanders are authorized to prescribe minimum physical standards when membership is in the best interest of the organization.

c. You will be required to maintain a satisfactory record of academic achievement in both your formal education and CAP studies in order to maintain membership in Civil Air Patrol.

25. Separation.

a. A cadet may be separated through resignation or by direction of the unit commander under the following circumstances:

- (1) Failure to attend six consecutive meetings without a valid excuse.
- (2) Misconduct while acting as a CAP cadet.
- (3) Misconduct of such a nature as to reflect discredit on CAP.
- (4) Commission of a felony.

26. Transfer. If you move or wish to transfer your membership to a squadron nearer your home, you may transfer from one squadron to another within the same wing by submitting a request through administrative channels to the wing commander. Transfer between wings may be accomplished by contacting the nearest squadron commander or writing the wing commander concerned.

FURTHER REFERENCE: CAP Regulation 30-3

SECTION X - Orientation Flights

27. General.

a. Depending to a great extent upon where you live and the availability of aircraft and pilots within your unit, you should receive at least six (6) orientation flights as a CAP cadet. Orientation flights can be an extremely important experience in the lives of students of aviation. These flights can be of particular benefit if pilots emphasize the significance of aviation from a personal, civic, social and industrial aspect, and the importance of complete conformance to common sense, safety and traffic regulations. In essence, your orientation flights should be viewed as a laboratory experience in the air.

b. It is highly desirable that you enjoy your orientation flights. But you do want to make these flight experiences learning experiences as well. Try to relate your aviation education studies to your flight. Don't be afraid to ask the pilot questions. And remember that the primary function of flight orientation is to introduce you to flight itself.

FURTHER REFERENCE: CAP Regulation 60-1

SECTION XI - Aeronautical Ratings

28. General. The National Commander, Civil Air Patrol, may award aeronautical ratings to Civil Air Patrol members, including CAP cadets, upon completion of applicable requirements and upon recommendation of wing commanders.

29. Requirements for Ratings.

a. CAP Pilot:

- (1) Be a member of Civil Air Patrol.
- (2) Hold a current FAA Private Pilot Certificate or higher and have a current medical certificate required by Civil Air Regulations.

b. CAP Senior Pilot:

- (1) Have been an active CAP Pilot for a continuing period of two or more years.
- (2) Have a minimum of 1,500 hours pilot time logged in accordance with Civil Air Regulations.
- (3) Hold a current FAA Private Pilot Certificate, or higher, and have a current medical certificate required by Civil Air Regulations.

c. CAP Command Pilot:

- (1) Have been an active CAP Senior Pilot for a continuing period of four or more years.
- (2) Have a minimum of 2,500 hours of pilot time logged in accordance with Civil Air Regulations.
- (3) Hold a current FAA Private Pilot Certificate, or higher, and have a current medical certificate required by Civil Air Regulations.

d. CAP Observer:

- (1) Be a member of Civil Air Patrol.
- (2) Complete ten hours of flight training as an Observer employing navigational techniques applicable to the following.
 - (a) Dead Reckoning.
 - (b) Pilotage.
 - (c) Standard Search Patterns.
- (3) Complete a ground-instruction course in each of the following subjects:
 - (a) Navigation and Map Reading.
 - (b) Communications (Aural and Visual).
 1. Obtain a Federal Communications' Commission Restricted Radio-telephone Operator's permit.

2. Send and receive five words per minute in International Morse Code by blinker light.

- (c) Search and Rescue Procedures.
- (d) Survival.
- (e) First Aid.
- (f) Meteorology.

e. CAP Senior Observer:

- (1) Be an active CAP Observer for a continuing period of two or more years.
- (2) Have a minimum of 170 hours certified observer time under the CAP program. (Certified time as CAP Observer will be in form of a log book, showing hours flown as crew member on CAP missions, actual or training as outlined in CAP Regulation 55-10 and certified by the unit commander.)
- (3) Fly as observer on ten actual SAR or training SAR missions. (Certificate by the unit commander or a CAP Mission Commander in a log noting place and date of missions or record on CAP Form 45, "Senior Member Training Program," will be used to show completion of this requirement.)

f. Only flying time performed as actual Observer, will be used to meet the flying requirements established for Observer Ratings in this regulation. Passenger time will not be utilized for this purpose, regardless of type of aircraft in which flown.

FURTHER REFERENCE: CAP Regulation 60-3

SECTION XII - Organization

30. General. The organizational structure of Civil Air Patrol, similar to that of the USAF, consists of a National Headquarters, eight regional offices and fifty-two wing headquarters located in the 49 states, the District of Columbia, the territory of Hawaii, and the Commonwealth of Puerto Rico. Normally, the geographical boundaries of each wing are subdivided into groups and/or squadrons. Each squadron, group, wing, and region has a commander. Add to this the National Commander, and you have the "Chain of Command." Correspondence and directives are passed up and down by the commanders through this "Chain of Command." (See figure 1 - Organizational Chart.) The Constitution and By-Laws adopted by CAP in May 1948 state that the governing body of CAP is the

National Board. Its membership is composed of the 52 wing commanders, and the members of the National Executive Board. This board meets annually to conduct the business of operating the corporation. When the National Board is not in session, corporation business is conducted in meetings held three times a year by the National Executive Board, which is composed of a representative from each region, a chairman and vice chairman and chief financial officer, and a legal counsel.

31. National Board. The National Board delegated the governing authority of Civil Air Patrol to the Secretary of the Air Force or his designee in 1948. Certain provisions were understood, however, in this delegation: The National and National Executive Boards are to be utilized as advisory bodies, the rulings of the Civil Air Patrol appeal board cannot be changed, this delegation of authority to the Secretary of the Air Force could be retracted at any time, and the designee of the Secretary of the Air Force would be an Air Force general officer and be known as the National Commander of CAP. All of the delegated authority has not been assumed by the National Commander; hence the National and National Executive Boards enjoy more than just advisory authority.

32. National Commander. The National Commander also serves as the Commander of his Headquarters CAP-USAF staff, eight regional liaison officers and staffs, and fifty-two wing liaison officers and staffs. These personnel are USAF officers and airmen detailed to duty with Civil Air Patrol. (See figure 1.) This staff assists the Commander in carrying out the responsibilities of the USAF to its auxiliary and also advises and assists the regional and wing commanders in the accomplishment of CAP's objectives.

33. Cadet Squadrons.

a. The organization of the Civil Air Patrol will be clearer to you if you will turn to Figure 1 on page 25. You will note that there are three types of squadron. You will be a member of either a CAP Cadet Squadron or a CAP Composite Squadron. Here is a rule of thumb to distinguish the three types of CAP Squadrons:

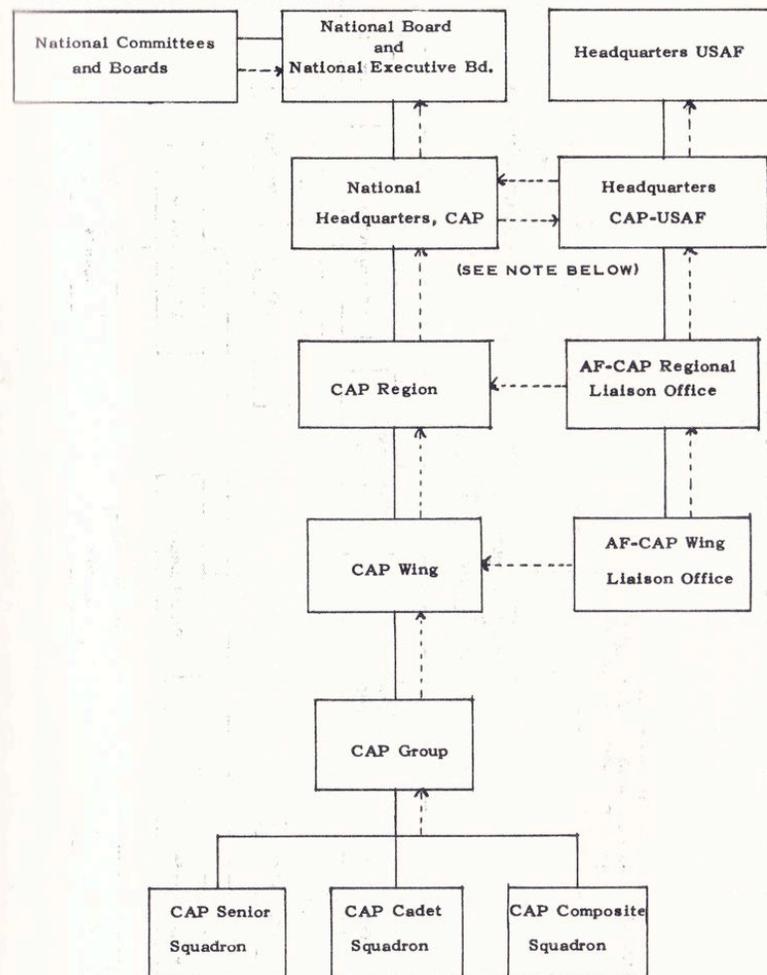
- (1) CAP Senior Squadron -- has no cadets.
- (2) CAP Cadet Squadron -- mostly cadets, a few seniors.
- (3) CAP Composite Squadron -- A Cadet Squadron combines with a Senior Squadron forming a Composite Squadron.

b. The following organization charts and manning tables will clarify the organization of CAP in general and the cadet personnel authorizations and organization in particular. As organization charts and manning tables are subject to frequent change you are urged to check CAP Regulation 20-1, "Organization of Civil Air Patrol Regions, Wing, Groups and Squadrons," periodically.

- (1) Figure 1 - Organization Chart for Civil Air Patrol and Civil Air Patrol-USAF, page 25.
- (2) Figure 2 - Cadet Organization Chart (For either Cadet Squadron or Composite Squadron), page 26.
- (3) Figure 3 - Cadet Manning Table (For either Cadet Squadron or Composite Squadron), page 27.

34. Cadet Squadron Commander. The cadet squadron commander (commandant of cadets) is responsible for every activity undertaken by the squadron; however, he and his staff will make every effort to prepare cadets for leadership positions and allow qualified cadets to actually "operate" the squadron. Under ideal conditions, where competent cadets are actually operating the squadron, the adult leaders will act as advisors to the cadet leaders, and will largely be concerned with the squadron administration. Your cadet squadron commander (commandant of cadets) and his staff were very carefully selected. Their aim is to provide opportunities for you to learn about aviation and to become a leader. Their reward for hundreds of hours of volunteer time and, needless to say, considerable money, is the personal satisfaction of seeing you become an informed and air-minded citizen.

ORGANIZATION CHART FOR CIVIL AIR PATROL AND CIVIL AIR PATROL-USAF



LEGEND:

— Command
 - - - - - Advisory

NOTE: The Commander, CAP-USAF, serves in a dual capacity. He is Commander of all USAF personnel assigned to duty with Headquarters CAP-USAF and also serves as National Commander, CAP.

Figure 1.

CADET ORGANIZATION CHART
(FOR EITHER CADET SQUADRON OR COMPOSITE SQUADRON)

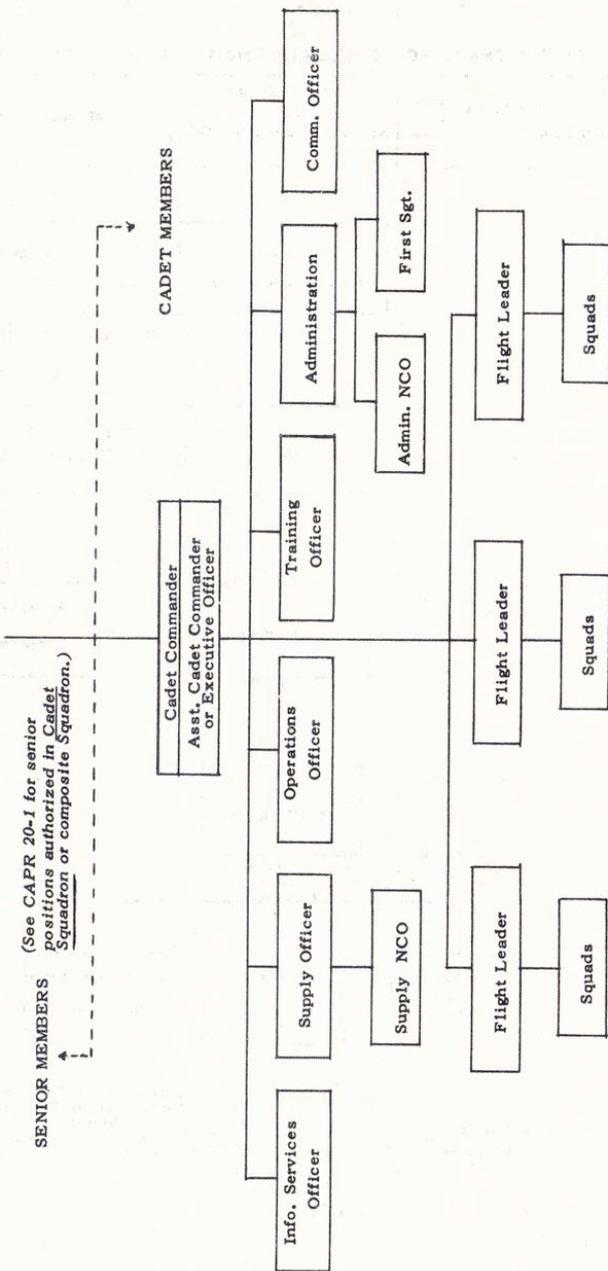


Figure 2.

CADET MANNING TABLE
(FOR EITHER CADET SQUADRON OR COMPOSITE SQUADRON)

CADET PERSONNEL

	15 - 29	30 - 40	45 AND OVER
COMMANDER	1ST LT	CAPT	MAJOR
EXECUTIVE OFFICER	-	1ST LT	CAPT
INFORMATION SERVICES OFFICER	TSGT	2ND LT	1ST LT
ADMINISTRATION OFFICER	2ND LT	1ST LT	CAPT
SUPPLY OFFICER	-	2ND LT	1ST LT
OPERATIONS OFFICER	-	2ND LT	1ST LT
TRAINING OFFICER	-	2ND LT	1ST LT
COMMUNICATIONS OFFICER	-	2ND LT	1ST LT
FLIGHT LEADER	2ND LT	2ND LT	2ND LT
ADMINISTRATIVE NCO	-	1 - TSGT	1 - MSGT
1ST SERGEANT	1ST SGT	1ST SGT	1ST SGT
SUPPLY SERGEANT	1 - SSGT	1 - TSGT	1 - MSGT
FLIGHT NCO	1 - TSGT (per flight)	1 - TSGT (per flight)	1 - TSGT (per flight)
ASST. FLIGHT NCO	1 - SSGT (per flight)	1 - SSGT (per flight)	1 - SSGT (per flight)
SQUAD LEADER	1 - CADET 1ST Class per Squad	1 - CADET 1ST Class per Squad	1 - CADET 1ST Class per Squad
ASST. SQUAD LEADER	1 - CADET 2nd Class per Squad	1 - CADET 2nd Class per Squad	1 - CADET 2nd Class per Squad

A Squad will consist of no less than 5 cadets.
A Flight will consist of no less than 15 cadets.

- NOTES:
1. Based on cadet grades authorized above, appointment procedures will be in accordance with CAPR 30-7.
 2. For a cadet to be eligible for appointment to grades authorized above, the cadet must have successfully completed the appropriate training requirements.
 3. Cadet grades of Colonel and Lt. Colonel are authorized during encampment periods only. Appointment to these grades will be prescribed by encampment directives.

Figure 3.

SECTION XIII - A Brief History of Civil Air Patrol

35. General.

a. Civil Air Patrol was formed in 1941 as its first general order states, "out of the desires of the civil airmen of the country to be mobilized with their equipment in the common defense." With war clouds looming in the early forties it was clear to civil aviation leaders that private fliers were in danger of being grounded for the duration. They were looked upon by military officials as "menaces to military traffic" and as "unwarranted users of valuable war materials."

b. The ranks of America's private pilots resented this attitude and were adamant in their desire to prove their worth to their country. A unified organization was seen as the only answer. After months of negotiations the Departments of War, Navy, and Commerce approved an air division of the Office of Civilian Defense. The formal order for the creation of Civil Air Patrol was signed by President Roosevelt on December 1, 1941. When war broke a scant week later, applications for membership in the new organization poured into Washington. For many, membership in CAP was a brief preliminary to service with the armed forces. Membership finally was stabilized in the hands of those who couldn't go to war, but who had learned to be good CAP leaders for home front duties. In succeeding months CAP members assisted in security checks of private airfields and aided in the operation of needed fields. Then the call for coastal patrol duty was sounded. Lacking the ships and planes needed to patrol the thousands of square miles of water that had to be guarded, our armed services could not equip themselves to perform this coastal patrol. The civilians of CAP requested that they be allowed to help.

c. Three experimental CAP bases were established on the Atlantic coast and equipped with a wide assortment of private lightplanes donated by their owners. Their pilots represented a cross section of America. These CAP planes ranged out over the ocean and, almost from the first, spotted enemy subs. Later the little planes were armed with demolition bombs.

d. During its coastal patrol operations, which continued until August 31, 1943, CAP pilots flew more than 24,000,000 miles over water. Results included spotting 173 subs and dropping bombs or depth charges against 57. Civil Air Patrol is officially credited with sinking or damaging at least two, in addition to those destroyed by air planes and ships summoned by CAP radios. The volunteer fliers found 17 floating mines and rescued hundreds of victims of ship sinkings.

In all, fifty-one CAP members gave their lives on active duty missions.

e. The Civil Air Patrol cadet program got underway in October 1942 and now ranks as a major activity. At the outset in order to insure a firm foundation, enrollment was limited in each unit to one boy for each male senior member and one girl for each woman member in the parent squadron. Limitations were later removed from the cadet organization, which was then made up of 15- through 17-year olds, when it showed itself to be a solid bet.

f. In the spring of 1943, when the Army Air Forces took over the responsibilities of the Civil Air Patrol as an auxiliary, cadet enrollment was further stepped up. Cadets were given courses in military courtesey, taught to drill and afforded a background in ground school subjects such as navigation and meteorology. Those who were about to turn 18 were treated to a specific pre-induction training course that was designed to prepare them for life in the Army. The screening of thousands of cadets and of many nonmember applicants for the Air Forces saved the Army Air Force much time and not a little money. Your men with CAP background were a hand-picked lot with little of the recruit left in them. They got the jump over lads who lacked their training as evidenced from the hundreds of letters they sent back to their homes telling of quick promotions, easy adjustments to service life, and rapid progress in their ground school courses.

g. In each state from Maine to California, the territory of Hawaii, and the Commonwealth of Puerto Rico, Civil Air Patrol cadets will attend encampments each summer. The encampment usually takes the cadets to an air base in their home state. Here they get a realistic taste of Air Force life, study aviation and engage in competitive sports. Seldom does a camp break up without a ride for all cadets in an Air Force plane. A latter day wrinkle that has stirred up enthusiasm among the cadets is the practice in some wings of rewarding the most active cadets with flight scholarships which entitle them to take actual flying instruction from local airport operators. Some of the scholarships are donated by civic groups such as Kiwanis, Rotarians, Jay Cees, and Exchange Clubs. Others are met through squadron funds.

h. The Air Force is aware of the tremendous importance of an aviation-minded youth and is cooperating with the Civil Air Patrol to promote its cadet units. Church and welfare leaders are fond of the program too, for, as F.B.I. Chief, J.

Edgar Hoover, has pointed out, CAP cadets are seldom picked up as juvenile delinquents. Their lively, constructive interests keep them out of trouble. Under mobilization conditions necessitated by a national emergency, CAP will continue as a permanent auxiliary of the Air Force and will remain a civilian volunteer organization to provide whatever assistance possible to military and civilian agencies. From the beginning it has been a national policy that CAP members not be exempt from military service. This policy developed from a precedent established during World War II, in which the CAP members decided that first priority for their services was to the active military establishment and therefore there were no draft deferments asked for nor received.

i. Membership as a CAP cadet will in no way affect your draft status. The experiences gained through CAP participation will prove invaluable in the event you are called to duty with the military defense team.

SECTION XIV - Phase II Overview

36. General.

a. Your Phase II training program is designed to give you a variety of aviation knowledge. This phase is based on six aviation education booklets, citizenship, and appropriate training activities. You will find that this is the main portion of your Civil Air Patrol cadet training experience. (The six aviation study booklets must be purchased. You can order directly from National Headquarters.)

b. After completing the six achievement steps of the Phase II program, and after attending a CAP summer encampment, you will be presented the highest cadet award, the Certificate of Proficiency, and the Certificate of Proficiency ribbon. With the Certificate of Proficiency you can enter the USAF with one stripe, that is, as airman third class.

c. As you complete an Achievement Step, enter the date on your log. Then check that a similar entry is made on your CAP Form 66, the "CAP Cadet Master Record."

ORDER BLANK

Place orders with National Headquarters, Civil Air Patrol, Bolling Air Force Base 25, D.C. (All orders must be accompanied by check or money order payable to: Civil Air Patrol) see price list on reverse

The following materials:

	BOOKLETS	FILMSTRIPS	WORKBOOKS	INSTRUCTOR GUIDES
Aviation and You	_____	_____	_____	_____
Aircraft In Flight	_____	_____	_____	_____
Power For Aircraft	_____	_____	_____	_____
Airports, Airways, & Electronics	_____	_____	_____	_____
Navigation and the Weather	_____	_____	_____	_____
The Problems of Air Power	_____	_____	_____	_____
Aviation Education in the Schools (filmstrip only)	_____	_____	_____	_____
The Role of Chaplain in CAP (filmstrip only)	_____	_____	_____	_____
Introduction to CAP (CAP Manual 50-1) (booklet only)	_____	_____	_____	_____

date _____

SEND TO: National Headquarters, Civil Air Patrol
Bolling Air Force Base 25, D.C.

ORDERED BY:

Amount Enclosed \$ _____

CAP FORM 18
(REV. 10 MARCH 1958)

Price List

EFFECTIVE 1 MAY 1958

BOOKLETS

AVIATION AND YOU
AIRCRAFT IN FLIGHT
POWER FOR AIRCRAFT
AIRPORTS, AIRWAYS & ELECTRONICS
NAVIGATION & THE WEATHER
THE PROBLEMS OF AIR POWER

1 - 9 COPIES - 65¢ each
10 - 99 COPIES - 55¢ each
100 OR MORE - 5¢ each

INTRODUCTION TO CAP:

1 - 9 COPIES - 85¢ each
10 - 99 COPIES - 80¢ each
100 OR MORE - 75¢ each

(FOR NONCAP PURCHASERS THIS BOOK WILL BE SOLD FOR \$1.00 each)

WORKBOOK AND INSTRUCTOR GUIDE ARE NOT AVAILABLE FOR THIS BOOKLET

WORKBOOKS WILL BE ISSUED ON THE BASIS OF ONE FOR EACH BOOKLET ORDERED. ADDITIONAL COPIES OF WORKBOOKS WILL BE: 15¢ each.

INSTRUCTOR GUIDES WILL BE ISSUED ON THE BASIS OF ONE FOR EVERY 20 BOOKLETS ORDERED. ON SMALLER ORDERS, ONE INSTRUCTOR GUIDE WILL BE ISSUED PROVIDED ASSURANCE IS GIVEN THAT A QUALIFIED TEACHER OR CADET INSTRUCTOR WILL RECEIVE THE GUIDE. EXTRA INSTRUCTOR GUIDES WILL BE: 25¢ each.

FILMSTRIP AND RECORD

AVIATION & YOU
AIRCRAFT IN FLIGHT
POWER FOR AIRCRAFT
AIRPORTS, AIRWAYS & ELECTRONICS
NAVIGATION AND THE WEATHER
THE PROBLEMS OF AIR POWER
AVIATION EDUCATION IN YOUR SCHOOL
THE ROLE OF CHAPLAIN IN CAP

35mm Kodachrome \$5.75
35 1/3 Recording

SECTION XV - Phase III Overview

37. General.

a. Your third phase is the advanced or elective part of your cadet training program. The subjects and activities on the Phase III Option List have been selected to allow you to initiate and complete the project "on your own." In other words it is not likely your cadet squadron commander (commandant of cadets) will have formal classes for those cadets undertaking the Phase III program. You can, for example, choose Option 6, as one of your three options, and build your gas model airplane at home. Your cadet squadron commander (commandant of cadets) would arrange for you to fly the model at a certain time and place as a requirement to pass this particular option.

b. As you complete an Achievement Step, enter the date on your log. Then check that a similar entry is made on your CAP Form 66, the CAP Cadet Master Record.