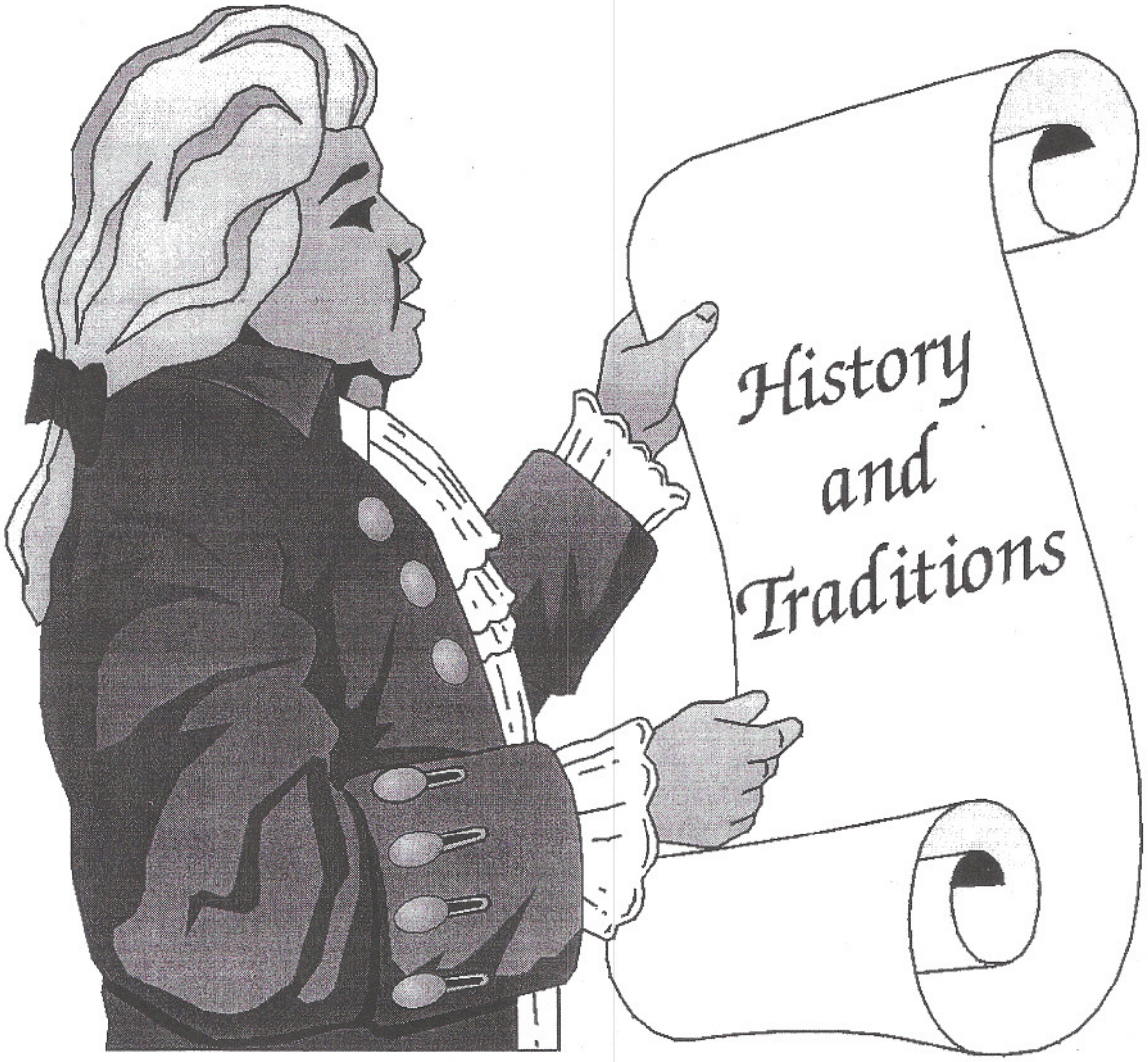

History and Traditions

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For History and Traditions

History

of
Civil Air Patrol

8-1. How and When CAP Was Founded

a. Our present-day Civil Air Patrol is the product of the tense international situation prior to World War II. Axis forces made up of Nazi Germany, Fascist Italy, and Imperial Japan were taking over much of the world, and it was obvious, at least to some people, that the Axis powers had designs on the territories of the United States. In every country the Axis forces conquered, civil aircraft flight was eliminated. Too, in those countries not yet feeling the bite of Axis power, civil aircraft flight was either drastically curtailed or eliminated as authorities realized the need to better control air traffic through restriction to military flights only.

b. During the period 1938-41, United States civilian aircraft pilots, aviation mechanics, and others all of whom we might call "aviation enthusiasts" became increasingly concerned about the international situation. They were acutely aware of the impending confrontation between the United States and the Axis powers. These air-minded men and women of vision realized two things: (1) the nation's air power had to be strengthened for such a confrontation, and (2) civil aircraft flights in the United States might be eliminated for the duration of the ensuing conflict. They looked upon the latter with particular disfavor since they felt that civil air strength could be used in any war effort to great advantage. After all, there were 25,000 light aircraft, 128,000 certified pilots, and over 14,000 aircraft mechanics in the nation at that time. In addition, there were hundreds of aviation workers who had the same interest.

c. All of these aviation enthusiasts had essentially one thought in common: "How can I serve my country in this time of need?" Many of them got a head start by joining the Royal Air Force or the Royal Canadian Air Force to "get on with it." Others joined one of the US armed services. Those who could not get into a military service because of age, physical condition, or some other reason, still had the desire to "get in there and help," and they were prepared to endorse any plan whereby they and their aircraft could be put to use, when the time came, in defense of the nation.

d. It was Mr. Gill Robb Wilson who made what was probably the first concentrated effort to effectively organize a civil air "patrol." Mr. Wilson was an aviation writer in 1938 when he took a trip to Germany on reportorial assignment. What he saw there further confirmed suspicions held by many. Upon return to his home state of New Jersey, he reported his findings to Governor Edison and pleaded that New Jersey organize and use its civil air fleet as an augmentative force in the coming war. With Governor Edison's approval, Mr. Wilson organized what became the New Jersey Civil Air Defense Services.

Gill Robb Wilson - Airman, Poet, Writer, Founder

e. Mr. Wilson's plan, backed by General H. H. ("Hap") Arnold and the Civil Aeronautics Authority, called for the utilization of small planes for liaison work and for patrolling uninhabited stretches of coastline and vital installations such as dams, aqueducts, pipelines, etc., to guard against sabotage. In addition, security measures, such as policing the airports and fingerprinting everyone connected with light aviation, were to be performed by Civil Air Defense Services personnel.

f. Other efforts were made following the pattern of the New Jersey Civil Air Defense Services. The Airplane Owners and Pilots Association (a national organization) had its "Civil Air Guard" units in several metropolitan cities across the nation. In Ohio, Mr. Milton Knight started the Civil Air Guard. In time, other states followed the pioneering efforts of New Jersey. Colorado and Missouri had state air squadrons; Florida formed the "Florida Defense Force." Soon thereafter, Alabama, Kentucky, Ohio, and Texas followed suit with statewide organizations.

g. Of all the various organizations established, it was Mr. Wilson's New Jersey Civil Air Defense Services that was the blueprint for the coming Civil Air Patrol.

h. The first step taken in the plan to utilize national civil air strength, supported by the US Army Air Corps and the Civil Aeronautics Administration, was to institute a civilian pilot instructor refresher course and a civil pilot training program. These two activities made provision only for military use of those trained, with the objective of boosting the existing reservoir of civilian airmen who could be placed in military service when needed. There still remained many civilian pilots and ground crewmen who were not acceptable for this step.

i. The second step pertained to the civil air strength in being. The program's objective was to organize civilian aviation personnel so that their efforts could best be used in what loomed on the horizon as an all-out war effort. From this second step, the Civil Air Patrol came into being.

j. As with any program of such magnitude, there were divergent opinions, and much thought and effort were spent before a workable program could be devised. Some highly responsible men believed military use should be made of available civilian aviation "know-how." Others, equally responsible, believed that civil aviation should be curtailed in time of war, as in Europe.

k. Divergent viewpoints concerning control arose even among those who advocated military use of civilian aircraft. One group was convinced that light-plane aviation interests should be unified under a national system. The other group thought that control would be more appropriate at state level.

8-2. 1941 - The Realization of a National Civil Air Patrol

a. The advocates of a nationwide Civil Air Patrol made numerous contacts in their effort to establish their proposed organization as an element of the nation's defense. First, however, the problem of how best to use the proposed Civil Air Patrol for military missions had to be solved through Federal Government approval and direction.

b. On 22 April 1941, Mr. Thomas H. Beck, Chairman of the Board of Crowell Collier Publishing Co., prepared and presented to President Roosevelt a plan for the mobilization of the nation's civil air strength. Mr. Beck discussed his plan with Mr. Guy P. Gannet, owner of a New England newspaper chain. On 20 May 1941, the Office of Civilian Defense (OCD) was established as an agency of the Federal Government, with former New York Mayor, Fiorello H. LaGuardia, as its director. The National Civil Air Patrol advocates, including Mr. Beck, Mr. Gannet, and Mr. Wilson, presented their plan for a National Civil Air Patrol to Mr. LaGuardia. Having been a World War I pilot, Mr. LaGuardia recognized the merit of the plan and expressed his enthusiasm for it, but he also recognized that its success would depend upon the support of the US Army Air Corps.

c. Mr. LaGuardia appointed Beck, Gannet, and Wilson to a special aviation committee, with instructions to "blueprint" the organization of civil aviation resources on a national front. By June 1941, the plan for the proposed organization was completed, but many details had yet to be worked out. Gill Robb Wilson took on this task, assisted by Mr. Reed Landis, a WWI ace, aeronautical expert, and the OCD aviation consultant. Mr. Wilson and Mr. Landis had the advice and assistance of some of the country's leading airmen, as they worked to finalize the plan. By early October it was completed, except for the drawing up of directives, preparation of application blanks, and a few other administrative details. To take care of these remaining details and the important job of selecting wing commanders (one for each state), Mr. Wilson left his New York office and went to Washington, DC, as the proposed Civil Air Patrol's first executive officer.

d. To solidify the plan under the approval of the military establishment, General "Hap" Arnold - who had encouraged the project from the beginning - set up a board of military officers to review the final plan presented by Mr. Wilson and his colleagues. General George E. Stratemeyer was appointed presiding officer of the board, which included Colonel Harry H. Blee,

Major Lucius P. Ordway, Jr., and Major A.B. McMullen. General Arnold asked the board to determine the potentialities of the Civil Air Patrol plan and to evaluate the role of the War Department in making CAP an agency of the new Office of Civilian Defense. The board approved the plan with a recommendation that Army Air Forces (AAF) officers help set up and administer the CAP organization.

e. As a result of the board's approval, the Director of Civilian Defense (Mr. LaGuardia) signed a formal order creating the Civil Air Patrol. The date was 1 December 1941. On 8 December 1941, the day after the attack on Pearl Harbor by the Imperial Japanese Naval Air Forces, Director LaGuardia published Administrative Order 9. This order outlined the proposed organization of the Civil Air Patrol and designated as its commander Major General John F. Curry, US Army Air Corps. Mr. Gill Robb Wilson officially became the executive officer. Appointed as the Operations Officer of the fledgling organization was Colonel Harry H. Blee. Blee was one of the many retired military officers who were recalled to active duty during World War II to fill vacancies created by the expansion of the regular military establishments and related wartime activities. CAP was fortunate to have Colonel Blee assigned to head its technical and administrative operations. His administrative ability in overseeing the myriad of details involved in both the establishment and the smooth running of CAP throughout the war years was without peer. His attention to detail was such as to provide a solid base upon which to grow a rapidly expanding organization. Under the wise leadership of these men and others like them, the Civil Air Patrol began a period of tremendous growth and development in the service of our nation.

f. The CAP fears that flight by civil aircraft would he halted were justified. The day after the attack on Pearl Harbor all civil aircraft, except for scheduled commercial airlines, were grounded. This restriction lasted only a few days, however. The pendulum soon swung the other way, and except for the West Coast area, the "puddle jumpers" were given little attention as they flitted in and out of airports across the nation. Because our nation feared the possibility of Japanese activity, or even invasion, restrictions on civilian flight in the West Coast area were maintained.

g. Earle L. Johnson, one of the founders, and later Commander of Civil Air Patrol, was disturbed by the renewed flights and the lack of security at airports. He envisioned the great potential of light aircraft, as a tool in the hands of saboteurs, to wreak havoc with the nation's industrial complexes. They could do this, he reasoned, by making night flights to drop bombs on war plants. No doubt, saboteurs would have to make a concentrated and all-out effort to have a crippling effect, for after the first attempt security measures would be taken. But Mr. Johnson didn't want saboteurs to have that chance and he took it upon himself to prove the vulnerability of industry.

h. At eleven P.M. one evening, Mr. Johnson took off in his plane from his farm airstrip near Cleveland, Ohio. With him he took three small sandbags and headed toward a cluster of war plants on Cleveland's outskirts. Flying at 500 feet, Johnson dropped the sandbags on the roofs of three plants and returned to his airstrip, apparently no one detected him, and if they did, no attention other than curiosity was given the dark silhouette of his airplane.

i. The next morning Mr. Johnson notified the plant owners that they had been "bombed." The Civil Aeronautics Administration (CAA) reacted by again halting all civilian flying until adequate security measures could be taken. This meant airports must be guarded; all pilots, before they would be permitted to fly, must prove that they were loyal citizens of the United States; and, that all flights must be for official business only and accomplished under approved flight plans. The grounding of all civilian light aircraft by CAA certainly helped increase the ranks of the newly created Civil Air Patrol because flying with CAP was the only way in which "weekend pilots" could then get in flight time. These pilots were of all ages and both sexes. The oldest male pilot was Lieutenant A.I. Martin, of Montour Falls, New York, who had reached the enviable age of 81! Among the ladies, there was Second Lieutenant Maude Rufus from Ann Arbor, Michigan, who came into Civil Air Patrol as the oldest female pilot. Her exact age at the time is somewhat of a mystery, but it is known that she soloed at age 65 and had nearly 1,000 hours to her credit.

j. Along with the pilots came thousands of other patriotic citizens, some of whom possessed special skills. They included mechanics, radio operators, physicians, and nurses. Those who had no special skills had ample opportunity to help as messengers, guards, and drivers, or to perform other necessary duties required to ensure the proper function of a CAP unit.

8-3. CAP World War II Activities

a. Soon after Congress declared war on Germany, Italy and Japan, German submarines were operating in the American coastal waters along the eastern and southeastern shorelines. Beginning with the sinking of 11 Allied sea going vessels in January of 1942, many of which were in sight of the United States' Eastern and Gulf shores, the submarines were starting to extract their deadly toll. The sinkings continued on an upward trend to a peak of 52 in May. They then gradually declined to a point where the one sinking in September was the last for the year. Unfortunately, by this time 204 vessels had been lost. This type of destruction not only seriously affected the supply of war materials to allied forces fighting in Europe and Africa, but also cut into the nation's petroleum supplies.

b. Civil Air Patrol leaders urged the War Department to give their newly organized force a chance to help combat the submarine menace. Again the patriotic and eager Civil Air Patrol met opposition. It was argued that their proposal could not be accepted because of the impracticability of sending a young organization with undisciplined members on critical and dangerous missions.

c. Meanwhile, the Navy was spread so thinly along the 1,200-mile sea frontier of the eastern and southeastern coasts that it could not effectively combat the raiding enemy submarines. The nation's air forces had not had time to build up the number of aircraft to a point where they could cope with their regular missions as well as the submarine menace. Consequently, the German submarines continued their activities at an alarming rate. They were sinking ships practically at will; oil, debris, and bodies were being washed ashore all along the eastern and southeastern coastlines.

8-4. Coastal Patrol Authorized

CAP planes carrying bombs went out to sea as far as 150 miles

a. The worsening submarine menace convinced military authorities that the Civil Air Patrol should be used to help combat the German U-boats. By this time Captain Earle L. Johnson, US Army Air Corps, had replaced Gill Robb Wilson as the Civil Air Patrol's executive officer. Thus, Wilson was able to concentrate on the tremendous task of organizing a Coastal Patrol program within CAP. This preparation culminated on 5 March 1942, when the Civil Air Patrol was authorized to conduct a 90-day experimental operation on coastal patrol at two locations on the eastern seaboard. This gave the brave volunteers a scant 90 days to prove themselves worthy of the trust placed in them. Thus, on the shoulders of these first Coastal Patrol pilots rested the destiny of the entire Civil Air Patrol. Before the 90-day period was over, testimony to their success was evidenced by an authorization for expanded operations. It is interesting to note that this successful operation contributed to the decision to replace the National Commander, General Curry, with the aforementioned Captain Johnson. He was subsequently promoted to Colonel and served as the CAP's National Commander until his death. In recognition of his role as the wartime leader of CAP, Johnson was posthumously promoted to Brigadier General.

b. Soon after the CAP Coastal Patrol experiment was authorized, the first three bases were established. One was located at Atlantic City, New Jersey; one at Rehoboth, Delaware; and one at Lantana, Florida. Soon pilots began arriving at the Coastal Patrol installations, and the program expanded rapidly until there were 21 bases. Honors for the first combat flight by civilian pilots go to those of Coastal Patrol Base 2 at Rehoboth, Delaware. Interestingly, their 5 March 1942 patrol was less than a week after the 28 February 1942 activation date for the base.

c. The light aircraft flown by CAP Coastal Patrol were at first utilized for reconnaissance only. They were crewed by a pilot and an observer who were in constant radio contact with shore bases. Their mission was to spot enemy submarines and summon the destructive power of the thinly spread Army and Navy bomber forces. Naturally the CAP crews wanted to do more than just spot targets; they also wanted to destroy them.

d. Late one afternoon in May 1942, a crew consisting of "Doc" Rinker and Tom Manning were flying a patrol mission just off Cape Canaveral when they spotted an enemy sub. The sub's crew sighted the CAP patrol aircraft, and, not knowing the aircraft to be unarmed, made a desperate effort to get away. In its haste or panic the sub became stuck on a sandbar, making it a perfect target.

e. Dutifully, the patrol reported the situation and began circling the sub, waiting for the bombers to come and destroy it. For more than a half-hour the patrol kept circling and frantically calling for help. By the time the bombers arrived, the sub had dislodged itself and

returned to deep waters. The loss of this "perfect target" further justified the Coastal Patrol's plea to carry bombs and use them whenever possible.

f. Soon thereafter, the CAP planes were carrying demolition bombs and ranging as far out to sea as 150 miles. The smaller planes could carry only one 100-pound bomb, and in many instances one of the bomb's fins had to be removed to keep it from scraping the runway as the plane took off. Even by modifying the bombs for takeoff, the smallest planes had difficulty flying the additional load. Of course the larger planes could be more heavily armed, and a few carried 325-pound depth charges.

g. It was one of these larger planes, armed with depth charges, that made the first CAP "kill." Captain Johnny Haggins and Major Wynant Farr, flying out of Atlantic City, New Jersey, had just become airborne in a Grumman Widgeon (an amphibian) when they received a message from another CAP patrol that "contact" had been made about 25 miles off the coast. The other CAP patrol was low on fuel and had to return to base, so Captain Haggins and Major Farr sped to the area, flying about 300 feet above the ocean.

h. When the Haggins-Farr patrol reached the area, no sub was in sight. However, Major Farr spotted the shadowy form of a German submarine as it cruised below the surface. After radioing to shore, and knowing that they could not accurately estimate the depth of the sub, the two men decided to follow the sub until (they hoped) it surfaced to periscope depth. Then their depth charges could be put to the most effective use.

i. For over three hours they tracked their quarry and were getting low on fuel. Just before they had to turn back, the sub came up to periscope depth. Captain Haggins swung the plane around quickly and aligned it with the sub. He then started a gentle dive to 100 feet where he leveled off behind the sub's periscope wake. Major Farr pulled the cable release and the first depth charge plummeted into the water just off the sub's bow. Seconds later a large water and oil geyser erupted, blowing the sub's forward portion out of the water. Shock waves from the blast rocked the patrol plane. As the sub sank below the surface, it left a huge oil slick as the target for the second run.

j. On the second run, the remaining depth charge was dropped squarely in the middle of the oil slick. After the second geyser had settled, pieces of debris floated slowly to the surface. The CAP Coastal Patrol's first kill was confirmed!

k. As a result of its effectiveness, the CAP Coastal Patrol passed its trial or experimental period with "flying" colors, and it went on to serve its country for almost 18 months (5 March 1942 to 31 August 1943), flying in good weather and bad and from dawn to dusk.

l. The 18-month record chalked up by the Coastal Patrol is rather impressive: it had started with three bases and was operating from 21 at the close of its missions. It had reported 173 submarines sighted, had sunk two, and had dropped a total of 83 bombs and depth charges upon 57 of these with several other "probable." It had flown 86,685 missions over coastal waters for a total of 244,600 hours which approximates 24 million miles! The patrol summoned help

for 91 ships in distress and for 363 survivors of submarine attacks. It sighted and reported 17 floating mines, and, at the request of the Navy, it flew 5,684 special convoy missions.

m. The CAP Coastal Patrol's impressive record, however, was not without the sacrifice of lives. Twenty-six brave CAP pilots or observers were killed, and seven were seriously injured. Besides the loss of life and injuries sustained, 90 aircraft were lost. The impressive amassment of mission feats brought official recognition to many of the Patrol's members. They were winners of Air Medals and War Department Awards for "Exceptional Civilian Service." These were tokens of high esteem bestowed by a government representing a nation of grateful people.

8-5. Other Wartime Missions

a. Discontinuance of Coastal Patrol on 31 August 1943, did not mean any loss of confidence in the Civil Air Patrol. Its mission had been accomplished in that the regular forces had been built up to the point where they could take over the CAP's former coastal patrol mission. And now the CAP was to continue pursuing its other wartime missions, most of which had been going on at the same time the Coastal Patrol was operating.

b. Many of the other wartime missions conducted by Civil Air Patrol were just as important and equally dramatic as those flights made by the Coastal Patrol. To fulfill their other missions, CAP flew approximately 500,000 hours and lost 30 pilots by accidental death. Many other pilots lost their aircraft and sustained injuries.

c. Both men and women took part in all other wartime activities (women were excluded from Coastal Patrol flights). They joined Civil Air Patrol for periods which ranged from 30 days to the duration of the war, and flew their missions for subsistence pay only. Although they were reimbursed for expenses incurred while on assigned missions, the $8 or $5 per day did not contribute much to their support, or to the support of their families back home. Many of these people flew without pay on unassigned but necessary missions. They spent thousands of dollars out of their own pockets to complete these missions for a good cause - in service of their country.

d. During the period 1 January 1942 to 1 January 1946, the Civil Air Patrol flew 24,000 hours of assigned search and rescue (SAR) missions. But, during the same period, CAP pilots and crews voluntarily flew thousands of additional SAR hours at their own expense. Although no accurate record was kept of the number of aircraft and survivors found, one week of February 1945 was probably the highlight of the SAR missions. In this one week, CAP SAR pilots found seven missing Army and Navy planes.

e. Cargo and courier flying was another important mission during the CAP war years. From 1942 to early 1944, CAP pilots moved over 3.5 million pounds of mail and cargo for the air forces, and it transported hundreds of military passengers throughout the United States. As wartime industrial production grew, the commercial and military transportation facilities became taxed to the limit of their capabilities. They simply could not transport all of the war materials that were stacking up like mountains in the warehouses and supply depot yards. At least a stop-gap solution to the transportation bottleneck had to be found, and CAP again provided the solution.

CAP conducted cargo and courier flights during WWII.

f. In the spring of 1942, a 30-day experiment was made by pilots of the Pennsylvania Wing to see if they could do the job of cargo transportation. With only five light planes at their disposal, they transported Army cargo successfully over a large area, winging into AAF bases as far south as Georgia - much to the delight of AAF supply officers. It wasn't long before industry and Army officials were convinced of the plan's merit, and CAP was given the go-ahead. Soon thereafter, CAP set up regularly scheduled cargo flights and courier flights all over the nation. As a result of their services, reduced air transportation costs were realized, and many military aircraft were eventually released for more direct employment in the war effort.

g. Civil Air Patrol was active in helping patrol the border between Brownsville, Texas, and Douglas, Arizona. The CAP Southern Liaison Patrol flew approximately 30,000 hours, patrolling from dawn to dusk the 1,000 miles of rough, rocky and barren terrain. The CAP planes were looking for out-of-the-ordinary activities that might be indicative of spies or saboteurs entering or leaving the country. Pilot-observers often flew their craft low enough to read the license plates on suspicious automobiles. In fact, one patrol aircraft flew so low in pursuit of a "suspicious" automobile that the observer was able to report an accurate description of the car's occupants - down to the color of their shirts and ties. The car was stopped at the Mexican border whereupon the individuals were found to be enemy agents. In another case, a patrol noticed car tracks leading to and from a supposedly abandoned building. Investigation by ground units revealed an enemy radio station.

h. From its beginning in July 1942, to its discontinuance in April of 1944, the CAP "Border Patrol" had reported almost 7,000 out-of-the-ordinary activities on the ground within its patrol area and had radioed to the AAF the direction of flight and description of 176 suspicious

aircraft. Considering its many hours of hazardous operations, the loss of two patrol members was an exceptional safety record.

i. In March 1942, CAP units began towing targets for air-to-air gunnery practice by fighter aircraft and antiaircraft batteries. They would fly antiaircraft machine gun runs, simulating a strafing attack, trailing targets as little as 1,000 feet behind them. Then they would climb to high altitudes trailing two targets at distances of up to 5,000 feet. These were for the heavy antiaircraft guns to practice on. Occasionally the antiaircraft gunners took a little too much lead, and the CAP aircraft would land with holes intended for the target. One of the pilots is reported to have found a shell fragment embedded in his parachute seat-pack!

j. For three years CAP flew these hazardous missions, helping increase the efficiency of Army units preparing for combat. It flew a total of 20,593 towing and tracking missions 46,000 hours were flown on live ammunition and searchlight missions. But a price was paid for such dangerous work. Seven CAP members were killed, five seriously injured, and 23 airplanes were lost.

k. At the same time, other CAP pilots and crews were flying missions, which assisted the war effort either directly or indirectly. Among these were: flying blood bank mercy missions for the American Red Cross and other civilian agencies; cruising over forests, detecting fires and reporting suspected arsonists; flying mock raids to test blackout practices and air raid warning systems; and supporting bond drives and assisting in salvage collection drives. CAP pilots were even pressed into service as a "wolf patrol." The population of wolves had increased to dangerous proportions in the southwest. By the winter of 1944, ranchers in the Texas Panhandle called upon their governor to enlist the aid of Civil Air Patrol to help control the menace. One rancher alone had lost over 1,000 cattle to marauding wolves the year before - beef denied to the nation in an era of meat rationing. Again, CAP did its duty. Armed with various types of firearms, the CAP pilots and observers took to the air and helped bring the wolf population back under control.

l. Not all of CAP's wartime activities were in the air. Its personnel guarded airfields and other installations; patrolled power lines and waterways, guarding against saboteurs. When natural disasters occurred, they were there helping the Red Cross and others to evacuate people and administer aid to those affected.

m. Throughout the war, CAP was carrying on another most important mission - pilot training. In early 1942, it had set up a program to recruit and train CAP cadets to assist with tasks at the operational level, and, at the same time, to begin indoctrination and training toward their becoming licensed pilots for service in the Civil Air Patrol or to go into the military service for military pilot training. Although CAP was organized along military lines, wore uniforms, operated in a military manner, and performed defense functions, none of its physically-fit members were exempt from military service. However, the early recruitment and training offered the CAP cadet an advantage over other youths in that he, or she, would already have a knowledge of military life and of aviation's challenge and importance to the nation. The pilot training program built a reserve of air-minded citizens from whom the military air forces could

draw needed personnel, particularly those CAP members who had completed private pilot training.

n. Each man in the CAP was permitted to sponsor a boy, and each woman could sponsor a girl. The youths, in the age bracket of 15-17 years, had to be physically fit, in the last two years of high school, maintaining satisfactory grades, and be native-born of parents who had been citizens of the US for at least 10 years. Indeed these restrictions seem rather severe, but they were purposely imposed to hold down membership in the program until a solid foundation could be established.

o. Restrictions notwithstanding, American youth responded aggressively to the opportunity. Within six months of the program's onset, CAP had over 20,000 cadets attending weekly meetings in schoolrooms and other meeting places, studying in groups on their own, or side by side with senior members. The youths spent many or all of their weekends at local airports learning instead of engaging in less informative activities.

p. Recruiting these 20,000-plus CAP cadets cost the Office of Civilian Defense slightly less than $200. CAP National Headquarters on its directives pertaining to the cadet programs, cadet applications, and cadet membership cards spent this amount.

q. The War Department realized the advantage of making Civil Air Patrol an auxiliary of the Army Air Forces. So, on 29 April 1943, the command jurisdiction was transferred from the Office of Civilian Defense to the War Department. This date (29 April 1943) is considered a red-letter day on the CAP calendar!

r. Later the War Department issued a memorandum (W95-12-43, dated 4 May 1943) assigning to the Army Air Forces the responsibility for supervising and directing operations of the Civil Air Patrol.

s. One of the more significant outcomes of this transfer of command jurisdiction was its impact on Civil Air Patrol's cadet recruiting mission - Army aviation cadets, that is. By this time, CAP had built up its membership to about 75,000 men and women, located in over 1,000 communities over the nation. Moreover, the early wartime practice of training CAP members for operational missions had established an effective training corps that was ready to assume a larger Army aviation cadet training mission.

t. In December 1943, the Army Air Forces placed 288 L-4 aircraft (civilian designation, "Piper Grasshopper") on loan to CAP for use in the aviation cadet recruiting program. CAP "took to the air," and during 1944 flew 78,000 aviation cadets and prospective recruits a total of 41,000 flying hours. Before the end of 1944, CAP had recruited an oversupply of cadets, and had taken over the responsibilities of administering cadet mental screening tests and operating centers where cadets received preliminary medical checkups.

u. The record established by CAP during the war years impressed the nation. It had flown 500,000 hours of missions in support of the war effort; had sunk at least two submarines; and had saved countless numbers of aircraft crash survivors and survivors of disasters at sea by

guiding rescue forces to them. They had spent their own money in support of wartime missions, and volunteered thousands of hours of non-flying mission time to train or indoctrinate cadets. They built their own airfields and "pitched in" to help when natural disasters occurred. No sacrifice was too great for these patriots - and to prove it, many gave their lives.

8-6. The Post War Period

a. The Civil Air Patrol was still serving as an auxiliary of the Army Air Forces at the cessation of hostilities in 1945, but this status, established by executive order, had no foundation by statute. Its usefulness had been proved during wartime through all of the aforementioned feats of service. But now peace had come and the scope of its activities had narrowed because the Army Air Forces had assumed many of the tasks assigned to CAP during the war. In short, the future of CAP was uncertain. To make things even worse, the Army Air Forces was to withdraw its monetary support of CAP after 31 March 1946. This action would have to be taken because the Army Air Forces' budget had been drastically cut.

b. In view of these circumstances, General "Hap" Arnold called a conference of CAP wing commanders. In January 1946, the conference convened and discussed the feasibility of a post war Civil Air Patrol. From this conference, a plan to incorporate grew.

c. On the evening of 1 March 1946, the 48 CAP wing commanders held their first congressional dinner, honoring President Truman, the 79th Congress, and General "Hap" Arnold, the commanding general of the Army Air Forces. The express purpose of the dinner was to permit the CAP to thank the President and the other honorees for CAP's having had the opportunity to serve the nation during World War II.

8-7. Civil Air Patrol Incorporated

a. On 1 July 1946, Public Law 476, 79th Congress, 2d Session, was approved. It incorporated the Civil Air Patrol and authorized the incorporators named therein to complete the organization of the corporation by the adoption of a constitution and bylaws and regulations, and by the selection of officers, etc. The law stated that the objects and purposes of the corporation were "solely of a benevolent character" as follows:

(1) To provide an organization to encourage and aid American citizens in the contribution of their efforts, services, and resources in the development of aviation and in the maintenance of air supremacy, and to encourage and develop by example the voluntary contribution of private citizens to the public welfare.

(2) To provide aviation education and training especially to its senior and cadet members; to encourage and foster civil aviation in local communities and to provide an organization of private citizens with adequate facilities to assist in meeting local and national emergencies.

b. Under this Federal Charter the CAP Corporation planned to undertake a very ambitious program - without the help of the Army Air Forces. Among the first-defined CAP

objectives were to: (1) inform the general public about aviation and its impacts; (2) provide its seniors and cadets ground and preflight aviation education and training; (3) provide air service under emergency conditions; (4) establish a radio network covering all parts of the United States for both training and emergency use; (5) encourage the establishment of flying clubs for its membership; (6) provide selected cadets a two-week encampment at air bases; (7) provide selected cadets flight scholarships; (8) encourage model airplane building and flying; (9) assist veterans to find employment; and (10) contribute services to special projects such as airport development, the survey and marking of emergency landing areas, and the survey of dangerous flying areas in mountainous regions.

c. In addition to implementing the objectives of the first program, the newly chartered Civil Air Patrol undertook other official and unofficial tasks, which were requested by the Army Air Forces. These included helping to prepare an address list of all former AAF personnel, helping convince the public of the merits of an autonomous air force, assisting in the air marking program, (identifying downed aircraft debris to avoid its being mistaken as a new crash), and conducting AAF-CAP air shows.

d. Obviously, many of CAP's objectives could not have been attained without support from the Army Air Forces. However, since there was no official basis for such support, it appeared necessary to review the true relationship of the Army Air Forces and the Civil Air Patrol. After the United States Air Force had been established (26 July 1947), steps were taken to study the USAF-CAP relationship.

8-8. Permanent Status as USAF Auxiliary

a. In October 1947, a CAP board was set up to meet with USAF officials and plan the establishment of Civil Air Patrol as an USAF auxiliary. After several meetings between CAP and USAF officials, certain agreements were reached concerning CAP and USAF objectives, and a plan was adopted to legalize US Air Force assistance to Civil Air Patrol. Shortly thereafter, a bill was introduced in the House of Representatives that would permanently establish CAP as the USAF auxiliary and authorize the Secretary of the Air Force to extend aid to the Civil Air Patrol. Following subcommittee hearings, the bill was passed by the Senate and on 26 May 1948, became Public Law 557 (10 USC 9441), 80th Congress, 2nd Session. CAP thus became an auxiliary of the new United States Air Force.

b. On 1 January 1959, Civil Air Patrol was transferred from Headquarters US Air Force to Continental Air Command (CAC). This transfer placed the US Air Force officers, airmen, and civilian employees attached to Civil Air Patrol within the jurisdiction of CAC, but the corporate entity and the administration of Civil Air Patrol remained unchanged. The responsibilities of CAC in supporting the Air Force reserve program were related to many of the missions and aims of Civil Air Patrol; thus, the CAP-CAC alliance provided closer coordination with Air Force units and activities to aid Civil Air Patrol in realizing its potential and to establish a firmer CAP-USAF relationship.

c. Continental Air Command continued its outstanding support to Civil Air Patrol until 1 July 1968, when the command was abolished. Effective with this action, CAP was transferred to Headquarters Command, USAF. Another Air Force organizational change took place in 1976, and CAP was placed under the education command, Air University. As the USAF reorganizes occasionally to adapt to changing times and missions, such changes may be expected. However, each change has continued to perpetuate the concept that Civil Air Patrol will be supported by a major Air Force command, and that the strong CAP-USAF relationship will continue as it has for so many years.

8-9. Missions. For more than 50 years, the Civil Air Patrol has aggressively performed the missions Congress mandated in 1946: Aerospace Education, Cadet Programs, and Emergency Services.

a. **Aerospace Education**

(1) America's love of manned flight started with the Wright brothers and continues unabated during this century. World War II showcased the important role aviation would play in the future and national leaders recognized the importance of stimulating public interest in aerospace activities.

(2) CAP, as the civilian Auxiliary of the US Air Force, was most suited to perform this mission. Their efforts focused on two different audiences – internal CAP members and the general public.

(3) The internal programs ensure that all CAP members (seniors and cadets) have an appreciation for and knowledge of aerospace issues. A rigorous educational program is tied to promotions at every level in the CAP organization. Aerospace educators working out of CAP's National Headquarters at Maxwell Air Force Base, Alabama, provide materials that are current and reflect the highest standards of educational excellence.

(4) The congressional charter also tasked CAP to stimulate public interest in aerospace issues. These external programs are primarily conducted through our nation's education systems. Each year, CAP sponsors nearly 200 workshops in colleges and universities across the nation, which reach more than 5,000 educators.

(5) These workshops highlight basic aerospace knowledge and focus on advances in aerospace technology. Textbooks, learning tools, and visual aids geared to stimulate interest in aerospace matters are also provided to teachers for use in their classrooms. Started in 1951, these workshops have reached hundreds of thousands of young people.

(6) CAP also plans and executes the National Congress on Aviation and Space Education (NCASE). NCASE is the premier aerospace education conference held in the nation. NCASE is designed to promote an understanding of aviation and space education. It is used to motivate and encourage teachers to incorporate aerospace education into their curriculum. It also encourages aerospace leaders to speak out on aerospace issues facing our nation today.

b. **Cadet Programs**

(1) During World War II, CAP trained thousands of young men to fly before they joined the Army Air Forces (AAF). This training, coupled with positive values instilled by role models, resulted in the AAF having a pool of aviators virtually ready to do battle.

(2) After the war, the success of the wartime cadet program convinced Congress that a peacetime cadet program would pay great dividends. For the past half-century, CAP's Cadet Programs has provided young people between 13 and 18 the opportunity to develop their leadership skills through their interest in aviation. For many, it has also offered them the opportunity to learn to fly. Recently, the minimum age requirement to become a cadet was lowered to 12 years of age and currently attending the sixth grade.

(3) A knowledge of aerospace-related information is one of the pillars of the program. Cadets progress at their own pace through a 16-step program including aerospace education, leadership training, physical fitness and moral leadership. For those in the Middle School Initiative program the progression through the cadet program is a structured classroom environment.

(4) As cadets make progress, they have the opportunity to take part in a wide range of activities including encampments on military bases, orientation flights, and a variety of national and international activities.

(5) Through its National Scholarship Program, CAP provides scholarships to cadets to further their studies in such areas as engineering, science, aircraft mechanics and aerospace medicine. Scholarships leading to solo flight training are also provided.

(6) The US Air Force recognizes the high standards the cadets must meet. When CAP cadets complete the Mitchell Award and enlist in the Air Force, they now enter in pay grade E-3 (Airman First Class) instead of pay grade E-1 (Airman Basic). CAP cadets are also well represented at the US Air Force Academy. Usually 8-10 percent of the academy class is composed of former CAP cadets.

c. **Emergency Services**. Growing from its World War II experience, the Civil Air Patrol has continued to strive to save lives and alleviate human suffering through a myriad of emergency service missions.

Ground Search team on foot spots wreckage of plane.

(1) *Search and Rescue (SAR)*: Perhaps best known for its search and rescue efforts, CAP now flies more than 85 percent of all inland SAR missions directed by the Air Force Rescue Coordination Center located at Langley Air Force Base, Virginia. Overseas, CAP supports the Joint Rescue Coordination Centers in Hawaii and Puerto Rico. Just how effective are the CAP missions? CAP members save more than 100 people every year!

(2) *Disaster Relief*: Often overlooked but vitally important is the role CAP plays in disaster relief operations. CAP provides air and ground transportation, and an extensive communications network. They fly disaster relief officials to remote locations, and support local, state and national disaster relief organizations with manpower and leadership. In fact, CAP has formal agreements with many humanitarian relief agencies such as the American Red Cross, Federal Emergency Management Agency, Federal Aviation Administration, and Coast Guard.

(3) *Humanitarian Services*: Closely related to disaster relief is CAP's support of humanitarian missions. Usually in support of the Red Cross, CAP aircrews transport time-sensitive medical materials including blood and human tissue in situations where other means of transportation are not possible.

(4) *Air Force Support*: It's hardly surprising that CAP performs several missions in direct support of the US Air Force. Specifically, CAP conducts damage assessment, radiological monitoring, light transport, communications support, and low-altitude route surveys. Joint US Air Force and CAP SAR exercises sharpen the skills of all participants and offer realistic training for potential deadly serious missions.

(5) *Counterdrugs*: CAP joined the "war on drugs" in 1986 when CAP signed an agreement with the US Air Force and US Customs Service offering CAP resources to be used to stem the flow of drugs into and within the United States. Today, CAP has similar agreements with the Drug Enforcement Administration and the US Forest Service. CAP has made major contributions to the counterdrug fight by providing aerial reconnaissance, airborne communication support, and airlift of law enforcement personnel. In FY 98 alone, CAP units flew nearly 41,700 hours in support of counterdrug efforts.

(6) *Demand Drug Reduction*: The Drug Demand Reduction Program (DDR) is chartered with the responsibility to make the CAP an environment that promotes and supports education, community involvement, social responsibility and respect for individuals. The DDR

Program began in 1994 to support the "Air Force Family" within 30 miles on an Air Force installation. The program has evolved into four areas: Youth Initiatives, Education and Training, Adopt-A-School Program, and Community Service Activities.

(a) **Youth Initiatives**

1 Involve local service members, family members and community members with alternative activities that promote the Air Force, CAP and local installations by sponsoring CAP squadrons. Provide them with the essential tools and the "right attitude" that promotes success and a future for our young people.

2 Provide portable display booths and videos to advertise the program, initial memberships for those who need them, uniforms and other essential equipment to begin motivating new members.

3 Establish new middle school initiative while monitoring existing units in Albuquerque, New Mexico, Chicago, Florida and rural South Carolina.

(b) **Education and Training**

1 Establish new squadrons on installations/communities without CAP and promote the CAP program as a positive lifestyle.

2 Support existing eligible CAP squadrons with cadet program instructors and student training materials, videos, classroom and audiovisual equipment.

3 Provide substance abuse information/classes to members that educate youth on the dangers of drugs by utilizing drug identification kits, tabletop displays, education materials and our cadets. Recommend utilizing USAF base drug demand reduction coordinators (DDRCs) and/or state National Guard personnel.

4 Involve CAP in the annual October Red Ribbon Campaign that is a grass roots level approach to being positive about a drug free lifestyle.

5 Initiate a plan for all region DDRCs and wing drug demand reduction administrators (DDRAs) to attend the National Interagency Counterdrug Institute (NICI), Intro to Drug Prevention & Demand Reduction Course, as a baseline for education and developing strategies for coalitions and program development.

6 Initiate plans for annual national and region DDR conferences with all wing DDR administrators to promote drug awareness education and the CAP as a model for drug free activities. These conferences will explain, promote, develop and coordinate region, wing and squadron DDR Programs.

(c) **Adopt-A-School Program**

1 Provide mentoring, discipline, role models, aerospace education and leadership for fifth graders at the installation and/or nearby schools to enable the students to become strong, productive citizens of the future and possible members.

2 Provide the installation or local elementary school support as needed to conduct a variety of projects such as the Red Ribbon Campaign.

3 Offer resource support or manpower for school events like graduations and field days.

(d) **Community Service Activities**

1 Get involved with base or local community coalition to support their activities.

2 Provide essential and supplemental assistance to selected community projects.

3 Get involved with USAF base Teen/Youth Centers.

8-10. USAF-CAP Relationship

a. The Civil Air Patrol and the United States Air Force maintain a civilian-military relationship, which is based upon the Civil Air Patrol's status as the USAF auxiliary. As such, the CAP's services to the nation and the USAF are: (1) voluntary, (2) benevolent, and (3) noncombatant. These services are to be employed both in times of peace and war.

b. It is the responsibility of the United States Air Force to provide technical information and advice to those CAP members who organize, train and direct CAP personnel and who develop CAP resources. In addition to technical information and advice, the Air Force also makes available certain services and facilities required by CAP to carry out its mission. Such assistance, however, is restricted to specific areas by acts of Congress, and cannot interfere or conflict with the performance of the Air Force mission.

c. Nonetheless, the Air Force has made tremendous contributions to CAP. In the area of materials, USAF has donated excess aircraft, motor vehicles, communications equipment, spare parts, rescue and safety equipment, and office equipment. Based on the availability of aircraft, flight crews and travel funds, the Air Force provides airlift services for various CAP programs, such as the CAP National Board, Congress on Aerospace Education, National Cadet Competition, summer encampments, aerospace education workshops, etc. Of course it must be remembered that highly restricted peacetime funding places definite limits on this availability.

d. If they have the space available, Air Force base commanders may provide meeting places for local CAP units, provide parking spaces for CAP aircraft, and furnish guidance and additional training literature to enrich the CAP training program.

e. Each summer CAP cadets participate in summer encampments held at DoD installations throughout the nation. Again, the Air Force actively supports this training function; it not only furnishes quarters and office space but also provides advisors, instructors, and training aids, which may include National Guard, Reservists, Air National Guard, Army, or other military personnel. When cadets attend an encampment, the Air Force sees that the youths have medical services and that they get adequate diets by eating at a military dining facility. In addition, cadets have access to the base theater, bowling alleys, swimming pools, and other recreational facilities. When senior training programs, primarily leadership schools, SAR schools, and staff colleges are held on DoD facilities, they receive base support in the same manner.

f. The Air Force encourages its reserve components to contribute their services to the CAP. By doing so, reservists earn credit toward retirement, and their services as instructors and advisors to CAP members are most important to our nation. Civil Air Patrol's overall aerospace education program is helped greatly by those Air Force reservists who are professional educators, for they serve as consultants, assistants and guest lecturers at aerospace education workshops which are held at colleges and universities throughout the nation.

g. CAP's personnel and aircraft are in the air each year flying search and rescue (SAR) missions, mercy flights, and disaster relief assistance.

h. In addition, CAP is constantly ready to perform civil defense and other missions, such as: crashed aircraft spotting and marking, route surveys, courier service, light transport duty, post attack recovery duty, drug surveillance flights, and similar activities within the capabilities of CAP light aircraft and other equipment.

i. Civil Air Patrol also maintains a nationwide radio network, which is used for training communications personnel and for domestic or military emergencies.

j. One other area of valuable assistance given the Air Force (and other Federal agencies) is the CAP Aerospace Education Program. Through this "internal" program of CAP cadet and senior member aerospace education, together with CAP's assistance to "external" aerospace education workshops (conducted by colleges and school systems), the knowledge, skills, and attitudes necessary for living successfully in the aerospace age are imparted to CAP cadets and senior members; to teachers, administrators, and students in the nation's schools; and to the general public.

k. To help present and carry through the aerospace education program, CAP develops and makes available printed materials on various aerospace subjects. Through a program provided to aerospace education workshop participants, guided tours can be arranged to airports, missile centers and aerospace manufacturing firms. MSI units should contact host unit, wing and region AE for assistance.

l. Another example of the CAP's reciprocal service to the Air Force is found in the number of CAP cadets and senior members who eventually become members of the United States Air Force. Every year CAP cadets and former cadets enter the Air Force Academy, other service academies, Reserve Officer Training Corps programs at colleges and universities across the nation, and basic training programs of all services.

8-11. Organization of the Civil Air Patrol

a. CAP is a civilian corporation made up of volunteers who pay dues for the privilege of being a member of CAP and rendering a service to the nation. Although CAP members wear an adaptation of the Air Force uniform, have an organization that is patterned after that of the US Air Force, and perform their duties in a military manner, they are still civilians.

b. CAP is organized into eight geographic regions (see Figure 8-1). These eight regions are subdivided by the states, which fall within their boundaries, and each state is classified as a wing. Additionally, the District of Columbia - referred to in CAP terminology as the National Capital - and the Commonwealth of Puerto Rico are each designated as wings. This gives a total of 52 wings. Each wing is then subdivided into groups (if applicable), squadrons and flights, according to the organizational need. We shall discuss each of these organizational structures as we come to them, but first we should start "at the top" and understand the chain of command and the function of each structure in that chain of command.

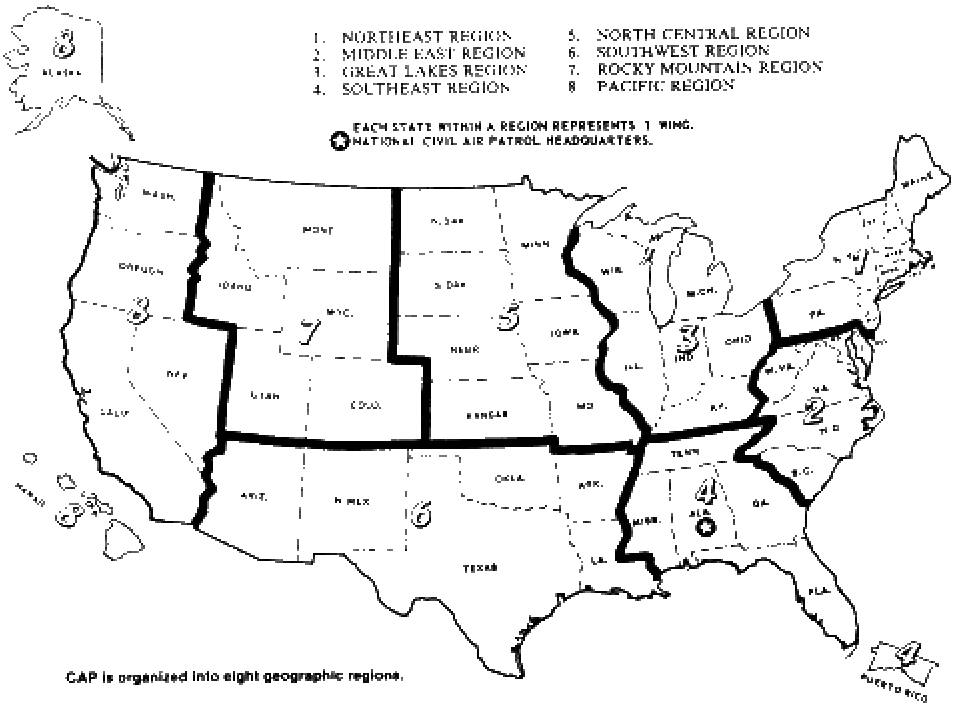

Figure 8-1. Civil Air Patrol Regions

8-12. The National Board

a. The highest governing body of the Civil Air Patrol is the National Board, chaired by a member of the Civil Air Patrol Corporation whose title is National Commander. Although we may have implied that Civil Air Patrol is a purely civilian organization, at every level, that is not the absolute truth. One member of the National Board is the USAF Advisor, who is an active duty Air Force officer. All other members of the National Board hold CAP grade and include the eight CAP region commanders and the 52 CAP wing commanders.

b. At least once annually, the National Board convenes to conduct Civil Air Patrol Corporation business and to elect officers. The members of the National Board and how they achieve their positions are as follows:

- The National Commander (elected by the National Board).

- The National Vice Commander (elected by the National Board).

- The Senior USAF Advisor (designated by the Secretary of the United States Air Force. The USAF Advisor may not hold any other corporate office).

- The Executive Director (a corporate employee hired to attend to the daily operation of the Civil Air Patrol Corporation).

- National Chief of Staff (nominated by the National Commander and elected by the National Executive Committee).

- The National Finance Officer (nominated by the National Commander and elected by the National Executive Committee).

- The National Legal Officer (nominated by the National commander and elected by the National Executive Committee).

- Region Commanders (appointed by the National Commander).

- Wing Commanders (appointed by the commander of the respective region).

8-13. The National Executive Committee

a. Since the National Board usually convenes twice each year, it needs a subordinate governing body to carry through its programs. The National Executive Committee (NEC) serves this purpose. The NEC is comprised of the National Commander, the National Vice Commander, the Executive Director, the National Chief of Staff, the National Finance Officer, the National Legal Officer, and the commanders of the eight regions. The NEC convenes at least quarterly.

b. The NEC might be considered the "work horse" command element, for it has the responsibilities of reviewing reports, appropriating funds, raising funds, and supervising the corporation's investments, establishing trusts and appointing trustees, negotiating contracts, approving budgets, accounting for expenditures, etc.

c. The NEC, in addition to electing certain corporate officers, also elects the National Controller. The National Controller assists in the financial management of the corporation, but is not a member of either the National Board or the National Executive Committee.

8-14. The Executive Director and Headquarters, CAP-USAF

a. As members of the National Board and the National Executive Committee, the Executive Director is the executive officer of Civil Air Patrol and the Commander, CAP-USAF is the senior USAF advisor. As specified in the constitution and bylaws, "The Executive Director shall administer the programs of Civil Air Patrol in accordance with the resolutions of the National Board and the National Executive Committee. He or she is authorized to issue such rules, regulations, and other directives as approved by the National Board and the National Executive Committee for the conduct of the affairs of Civil Air Patrol. He or she acts as a corporate officer of Civil Air Patrol."

b. The Commander, CAP-USAF, directs and manages the military and DOD civilians assigned to HQ CAP-USAF. The CAP-USAF commander, also known as the Senior USAF Advisor, is responsible to the commander of Air University (AU) for those actions that pertain to USAF business and through the CAP executive director for those actions that pertain to the corporation. In his capacity as commander of CAP-USAF, he is responsible for a field organization of eight regional liaison offices, which provide advice and assistance to the CAP regions and wings.

8-15. The CAP Field Organization

a. We might compare the field organization of Civil Air Patrol to that of the USAF. Each has a mission to accomplish and certain territorial areas in which to operate. However, the USAF has broken its field organization into major commands, which are designed to perform specific mission functions to greater and lesser degrees. On the other hand, the CAP field organization units all have equal responsibility for carrying out the CAP mission, but they do it within certain territorial boundaries, first by groups of states and then by individual states.

b. CAP regions are the first levels of command in the CAP field organization structure. As we have said before, there are eight separate CAP regions, which involve the 50 states, the Commonwealth of Puerto Rico, and the District of Columbia. Commanding each region is a Civil Air Patrol officer, in the grade of colonel; the National Commander appoints each region commander. The region commander then appoints a vice commander (or two in addition to the chief of staff) and a staff for assistance. The region vice commander and staff may perform those administrative duties peculiar to region level, but the region commander retains command responsibility for all CAP activities within the region.

c. In the CAP organizational chart, the dotted line connecting the block representing the CAP regions and the block representing the CAP-USAF region liaison offices is noted (see Figure 8-2). This dotted line indicates liaison or advisory service, which is the mission of the CAP-USAF region liaison office. As a field extension of the advisory service provided by HQ CAP-USAF, the Air Force Liaison Region Commander and his staff advise the Civil Air Patrol region commander in the areas of organization, administration, operations, training, aerospace education, supply, and similar activities. Also, the Air Force liaison offices maintain an interchange of information between HQ CAP-USAF, the Air Force wing liaison offices and the CAP wings within their region.

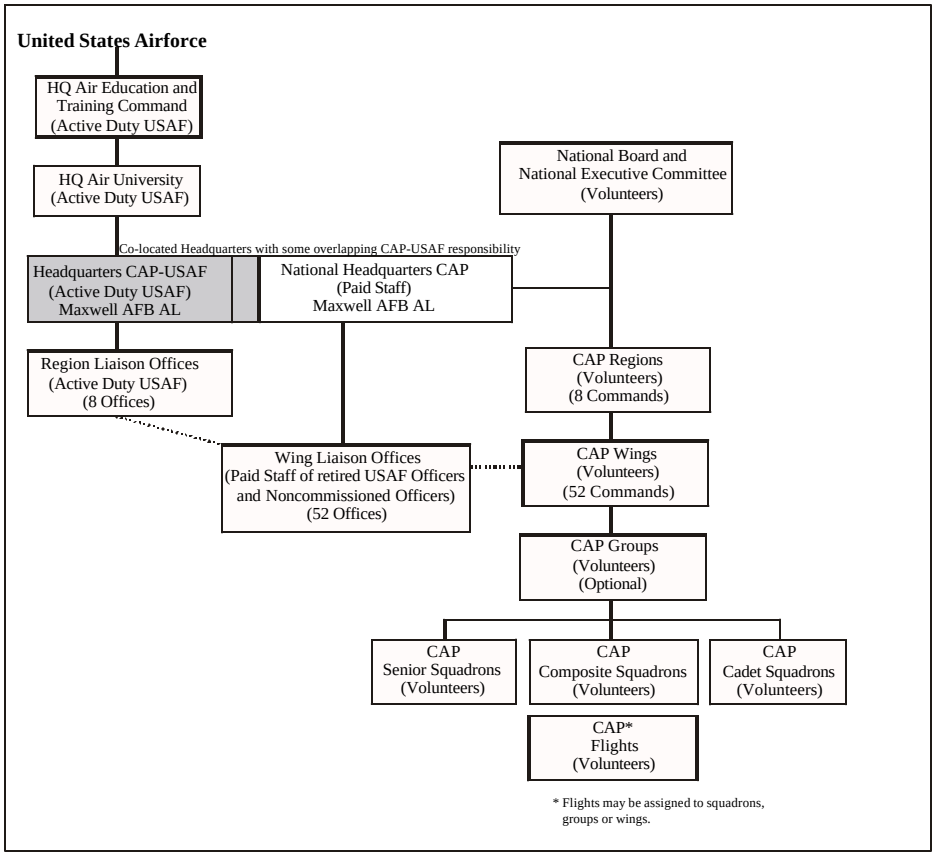

Figure 8-2. Civil Air Patrol – United States Air Force Relationship

d. The CAP wing is the command level assigned to each state, the District of Columbia and Puerto Rico. Wing commanders are appointed by the commander of the respective region and hold the grade of CAP colonel. Like the region commanders, wing commanders appoint a staff to assist them with their duties. Also helping the wing commanders are the USAF-CAP wing liaison personnel (see Figure 8-2).

e. The USAF-CAP wing liaison office serves the same purpose to the wing as does the USAF-CAP region liaison office to the region. Below wing level there is no USAF liaison

office. However, each Air Force base commander appoints a permanent project officer on the base to coordinate with USAF-CAP liaison personnel to assist units needing or seeking support.

f. The CAP wing commanders appoint the group commanders (if applicable to their wing) and the squadron commanders within their respective wings. This brings us to the last three organizational levels in Civil Air Patrol: the group, squadron, and flight.

(1) CAP Groups. Wing commanders establish the optional group organizational units when they determine a need for them. This need arises when there is a large geographic area or a large number of subordinate units that cannot be managed by a single office. There must be a minimum of five squadrons within each group formed.

(2) CAP Squadrons. The squadron is the very heart of Civil Air Patrol. It is CAP's operational unit that actually carries out all of those plans and programs formulated and directed by the higher echelons. Squadrons are trained and furnish assistance to the communities, states, and nation in times of national disasters, aircraft accidents, national emergencies, and war. Squadrons recruit new members into Civil Air Patrol; the squadron also provides the instruction of aerospace education for CAP cadets. Squadrons are the program!

(3) Flights. The flight, as a separate organizational element, is established only if a need exists and that need usually occurs in sparsely populated areas where there is an insufficient number of members to form a squadron. A flight may be composed of up to 14 CAP members, but there are definite restrictions as to its minimum personnel staffing. Where there are eight senior members, a flight may be formed, but if the flight is to be composed of senior members and cadets it must have at least three senior members. The flight, according to its remoteness, may report directly to a squadron, a group, or its wing - as the wing commander may direct. Each flight so established has as its goal the increase of its membership so that it may become a squadron as soon as possible.

8-16. Civil Air Patrol Charters. Now that we have gone from the top to the bottom of CAP command echelons, we should point out how the existence of these echelons is authorized. The regions and wings have permanent charters, as established in the constitution and bylaws of the corporation. But, below wing level each organizational unit must be individually chartered. If there is a new organizational unit established within a wing - be it a group, squadron, or flight - the wing commander requests a charter from National Headquarters CAP. Such charters are issued to be effective for one year and must be renewed each year thereafter. The MSI CAP units will have a charter number in the 800 series. For more information on the History of Civil Air Patrol, see the Bibliography at the end of this attachment.

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3d United States Infantry (Old Guard) History

The U.S. Army's oldest regiment, The Old Guard, was created as a result of the 1783 Peace Treaty of Paris. Among the provisions of this treaty ending the war between Britain, France, and the colonies of British America (Americans know the war as the American Revolution) was the requirement that the newly independent colonies take military control and civil responsibility for the area of land west to the Mississippi River, then inhabited by Native Americans and their British allies. The American army that had won the Revolution (with the help of a French army and French fleet) had been disbanded and the troops returned to their respective states in the spring of 1784. The Commander-in-Chief had bid good-bye to his officers, and returned to his farm on the Potomac in Virginia. A single artillery unit, posted to West Point, was retained from the Continental Army. For all practical purposes, there was no force left to defend the United States. Because of the provisions of the treaty, Congress was forced to create an army. The single unit created became the Old Guard.

In April 1840 the entire 3d Infantry Regiment, numbering around 690 men, was sent to Florida to participate in the war against the Seminole Indians. The three year conflict ended by negotiation in time for the Regiment to be sent again to St. Louis as instructors and demonstration troops in the School for Brigade Drill at Jefferson Barracks, earning the first recorded nickname for the Regiment, the "buff sticks," after a flat stick of wood with a soft piece of leather attached that was commonly used to shine metal buttons and other uniform parts.

The 3d Infantry is one of the few units officially authorized to pass in review with bayonets fixed. The practice commemorates the bayonet assault that the Regiment undertook with the 7th Infantry up Telegraph Hill at Cerro Gordo (1847), and was authorized by the War Department in 1922.

On the 14th of September 1847, the 3d Infantry had the honor of marching at the head of the brigade as the lead element in the review of American troops as it entered the Mexican capital. It was at this time that the Regiment is said to have received its greatest legacy of the war. The Army commander, Major General Scott, in what is perhaps the greatest praise he could have given, is said to have turned to his staff as the 3d Infantry passed and said, "Gentlemen, take off your hats to the Old Guard of the Army." His purported remark, first officially used eighty years later, gave the Regiment its modern (and now official) name.

The regimental collection contains a single artifact of the event, a bandmaster's baton presented to the Regiment by Brigadier General Persifor Smith, the commander of the brigade in which they fought. Made of wood from the flagpole in the plaza in Mexico City, and mounted in Mexican silver, a story is told that it was a replacement for one broken in the assault. The Chapultepec baton is the Regiment's most important symbol, exhibited proudly in the Old Guard Museum.

In September, at the beginning of the winter of 1864, Captain Andrew Sheridan, Commanding the 3d Infantry, sent the following letter to the Adjutant General: "I have the honor to apply for the relief of the Third US Infantry...from duty in the field and an assignment to some post where

they can recuperate and if practicable, recruit. The Third Infantry, after the trouble in Texas in which three companies and many officers were taken prisoners, have been constantly in the field. Ten companies have been consolidated into Six, and the effective command now consists of eight officers (three of whom are now Field & Staff and five upon line duty) and one hundred and fifty-eight rifles."

The 3d was relieved from line duty in February; yet, still, their war was not over. Ordered to join the 4th Infantry as headquarters guard for the Army of the Potomac, the unit served in that capacity for the last 3 months of the war, and was present at the surrender of Lee's army at Appomattox Court House. The arrangement as General Meade's guard was made by John Wilkins, commander of the 3d after the death of Major Rossell in 1862. Wilkins's is the first known written reference to the 3d Infantry as an "Old Guard." In the period of martial law that followed Lincoln's assassination, the 3d was retained for a while in Washington as Provost Guard, and was the lead element in the Grand Review of the Army for President Andrew Johnson. The Regiment that had saved the Army at Bull Run participated in the last act of the war.

In 1888, the mission of the Regiment was modified to revert to an old and honored one for regulars. In a summer camp set up to train National Guard troops, Old Guardsmen found themselves as drillmasters, marksmanship instructors, and demonstration troops. As the northern states began to fill with settlers, more and more of the recruits in the Regiment came from the areas settled by immigrants from northern Europe. The Regiment began to be considered a part of the community and eventually to be known as "Minnesota's Own," a nickname it was to keep for fifty years.

By the late 1920's, the Army fell on hard times. Having just fought—and, Americans thought, won—the Great War, a wave of anti-military feeling swept over the nation. Disarmament, a wrenching reduction in force for all services, and the drastic shrinkage of budgets for the armed services brought poor morale, unit cohesion problems, and a decline in re-enlistments. The Army sought ways to solve the problems within the constraints imposed.

One way was to use the unique cold weather mission of the Old Guard as an inducement. Sports became more important, and men were sought who could ski, and had cold weather survival skills. Another inducement was an increased Army-wide emphasis on lineage and honors, unit history, and heraldry. The creation of Divisional patches in Europe during WWI—not a new idea in the American service, but unused since the Civil War—had been successful, and the inevitable result was the demand for distinctive insignia for units at lower levels in the Army. In 1922, the Adjutant General requested and received from all regiments in the Army, the units' requests for a distinctive unit insignia for each regiment. That for the 3d Infantry was based on a story that during the earliest days of the Regiment, the men had taken strips of buff colored rawhide and woven them into their black knapsack straps as a distinctive sign. The story is probably apocryphal, but was accepted and is the basis for the adoption of the Buff Strap as a regimental distinction. The Revolutionary War cocked hat insignia, originally used to fasten the strap to the epaulet at the top of the shoulder, was not authorized (the Adjutant General was silent as to how the "knapsack strap" was to be fastened) and was actually forbidden to be worn at least once.

The insignia, which came to be called a cockade,was in use again by WWII, and continues in use today.

On 6 April 1948, the 3d Infantry Regiment was reactivated on the Capital Plaza in Washington, DC. What came to be known as the "Cold War" created a need for greater protection of the capital, national leaders, and public property. It was decided that The Old Guard, as the oldest Infantry regiment, would be the ideal choice. The mission to protect the capital had been performed by Military Policemen of the 703d and the 712th MP Battalions since the end of WWII. The men of the 703d were transferred to the lst Battalion, 3d Infantry, and those in the 712th became the 2nd Battalion, 3d Infantry, with a large number of recruit trainees from Fort Dix, New Jersey, added to both battalions. The ceremonial mission in Military District of Washington had been performed (since 1943) by the Military District of Washington Ceremonial Detachment. The Detachment became part of Company A of the Old Guard in 1950, beginning the 3d's ceremonial mission in the capital. With the Ceremonial Detachment came the mission to perform burials in Arlington Cemetery, diplomatic arrivals and departures, the perpetual guard at the Tomb, as well as caissons and horses.

The Old Guard had an interest in its history for most of the 19th century, and has maintained a regimental collection of artifacts, uniforms, flags, and documents since before the Civil War. Because of WWII it almost lost them. When the last elements of the Regiment left Fort Snelling in 1942, this collection was put for safekeeping at the Minnesota Historical Society at St. Paul. With the reactivation of the Regiment in 1948, there were no members of the unit with any knowledge of the past history of the Regiment, or the regimental collection. Until 1950 or 1951, the Regiment's physical ties with its past remained lost. A single exception was a photograph found of the Chapultepec Baton, and a replica (not to scale) made with materials from a White House renovation, presented to the Regiment by President Truman. The (apparently) chance assignment of MSG Jack Watts to the Regiment at Fort Myer saved the collection. Watts, who had soldiered in the 3d before the war, remembered the items exhibited at Fort Snelling, and asked the commander, COL William W. Jenna, where they were. Jenna sent Watts to Fort Snelling to look for the collection, which was eventually located and returned to the Old Guard. This collection, one of the few regimental collections in the Army, formed the nucleus of the Old Guard Museum when it was begun in 1957.

For a time during the Korean War, the Old Guard was severely hampered by the constant rotation of infantry troops from the United States to units based in Korea. Company H, which was then a provisional company of basic trainees being groomed for the ceremonial duties of the Old Guard, was shipped out of Fort Myer almost immediately after graduation in 1951. These men served as replacements in the 8th Army and did not return to their Old Guard duties.

During this period came the development of the changing of the guard at the Tomb from a simple guard mount to the formalized, ritualized ceremony of today and the integration of the Army and the Old Guard. The first black soldier became an Old Guardsman in 1953, the first Tomb Guard in 1961.

In every conflict (and most larger operations) since Vietnam, The Old Guard has been levied for soldiers to serve in units overseas, often troops with a specialty needed desperately during a

deployment. These soldiers served not as Old Guardsmen, (since the unit is not deployed) but with other units.

The requirement for the Old Guard to represent all of the Army, regardless of gender, has created special circumstances and solutions in the 3d Infantry in the past, and will again. For the first 194 years of its history, no women served in the ranks of the Old Guard. Because of its light infantry mission, there are still some jobs in the Old Guard from which women have always been excluded by law. But the unit has the responsibility to represent all of the Army in its ceremonies. For most of the past twenty years, The Old Guard has had women serving in its ranks for ceremonial purposes and as musicians. Beginning in 1978, the unit recruited women to perform ceremonies with a line company, creating a Female Detachment in E Company. The Old Guard Fife and Drum Corps recruited its first female musician in 1982. For a few years at the end of the 1980's, there were again no women marching with the line companies. A new, more permanent solution was found when the 289th MP Company was attached to the 3d Infantry on November 1, 1994. This action was based on the precedent of the Military Police Battalions that were re-designated to re-activate the 3d Infantry in 1948. The 289th MP Company is a decorated unit with service during WWII and Korea. The soldiers of the 289th of both sexes are fully integrated into the Army's oldest active infantry regiment, the Old Guard.

The 1st Battalion at Fort Myer, Virginia, is a unique unit, there being no other in the world like it. Although most nations have units in their armed services that perform ceremonial duties, none has the mix of missions peculiar to The Old Guard. Its parts have grown and developed over the last fifty years to provide capabilities unknown elsewhere. It is the only US Army unit to have official historic uniforms, the only to have its own field music, and the only to have and use horses in performance of its official duties. Since 1950, only Old Guard soldiers have guarded the Tomb of the Unknowns. While it is not the only service to support government operations in the capital, it is the lead element of the leading service.

Today, the 1st Battalion, 3d Infantry (The Old Guard), is the only unit of the 3d Infantry on active duty. Known by its regimental designation of 3d US Infantry (The Old Guard), the performance of its ceremonial mission, the fulfillment of its obligation to present the best impression of the United States Army to the world, and its observance of Old Guard customs and standards are all now a part of a heritage of more than two hundred years of service. Such a mission would be honorable duty for any unit. It is a fitting mission for The Old Guard.

For a complete history of the Old Guard, visit the Old Guard web site at
http://www.mdw.army.mil/Oldguard/default.htm

UNITED STATES AIR FORCE

HONOR GUARD

A BRIEF HISTORY

The Honor Guard traces its beginning to May 1948 when Headquarters Command USAF was instructed to develop plans for an elite ceremonial unit comparable to those of the other armed services. As a result, a ceremonial unit was activated within the Air Police Squadron at Bolling Air Force Base, DC, in September 1948 with an authorized strength of 98 enlisted and two officers. However, due to transfers and personnel attrition, the end of the year found the Ceremonial Detachment, for all practical purposes, disbanded. It wasn't until March 1949 that sufficient personnel were assigned to enable the unit to function.

The Ceremonial Detachment continued to be assigned to the Air Police Squadron, which in the course of several redesignations eventually evolved into the 1100th Security Police Squadron, until December 1971. Finally, on January 1, 1972, the Honor Guard came into its own as a separate unit.

Today's Honor Guard is comprised of volunteers who are carefully screened for their ability and physical dexterity. Only those persons who are highly motivated and maintain an exceptionally high standard of appearance, conduct, and aptitude for ceremonial duty are considered.

The United States Air Force Honor Guard
Bolling AFB DC 20332-0203

HISTORY AND TRADITIONS

FLAG HISTORY

Just as our country received its birthright from people of many lands, so did the Stars and Stripes rise from several origins. The stars and stripes are symbols of the heavens and the divine goal to which man has aspired since the beginning of time. The stripes are symbolic of the rays of light emanating from the sun.

Both stars and stripes have been represented on standards of nations, from banners of ancient Egypt and Babylon to the 12 starred flag of the Spanish Conquistadors under Cortez. Continuing in favor, they spread to striped standards of Holland and the West India Company in the 17th Century and to the present patterns of stars and stripes on flags of several nations of Europe, Asia, Africa, and the Americas.

Many of the flags created by our forefathers were symbols of their struggles with the wilderness of new lands. A beaver, pine trees, rattlesnakes, and anchors are some examples used on the flags created by our forefathers with mottoes such as: "hope," "liberty," an appeal to heaven, or "don't tread on me."

Standardization became necessary as the colonies became closer and the revolution grew. On December 2, 1775, the Continental Congress approved a flag design to be flown by ships departing to intercept British supply vessels. Lt. John Paul Jones first hoisted the flag on the Alfred at Philadelphia. The flag had 13 red and white stripes and a (canton) with the British Union Jack with the St. George's and St. Andrew crossed on top. It was called the Continental Flag and later the Grand Union. It soon became inappropriate, so they thought of a new idea for a flag.

An act of Congress established the Stars and Stripes on June 14, 1777. They stated that the 13 stars represented a "new constellation" on a union of blue. Stars and stripes were added over the years as states were added, but people so realized the flag would get too big by adding stars and stripes for every added state. Therefore, Capt. Samuel C. Reid, Commander of the General Armstrong in the War of 1812 and Peter (Waldone) suggested to Congress that they should have a flag with 13 stripes for the 13 original colonies and just add a star for every new state on the blue union. Congress approved the idea on April 18, 1818. The flag would have 13 alternating red and white stripes, 7 red and 6 white, for the 13 original colonies and a new star would be added for each new state on July 4 following its admission. The next flag made after the bill was passed and had twenty stars. Stars were added over the years and the union began to fill. Finally, on July 4, 1960, we began flying our present flag with the admission of Hawaii as our 50th state.

Veterans and other patriotic organizations collected traditional customs and practices of displaying our flag and ensuring that it is properly honored nearly 50 years ago. These served as

a voluntary guide until World War II when Congress prepared a formal code of flag etiquette to ensure uniform practices throughout the nation.

In a joint resolution by both Houses in the 77th Congress, the Code became Public Law 829-77 on December 22, (1947). It was a guide for citizens who were not required to conform to the regulations of the armed forces or other branches of the government. The military services and the Department of Defense (DoD) have instructions, regulations, and manuals prescribing the use and display of the flag. Examples include DoD Instruction #1005.6, *Half-staffing of the American Flag*.

When our flag is raised, it should be raised briskly. When lowered, it should be lowered ceremonially. The same ceremonious respect should be used when folding our flag. By folding our flag with dignity and honor, we not only show our respect to our flag but to all who died to keep it flying.

Webster's Dictionary meaning of the flag is a piece of fabric displayed to identify a nation, group of persons, or to serve as a signal. The meaning derived from the design of our nation's flag is:

- White stars on a blue field; the heavens, calm and serene, as it can be filled with stars.
- The red and white stripes; rays of light reaching down from the sun to gently caress you and I.

A more detailed description of the colors of our nation's flag is:

- Red; blood, pain, rage, courage, warning
- White; purity, hope, life, cold
- Blue; calm, serene, true, patriotic, uniform

Now that we have discussed a few ideas about the origins and meanings of the color's of our flag, it is safe to assume that **courage** is derived from the red stripes representing the blood of those lives lost to defend and protect our way of life and the rage we all feel when our feeling of freedom is possibly compromised. **Freedom** is derived from the white stars on the blue field representing a sky free from fire, flack, and oppression. **Peace** is derived from the white stripes representing purity in every form that we try to preserve.

CHANGES IN THE FLAG

In 1912, New Mexico and Arizona were admitted to the Union to increase the number of stars to 48, but the number remained that way for more than 46 years and two world wars. Finally, in 1959 Alaska was admitted into the Union bringing the number to 49. Our present flag came to be in 1960 with the acceptance of Hawaii into the Union, our 50th state. From the first flag to our present, 27 changes were made to finalize the combination of 50 white stars on a blue field and 7 red and 6 white stripes.

FLAGS ON GRAVES

The flags on graves we display on Memorial Day was started by Mrs. Laura D. Richardson of Knoxville, Tennessee. Mrs. Richardson was the Chairperson of a committee of 4 women to obtain flowers for decorating the three thousand graves in the national cemetery of Knoxville. Unfortunately, the flowers were unavailable or out-of-season, so a substitute was added. One day she saw some flags in the store window and got an instant idea. She purchased the flags and persuaded the local lumber mill to provide the wood for the tiny flagpoles and on May 30, 1874 we saw the flags in a national cemetery for the first time.

FLAGS COVERING CASKETS

The custom of covering the casket with a flag believed to have occurred during the pre-Civil War - Civil War days, when on the battlefield, caskets were not available. The flag was wrapped around the dead soldier's body forming a makeshift pall in which he could be buried. The word pall can mean different things depending on where you look. For example: a cloth, often of velvet, for spreading over a coffin, bier, or tomb (American College Dictionary) or denotes the flag held at waist level, stretched taut and kept even at all points while being held (AFM 34-243). Later, this custom assumed a deeper significance. The position of the blue field is reversed to indicate mourning with the blue field on the right as the flag faces the coffin. It may be said that the flag is embracing the deceased who in life has served the flag. Today, the American Flag that covered the casket symbolizes the deceased's service in the armed forces of the United States of America.

FLAG POSITION (OPEN CASKET)

It is customary to drape the flag on the open casket over the part of the cover, which is usually left closed on the casket during the period that the body is being viewed. The flag is placed in the same position as when it is used to cover the closed casket (union at the head over the left shoulder) with the union in full view. The stripes should be folded under so the flag will not hang excessively at the foot. Some interesting trivia pertaining to flags and burials is that it is not improper to bury a war veteran with a small flag or should it be requested, it is proper for a veteran to be buried with his body wrapped in the flag. Additionally, the story of Betsy Ross and the first American Flag is very popular but no where in the history books is it supported by fact.

FOLDING THE FLAG

Today, the flag is folded in two parts reminding us of 2 parts of life; our birth and death and our life here and hereafter. The red and white stripes interchange throughout our flag reminding us; in the red, of the blood and hardships of life and in the white, of the purity and goodness of life. Every life has both red and white. The flag is carefully folded into the shape of the tri-cornered hat, reminiscent of the hats worn by the soldiers who fought and won the revolution for American independence. The three fold also reminds Christians of the 3-in-1 of the Trinity: Father, Son, and Holy Spirit. The red and white are soon folded and only blue and the stars are seen, reminding us of heaven. When our life of red and white is over, may only heaven remain.

DISPOSING OF THE FLAG

When the National Flag is worn out, it should be disposed of with due reverence. According to approved custom, the union is first cut from the flag then the two pieces, which are no longer forming a flag, are cremated privately and without ceremony.

HALF STAFF OR MAST

Half-staff or mast was, and still is, a naval custom to (honor) the flag in salute, respect or as a sign of distress. In the early times it was a custom to fly the victor's colors over the defeated enemy and to run down the enemy's colors for that purpose. Thus, lowering the flag to half-staff during a military funeral symbolizes the victory of the spiritual over the temporal. Where flags cannot be flown at half-staff or mast, they should have a black streamer from the spearhead halfway down the flag. Flags hung horizontally or perpendicular should bear a black bunting border of appropriate width.

FUNERALS

Funerals are ceremonies connected with the disposition of the body of a dead person. Military funeral ceremonies are based on a few simple customs and traditions that developed through the years. Some elements of the funeral ceremony are based on old expedient's used long ago on the battlefield. The ceremony demonstrated our nations recognition of the debt it owes, the services and sacrifices of members of the armed forces.

There are three general classifications for funerals:

(1) A funeral service with a chapel service, funeral procession and graveside ceremony.
(2) A funeral service without a chapel service but with a procession at the mouth of the cemetery to gravesite and then a graveside ceremony.
(3) A funeral service with a graveside ceremony only.

DETAILS WITHIN A FUNERAL

Pallbearers escort the body of the deceased safely to the place of internment.

A Firing Party pays final tribute to the deceased with the firing of three rounds of seven volleys. The firing of the three rounds of seven volleys dates its origins back to the 14th century when firearms began to appear on the battlefield. Mercenary bands (professional soldiers) grew in Switzerland, Italy, and Germany, and they accepted contracts to fight for or against anyone. They varied in size from tens to hundreds to thousands. Their symbol of corporate existence was flags or colors. They respected them very much, especially the German bands. We derive our reverence for colors from the Germans who fired three volleys in the name of the Trinity over the

dead. Ancient beliefs say that the three volleys were used to scare away the evil sprits. Other sources say that in the early days of warfare, firing of the three volleys was a custom of opposing armies to declare a truce so that each could clear its dead from the battlefield. Also, the volleys fired three times were a signal that the burial ceremony was finished, and it invited the enemy to join in battle once again.

The color team bears the national colors and service colors of the deceased. Colors trace their beginnings back to the early Roman era. The early Roman armies were comprised of approximately 120 men called maniples, meaning handful. They used handfuls of straw tied around the end of a pole as a rallying point in battle. Later, they reorganized themselves into cohorts (three maniples). The straw standard was then replaced by symbols such as bears, globes, and dragons. Each legion had an eagle standard carried by knights and the standard was considered to be sacred. The cohorts eventually began using a square piece of cloth with their own device embroidered on it. At the beginning of the 17th Century, when the regimental system was started, each regiment had a color. That is when colored standards were used as a means of battlefield identification. This is the symbolism used for the colors detail bearing the deceased service members national and service colors.

The slow cadence of the modern funerals is dictated by solemn music prescribed for funeral march. The slow march arose from the practice of using heavy artillery wagons to transport the remains of the deceased to the grave. The slow march custom arose during the reign of Henry VIII of England. Drummers marched behind the wagons and beat what was known as *Dede Sounde*.

TAPS

Originally, the American Army used the French *L'Extinction Des Feux* (Lights Out) for Taps. It was said to be Napoleon's favorite, but it did not suit General Daniel Butterfield. Not knowing a note of music, General Butterfield decided to put something together more suited for signaling the end of the day's activity. With the help of the brigade bugler, Oliver W. Norton, General Butterfield created Taps one night in July 1862. Taps was made official throughout the Army in 1932.

Taps was used in connection with military funerals during that same 1862 campaign. A soldier was buried at a time when Capt. Tidball's battery occupied an advance position concealed in the woods. It was unsafe to fire the customary three volleys over the grave, so Capt. Tidball thought that Taps would be the most appropriate ceremony that could be substituted. The custom went up through the chain-of-command of the Army and was finally confirmed by orders.

Taps over the grave today marks the beginning of the long last sleep and expresses hope and confidence in an ultimate reveille to come.

WORDS FOR TAPS

Fades the light,
and afar

Goeth day
Cometh night;
and a star
Leadeth all,
Speedeth all
To their rest.
Day is done,
Gone the sun,
From the hills,
From the lake,
From the sky.
All is well,
Safely rest,
God is nigh.

SALUTES

There are several meanings for the origins of the salute. One being that during the days of chivalry, knights in (vail) raised their visors to friends for identification purposes. The junior was required to make the first gesture. Another belief is in the early days in Borgia, assassination by dagger were not uncommon. It was customary for men to approach each other with raised hands, palms to the front to prove that there was no dagger hidden. Lastly, in the younger days of the military organization the junior uncovered when meeting or addressing the senior. Gradually the act of uncovering was simplified by touching the cap and finally our present day salute, which means, "I greet you".

Presenting arms with a weapon was a token of submitting your weapon to the person being honored. It has been traced back to 1660, when Charles II returned to England to claim the throne. The sword salute is said to have started back in the days when crusaders kissed the hilt (cross) before battle and lowered the point toward the ground as a symbol of trust in putting down your guard.

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UNIFORMS

Uniforms have only been worn for the past three hundred years. The papel guard of the Vatican wears the oldest uniform in existence, which are said to have been designed by Michael Angelo. The main reason for uniforms in the early years was to identify friend from foe.

The aiguillette was the mark of an aide de camp. The French definition of aiguillette is a metal tipped thong. The aiguillette distinguishes the officer aide and the attaches'. The aiguillette's origins have several beliefs, one being that it was used as a string to tie the knight's horses up. Another belief is that the metal tipped thong on the string was used to lace knights into their armor. Finally, the string with pencil on it was used for writing down orders.

The fourragere (foo-ra-zher) is a unit citation. It is a symbol of a hangman's rope and nail. It is believed that if a unit was threatened that they would all be hung if they failed to do

well in a battle. During, the War of 1870, the jails were emptied so they could defend the city. The convicts wrapped the hangman's rope around their shoulder as part of an improvised insignia. The results of their efforts allowed the men to keep their lives and insignia.

MEDALS AND DECORATIONS

One feature of the human anatomy is that by carrying a shield on the left arm, leaving the right hand free for a weapon. The heart is afforded maximum protection by the shield. Southpaws (left-handed) did their best. Considerations for protection led crusaders for protection to wear small decorations over their heart. Could this be why we also wear our military decorations on the left?

THE PLEDGE OF ALLEGIANCE

Mr. Francis Bellamy of Rome, New York wrote the Pledge of Allegiance. The Youth's Companion first published it on September 8, 1892, in connection with the National Public Schools celebration of Columbus Day. The first change to the pledge was made on June 14, 1923. It changed the words from my flag to the flag because of the foreign born adults and children. It was a belief that they would believe that they were pledging allegiance to the flag of their native land. The second change came on June 14, 1954 when President Dwight D. Eisenhower amended the language by adding the words under God.

Proper hand position during the Pledge of Allegiance is placing the right hand over the heart until the words "to the flag". Then extend the arm with the palm upward toward the flag until the pledge is complete. The salute was discontinued because it resembled the Nazi-Fascist salute. The difference only being that the Nazi-Fascist saluted with the palm facing down. Although it is not directed in the Code, it is not considered bad form to omit the right hand being placed over the heart. Many schools prefer the gesture and local procedures should, therefore, be observed in this regard. In uniform, it is appropriate to remain silent and render the military salute if outdoors. A male not in uniform should remove any headgear (if worn) and place the right hand over the heart and recite the pledge.

WHY IS THE COLONEL CALLED "KERNAL"?

The origin of the ranks and rank insignia
now used by the United States armed forces

by
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PREFACE

One of the objectives of Project WARRIOR is to enhance an appreciation among Air Force people for their military heritage. Fundamental to this heritage is the rank structure and identifying insignia of our Service (as well as our sister Services). Yet, even more than most other aspects of our past, the origins and meaning of our ranks and insignia lie shrounded, at best, in myth and, at worst, in ignorance.

Fortunately, Mr. Ray Oliver now offers us the means to dispel both the myth and the ignorance. His meticulous research and comprehensive presentation make Why Is the Kernal Called Kernal? a unique reference source. I commend it to all Air Force members as an invaluable way to enhance our understanding of an essential part of our Air Force heritage.

ROBERT C. EHRHART, LT COL, USAF
Project Warrior Coordinator

FOREWORD

A Colonel recently asked me why her title is pronounced "kernal" and where her eagle rank insignia comes from. A Captain asked for the history of his "railroad tracks" rank insignia. An Air Force Sergeant asked how his wavy "upside down" chevrons came about. Others asked why Navy Captain is a higher rank than Air Force-Army-Marine Captain, why a Lieutenant General outranks a Major General, and was John J. Pershing a six-star General. While searching for the answers I was surprised to find that none of the military services have a booklet or fact sheet about the origins and histories of all their ranks and rank insignia. Nor is this information in one or even a few easily available books or articles. To help remedy this situation I traced the origins and development of the general categories of the ranks (Sergeant, Petty Officer, Warrant Officer, etc.) and rank insignia now used by our five military services for this booklet.

Many people helped me find this sometimes obscure information, among them Captain James Tily, USN (Retired), Detmar Finke, Colonel Richard Allen, Stanley Kalkus, John Slonaker, J. David Browne, Mary Haynes, Bob Aquilina, Opal Landen, Marjorie Whittington, Michael McAfee, A.W. Haarman, D.J. Crawford, Earl Jastram, Lynwood Carranco, Bonnie Olson, Truman Grandy, Doktor S.J. Lewis, Vern Morten, Emily Slocum, Caryl Purcell, Janet Griffith, Pat Carter and Olga Oliver. The cover design is based on the cover of DoD Pamphlet PA-5D "Once a Veteran".

I tried to include something of interest to everyone who reads this booklet, even those people who delight in finding small mistakes. I left a few in for them.

RAYMOND OLIVER
McClellan Aviation Museum

INTRODUCTION

The U.S. military services still use many of the ranks they started with in 1775 at the start of our Revolutionary War. The leaders adopted the organization, regulations, and ranks of the British army and navy with just minor changes. This is not surprising because our Revolutionary Army was made up of colonial militia units that had been organized and drilled by British methods for many years. Most of the military experience of the soldiers and their officers, George Washington among them, had come from service in militia units fighting alongside British army units during the French and Indian War of 1754-1763. The British navy was the most successful in the world at that time. As a result the Continental Congress' navy committee, headed by John Adams, who became President after Washington, copied it as they set up our Navy. They adopted some British regulations with hardly any change in the wording. Our first Marine Units also patterned themselves after British marines.

Revolutionary Army rank insignia, however, did not follow the British patterns, but was similar to the insignia used by the French, our allies after 1779. After the war our Army often used the uniform styles and some insignia of the British as well as the French armies. During the latter part of the Nineteenth Century German army styles also influenced our Army's dress. Our Navy used rank insignia and uniforms similar to the British navy's during the Revolutionary War and afterwards. Marine rank insignia has usually been similar to the Army's, especially after 1840. The Coast Guard dates from 1915 when Congress combined the Revenue Cutter Service, which started in 1790, with the U.S. Life Saving Service. During World War I Coast Guard ranks became the same as the Navy's. The Air Force became a separate service in 1947. Formerly a part of the Army, its officers continued to use the same ranks and rank insignia as the Army.
The basic names for members of the military profession go back several centuries. A Seaman's occupation is on the sea and his name, from an Old English word that was pronounced see-man, means a person whose occupation is on the sea. A Sailor is a person professionally involved with navigation or sailing. His name, which comes from the Old English word saylor, means just that, a person professionally involved with naviagation. A Marine gets his name from the Latin word marinus, which means something pertaining to the sea. A Soldier is a person who serves in a military force for pay. His name comes from the Latin soldus, a contraction of another Latin word solidus, a Roman coin used for, among other things, paying military men.

ENLISTED RANKS

Private comes from the Latin word privus or perhaps privo that meant an individual person and later an individual without (deprived of) an office. That certainly describes a Private in our Army or Marine Corps. The term as a military rank seems to come from the Sixteenth Century when individuals had the privilege of enlisting or making private contracts to serve as private soldiers in military units. Before the Sixteenth Century many armies were simply feudal levies in which the feudal lords forced their serfs or subjects to serve.

Airman is a recent word that means somebody involved with flying. The Air Force gave that title to the members of its four lowest enlisted ranks in 1952.

Chevrons

Chevron is a French word meaning rafter or roof, which is what a chevron looks like; two straight lines meeting at an angle just as rafters do in a roof. It has been an honourable ordinarie in heraldry since at least the Twelfth Century. Ordinaries are simple straight line forms that seem to have originated in the wood or iron bars used to fasten together or strengthen portions of shields. Other ordinaries include the cross, the diagonal cross or 'x', the triangle, the 'y', and horizontal, vertical and diagonal lines. The chevron was a basic part of the colorful and complicated science of heraldry. It appeared on the shields and coats-of-arms of knights, barons and kings.

Chevrons were thus easily recognized symbols of honor. That might be why French soldiers started wearing cloth chevrons with the points up on their coat sleeves in 1777 as length of service and good conduct badges. Some British units also used them to show length of service. In 1803 the British began using chevrons with the points down as rank insignia. Sergeants wore three and Corporals two. Perhaps they wore them with the points down to avoid confusion with the earlier length of service chevrons worn with the points up. Some British units also used chevrons of gold lace as officer's rank insignia. British and French soldiers who served in our Revolutionary War wore chevrons as did some American soldiers. In 1782 General George Washington ordered that enlisted men who had served for three years "with bravery, fidelity and good conduct" wear as a badge of honor "a narrow piece of white cloth, of angular form" on the left sleeve of the uniform coat.

In 1817 Sylvanus Thayer, the superintendent of the U.S. Military Academy, West Point, used chevrons to show cadet rank. From there they spread to the rest of the Army and Marine Corps. From 1820 to 1830 Marine Captains wore three chevrons of gold lace with points down on each sleeve above the elbows of their dress uniforms. Lieutenants wore one or two gold lace chevrons depending on whether they were staff or command officers. Marine noncommissioned Officers started wearing cloth chevrons with the points up as rank insignia in 1836. Before this they had been wearing them as length of service badges, each indicating three years service. In 1859 they began wearing chevrons in about the same pattern they do today.

Starting in 1820 Army company grade officers and Sergeants wore one chevron with the point up on each arm. The officers' chevrons were of gold or silver lace, depending on the wearer's branch of service. Captains wore their chevrons above the elbow while Lieutenants wore theirs below. Sergeant Majors and Quartermaster Sergeants wore worsted braid chevrons above the elbow while other Sergeants and Senior Musicians wore theirs below. Corporals wore one chevron on the right sleeve above the elbow. By 1833 the Army and Marine company grade officers had stopped wearing chevrons and returned to epaulettes as rank insignia. Sergeants of the Army dragoons then began wearing three chevrons with points down and Corporals two. All other NCOs wore cloth epaulettes to show their rank. From 1847 to 1851 some Army NCOs wore chevrons with the points up on their fatigue uniform jackets but still used cloth epaulettes on their dress uniforms. After 1851 all Army NCOs wore chevrons with points down until 1902 when the Army turned the points up and adopted the patterns used today, two chevrons for

Corporals, three for Sergeants and combinations of arcs and other devices beneath the chevrons for higher grades of Sergeants.
The stripes worn by Air Force members date from 1948. the basic design was one of several presented to 150 NCOs at Bolling Air Force Base, Washington D.C. in late 1947 or early 1948. Some 55 percent of the NCOs perferred that design so on March 9, 1948 General Hoyt S. Vandenberg, then the Air Force Vice Chief of Staff, accepted their choice and approved the design. Naturally, it took some time to obtain and distribute the new stripes so it could have been a year or more before all Air Force members got them.

Whoever designed the stripes might have been trying to combine the shoulder patch worn by members of the Army air Forces during World War II and the insignia used on aircraft. The patch featured wings with a pierced star in the center while the aircraft insignia was a star with two bars. The stripes might be the bars from the aircraft insignia slanted gracefully upward to suggest wings. The silver grey color contrasts with the blue uniform and might suggest clouds against blue sky.

Most enlisted service members wear chevrons or stripes to show their ranks. the exceptions are the lowest three grades of Navy and Coast Guard Seamen and the Army Specialists. the Seamen wear one, two or three diagonal stripes or "hashmarks" on their sleeves. These stripes first appeared on the cuffs of sailors' jumpers in 1886. Petty Officers and Seamen First Class wore three stripes, Seamen Second Class two stripes and Seamen Third Class one stripe. Shortly after World War II the Navy moved the stripes to its Seamen's upper arms, as did the Coast Guard. Army specialists wear an insignia that combines a spread eagle and, depending on the pay grade, arcs—sometimes called "bird umbrellas". The eagle and arcs are mounted on a patch that suggests inverted chevrons. The badge appeared in 1955 as part of an effort to differentiate between the Army's technical or support specialists, who were not NCOs, and the NCO.

Corporal

Corporals often command squads in our Army and Marine Corps. that was also their job in the Fifteenth Century Italian armies. An important tactical formation was the squadra, headed by a reliable veteran called the capo de squadra or head of the square although some squadra members might have looked on their leader as the "squarehead". The title seems to have changed to caporale by the Sixteenth Century and meant the leader of a small body of soldiers. The French picked up the term in about the Sixteenth Century and pronounced it in various ways, one of them being corporal, which indicates a mixing with the Latin word corpus or French corps, both of which meant body. The British adopted corporal in the Seventeenth or Eighteenth Century and it has been a part of their army ever since. The British gave the Corporal his two stripes when they started using chevrons in 1803.

Sergeant

The Sergeant started out as a servant, serviens in Latin. He became a fighting man probably for self preservation because combat in those days often amounted to cutting down everybody in reach, regardless of whether they were armed. He became an experienced warrior who might ride

a horse, but was not wealth enough to afford all the equipment and retainers to qualify as a knight. As an experienced soldier he might be called upon to take charge of a group of serfs or other common people forced to serve in an army of feudal levies. The Sergeant would conduct what training he could to teach his charges to fight, lead them into battle and, most important, keep them from running away during a battle. Sergeant was not a rank, but an occupation. He might lead others, he might fight alone or as a member of a group of sergeants, or he might serve the lord of his village as a policeman or guard. The modern title "sergeant-at-arms" used by many clubs recalls armed Sergeants who kept order at meetings.

The English borrowed the word "sergeant" from the French in about the Thirteenth Century. They spelled it several different ways and pronounced it both as SARgent and SERgeant. The latter was closer to the French pronounciation. The SARgeant pronouciation became the most popular, however, so that when the Nineteenth Century dictionary writers agreed that the word should be spelled "sergeant" they could not change the popular pronounciation. Thus, we say SARgeant while the French and others say SERgeant.

Sergeant became a regular position and then a rank as army organizations evolved. It has been a key rank in British and European armies for several hundred years. When our Army and Marine Corps started in 1775 it was naturarl that both include Sergeants. The rank's many duties and levels of responsibility have lead to several grades of Sergeant. The Air Force has six while the Army and Marines have five.

Petty Officer

The Petty Officer can trace his title back to the old French word petit meaning something small. Over the years the word also came to mean minor, secondary and subordinate. In medieval and later England just about every village had several "petite", "pety" or "petty" officials/officers who were subordinate to such major officials as the steward or sheriff. the petty officers were the assistants to the senior officials. the senior officers of the early British warships, such as the Boatswain, Gunner and carpenter, also had assistants or "mates". Since the early seamen knew petty officers in their home villages they used the term to describe the minor officials aboard their ships. A ship's Captain or Master chose his own Petty Officers who served at his pleasure. At the end of a voyage or whenever the ship's crew was paid off and released, the Petty Officers lost their positions an d titles. There were Petty Officers in the British navy in the Seventeenth Century and perhaps earlier, but the rank did not become official until 1808. Petty Officers were important members of our Navy right from its beginnings and were also appointed by their ship's Captain. They did not have uniforms or rank insignia, and they usually held their appointments only while serving on the ship whose Captain had selected them.

Petty Officers in our Navy got their first rank insignia in 1841 when they began wearing a sleeve device showing an eagle perched on an anchor. Some Petty Officers wore the device on their left arms while others wore it on their right. All wore the same device. Specialty or rating marks did not appear officially until 1866, but they seem to have been in use for several years previously. Regulations sometimes serve to give formal status to practices already well established. In 1885 the Navy recognized three classes of Petty Officers—first, second and third—and in the next

year let them wear rank insignia of chevrons with the points down under a spread eagle and rating mark.

The present Petty Officer insignia came about in 1894 when the Navy established the Chief Petty Officer rank and gave him the three chevrons with arc and eagle. The first, second and third class Petty Officers also began wearing the insignia they do today.

OFFICERS

Officers show their rank by wearing metal or embroidered insignia on their shoulders, collars, caps or sleeve cuffs. In addition, Navy and Coast Guard officers wear stripes of gold braid on their cuffs or shoulder marks, sometimes called shoulder boards. Air Force officers also wear shoulder boards on their semi formal uniforms. The insignia are fairly standard among the services and easy to recognize after a bit of instruction or study. It has not always been so. Over the years officers have shown their rank by such things as the number, size and pattern of buttons on their coats, sleeves or coattails; sashes worn across the chest or around the waist; the amount of gold, silver or other kinds of braid; cockades or plumes on hats; markings on saddle blankets; the cut and quality of uniform cloth; or by carrying a spontoon, a spearlike instrument that was both a weapon and a mark of authority. In the early years of our military services the rank devices differed so much among the various Army corps and Navy units that it was difficult for service members of one activity to recognize the ranks of another activity.

Epaulettes and Shoulder Straps

Before the Twentieth Century epaulettes and shoulder straps were common devices to signal rank. Epaulettes, from epaule an old French word for shoulder, seem to have started out as cloth straps worn on the shoulders to help keep shoulder sashes and belts in position. another story has them beginning as pieces of armor to protect the shoulders. By the time of our Revolutionary War epaulettes worn by British and French officers had become elaborate affairs of gold or silver that started at the collar and ended at the point of the shoulder with heavy fringes of gold or silver wire. To some they looked like fancy hair brushes. They were also very expensive, being made of gold or silver, sometimes solid metal and other times plated. Epaulettes for Sergeants and other enlisted men were of cheaper metals or cloth.

In our Army officers started wearing gold or silver epaulettes in 1780 during the Revolutionary War and continued to do so until 1872, mostly on their dress uniforms. Army generals wore epaulettes until early in the Twentieth century. Navy officers also started wearing epaulettes during the Revolutionary War and did not give them up for their full dress uniforms until just before World War II. Marine officers wore epaulettes on their special full dress uniforms until 1922.

The embroidered rank insignia usually appeared on the epaulette strap or near the "crescent", the rounded portion over the end of the shoulder. For some ranks, such as Major or Second Lieutenant, the size of the epaulette or the size of the fringes were the main clues of rank since those officers did not wear insignia.

Along with being expensive, epaulettes made pretty good targets so the Army switched to shoulder straps in 1831 for other than dress uniforms. The Navy had been using straps since 1830. the officers wore the straps across their shoulders at the sleeve seams of their coats. Usually the straps had raised edges of embroidered gold or silver with the rank insignia embroidered between the edges. Navy officers wore shoulder straps until 899 when they changed to their current shoulder marks. Army and Marine officers wore the straps until the first few years of this century when they changed to metal pin-on type insignia.

They started wearing the metal insignia just before the end of the Nineteenth Century on their new khaki or olive drab uniforms but also wore the straps on some uniforms. Army officers still wear shoulder straps on their blue uniforms. Many also wear embroidered insignia.
Navy officers started wearing stripes of gold lace on their sleeve cuffs in 1852 but in different patterns than today. Captains, for instance, had just three stripes. I will tell when each rank got its current number of stripes when I discuss that rank. The use of metal pin-on rank insignia by Navy officers started in 1941 when they wore the insignia on the collars of their khaki shirts.

Warrant Officer

The "warrant" portion of the Warrant Officer's title comes from the old French word warrant that meant variously a protector, a defense and an authorization. It is also the source of our modern word "warranty". In 1040 when five English ports began furnishing warships to King Edward the Confessor in exchange for certain privileges, they also furnished crews whose officers were the Master, Boatswain, Carpenter and Cook. Later these officers were "warranted" by the British Admiralty. They maintained and sailed the ships and were the standing officers of the navy. Soldiers commanded by Captains would be on board the ships to do the fighting, but they had nothing to do with running the ships. the word "soldiering" came about as a seaman's term of contempt for the soldiers and anyone else who avoided shipboard duties.

The warranted officers were often the permanent members of the ships' companies. They stayed with the ships in port between voyages s caretakers, supervising repairs and refitting. Other crewmen and soldiers might change with each voyage. Early in the Fourteenth Century the Purser joined the warrant officers. He was originally "the clerk of burser". During the following centuries the Gunner, surgeon, chaplain, Master-at-arms, Schoolmaster and others signed on. Warrant Officers were members of our Navy right from its beginning. There were Warrant Officers on the ships of the Continental Navy during the Revolutionary War. When Congress created our Navy in 1794 it listed the Warrant Officers as the Sailing Master, Purser, Boatswain, Gunner, Carpenter, Sailmaker and Midshipman.

Navy Warrant Officers began wearing blue and gold stipes in 1853—on their caps. They had stripes of half-inch wide gold lace separated by a quarter-inch wide stripe of blue cloth. In 1899 Chief Warrant Officers started wearing the sleeve stripe of a single strip of half-inch wide gold lace broken at intervals by sections of blue thread half an inch wide. In 1919 the other Navy Warrant Officers began wearing sleeve stripes of gold lace broken by sections of blue.

Our Revolutionary army had Warrant Officers, but otherwise the Army and Marines did not have them until the Twentieth Century. In 1916 the Marines made some of their Gunners and Quartermaster Clerks Warrant Officers. In 1918 Pay Clerks could also become Warrants. Also in 1918, the Army created Warrant Officers in its Mine Planter Service to serve as Masters, Mates and Engineers of its seagoing vessels. Congress authorized more Army Warrant Officers in 1920 in clerical, administrative and band leading activities, but the intent seems to have been to reward enlisted men for long service or provide positions for World War I officers who could not hold their commissions after the war. Between 1922 and 1936 the Army promoted only a few band leaders and Mine planter Service members to warrant status. In 1936 the Army held competitive examinations to replenish its Warrant Officer eligibility lists and once again began making appointments.

For rank insignia, Marine Warrant Officers wore the insignias of their respective departments until 1944 when they began wearing gold or silver bars broken by stripes of scarlet enamel. Army Warrant Officers got oval bars of gold and brown in 1942. Warrant Officers in the Army Air Forces wore oval bars of gold and light blue. In 1956 both changed to square-cornered gold or silver bars with blue enamel stripes for the Air Force and brown for the Army. There were four grades of Warrant Officers. The Warrant Officer (W-1) wore a gold bar with two enamel stripes, the Chief Warrant Officer (W-2) a gold bar with three stripes, the Chief Warrant Officer (W-3) a silver bar with two stripes and the chief Warrant Officer (W-4) a silver bar with three stripes. The Army found this system confusing so in 1969 asked its Institute of Heraldry to design another device. That was the silver bar with black enamel squares introduced in 1972 and still worn by Army Warrant Officers. Now the Warrant Officer (W-1) has one square and each higher grade gets another square up to Chief Warrant Officer (W-4) with four.

Ensign

Ensign comes from the Latin word insignia that meant and still means emblem or banner. A warrior who carried his lord's banner or ensign became known as an ensign bearer and then just an Ensign. Later, the Ensign. Later, the Ensign, still bearing his banner, led a military unit of about 500 foot soldiers called an "ensigne". As a military rank, Ensign started in the French army as a junior officer and soon entered the French navy whose lowest commissioned rank is still Ensign. Ensigns served in our revolutionary War in infantry regiments where they were the lowest ranking commissioned officers. After the war they also served in Regular Army infantry regiments from 1796 to 1814.

Ensigns joined our Navy in 1862 to fill the need for a rank for graduates of the Naval Academy who had been called Passed Midshipmen, and to have an equivilent rank to the Army Second Lieutenant. Also in 1862, Ensigns wore a sleeve stripe of one one-quarter-inch wide gold lace, which increased to the present one-half-inch wide lace in 1881. The Ensign got his single gold bar rank insignia in 1922.

Lieutenant

A Lieutenant often takes the place of a superior officer when that officer is absent. The word comes from the French lieu (place) and tenant (holder). The Lieutenant then is one who holds the place of another. Since he took the place of a senior officer the Lieutenant ranked next to that person and was his deputy. Such was the case for Lieutenant General and Lieutenant Colonel, which I will discuss later. The Navy Lieutenant Commander came about in a different way, which I will also discuss later. Those who served with Captains might have been called Lieutenant Captains but that title did not survive as a rank.

There may have been Lieutenants aboard British warships as early as the Twelfth Century when the ships carried groups of soldiers to do whatever fighting was necessary. A Captain commanded the soldiers and he might have had a Lieutenant. The rank appeared officially in the British navy about 1580, but soon disappeared. It became a designated rank in 1650 as the rank given to noblemen in training to become Captains. At that time there were no other ranks below Captain, so there could be three grades of Lieutenants on a ship—first, second and third. The Lieutenant has been a part of our Navy since its beginning in 1775. In 1862 the Lieutenant's rank insignia was two gold bars. These became silver in 1877. In 1874 Lieutenants began wearing the sleeve stripes of two one-half-inch wide stripes of gold lace.

The rank below Lieutenant in the early days of our Navy was Sailing Master, later Master, a Warrant Officer. After 1855 graduates of the Naval Academy filled those positions. Their complete title was "Master in line for Promotion" to distinguish them from the Warrant Masters who would not be promoted. In 1883 the rank became Lieutenant, Junior Grade. In 1862 the Masters wore a gold bar for rank insignia, which became a silver bar in 1877. In 1881 they started wearing their current sleeve stripes of one one-half-inch and one one-quarter-inch wide stripes of gold lace.

On land, there had been Lieutenants in the British and other armies for several centuries so it was logical to have the rank on duty in 1775 with our Army. About 1832 First Lieutenants, except those in the Infantry, began wearing a bar—a gold one—on their shoulder straps as rank insignia. The bar had to be the same color as the borders of their shoulder straps, which were gold. Infantry First Lieutenants, however, wore shoulder straps with silver borders so their bars were of silver. After 1851 all Army officers wore shoulder straps with gold borders so the Infantry First Lieutenants then wore gold bars. The situation was just the opposite when First Lieutenants wore their dress uniforms, which had gold epaulettes. Their rank insignia had to contrast with the gold so they wore silver bars. In 1872 the Army cleared up the confusion and made the bars on shoulder straps silver as well. Second Lieutenants did not have rank insignia but wore epaulettes or shoulder straps so their uniforms identified them as officers. When officers and enlisted men both started wearing khaki uniforms with plain shoulder straps during the Spanish-American War it became more difficult to recognize the Second Lieutenant. Other officers wore metal rank insignia on their shoulder straps or collars. In 1917 the Army settled that problem by making the gold bar the Second Lieutenant's badge of rank.

Captain

A Captain is a chieftain or head of a unit. The title comes from the Latin word capitaneus that meant chieftain, which in turn came from an older Latin word caput that meant head. It would seem that a Captain could head a unit of any size, but as armies evolved his post came to be at the head of a company, which by the Sixteenth Century was usually 100 to 200 men. That seemed to be the number one man could manage in battle. There appear to have been Captains leading Italian soldiers in the Tenth Century. In the Eleventh or Twelfth Century, British warships carried groups of soldiers commanded by Captains to do the fighting. The Navy's rank of Captain came from that practice, which I will describe later in the section on the navy Captain. Captains were company commanders in the British, French and other armies for centuries. They carried on that job in our Army and Marine Corps from 1775 to the present. In the Air Force, some Captains command some squadrons, which are about the equivalent of companies. Army Captains got their rank insignia of two bars in about 1832, at the same time the First Lieutenants got one bar. The bars were gold except for the Infantry officers who wore silver bars until 1851. The two bars originated a few years earlier, when Captains and Lieutenants both wore plain epaulettes whose differences were mostly in the size of the fringes. To help distinguish between the two ranks, Captains wore two strips or "holders" of gold or silver lace across the epaulette straps while Lieutenants wore one strip. In 1872 Captains changed to silver bars. These were two separate bars embroidered onto shoulder straps or epaulettes. The "railroad tracks" used by Captains today appeared when officers started using metal pin-on rank insignia on their khaki or olive drab uniforms during or shortly after the Spanish-American War.

Major

Major is a Latin word that means "greater" as compared to minor that means "less". As a military rank it started out in the Sixteenth Century or earlier as Sergeant Major, who was the "greater" of the Sergeants. We could also think of the Sergeant Major s the "big" or "top" Sergeant, but in those days he was an officer, the second or third in command of a regiment or similar unit. The French started forming regiments in the Seventeenth Century by copying the Spanish technique of combining several companies into a column led by a Colonel. Sometimes the Captains of the companies making up the regiment would choose one of themselves as Colonel, another as Lieutenant Colonel and a third as Sergeant Major. Each would still be Captain of his own company. In practice the Colonel was often absent looking after his interests at court of playing politics for his own and his regiment's benefit, leaving the Lieutenant Colonel as the effective commander of the regiment, aided by the Sergeant Major who was senior to the other Captains. An important part of the Sergeant Major's job was forming the companies into a regimental unit and keeping them in proper formation in a battle or on the march. A loud, commanding voice was the key to that task and one of the major qualifications for the post. A loud voice is still needed for the job.

As the regimental system became permanent during the Seventeenth and Eighteenth Centuries, the Sergeant portion of the title gave way leaving just Major as the regiment's staff officer. Perhaps the other Captains objected to having a "big" Sergeant above them and other Sergeants below them. The title of Sergeant Major remained, but as the top Sergeant among the soldiers as he or she is today, although any good officer will admit that an effective Sergeant Major is still third in command of his regiment or other unit.

Majors in our Army started wearing oak leaves as rank insignia on their shoulder straps about 1832. Why the Army chose oak leaves remains a mystery. Navy and some Army officers had been wearing gold braid featuring oak leaves and acorns on their uniforms for several years. Generals, Admirals and some other senior officers still wear braid on their caps. One story has it that the Navy chose oak leaf braid as a tribute to the oak lumber used to build its ships. While that is a good story, it ignores the fact that some British and French officers also wore braid with oak leaves and still do today. The British might have gotten the idea from the Germans who wore oak leaves in their headgear after a battle. That practice seems to go back a long time, perhaps to pagan warriors wearing the leaves as a tribute to whatever gods they worshipped. When the Elector of Hanover became King George I of Great Britain in 1714, his German followers might have introduced the oak leaf to the British military. Another story traces the British use of oak leaves to King Charles II who escaped from his enemies in 1650 by hiding in an oak tree. Anyway, back to the Major and his oak leaves. In 1832 the color of the leaves had to be opposite the color of the shoulder strap borders so Infantry Majors wore gold leaves while other Majors wore silver. After 1851 all Majors wore gold oak leaves. They did not have oak leaves on their epaulettes because the size of the fringes on their epaulettes and other features of their uniforms identified them as Majors.

Lieutenant Commander

The Lieutenant Commander rank is one instance where our Navy did not adopt something from the British navy. Shortly after 1775 a senior Lieutenant who was "Captain" of a smaller, 10- to 20-gun, warship was called a Lieutenant Commanding, sometimes Lieutenant Commandant. In 1862 that rank became Lieutenant Commander. The British used the rank Senior Lieutenant until 1914 when they changed it to Lieutenant Commander.

These officers in our Navy began wearing embroidered gold oak leaves on their shoulder straps in 1862 and the two and one-half stripes of gold lace on their sleeve cuffs in 1874.

Commander

A Commander is one who gives commands or has command over others. The word "command" comes from the Latin mandare that meant to give into one's hand, that is, put somebody in charge of something so he could command it.

As a rank, Commander appeared in the British navy about 1674 as "Master and Commander" to designate the officer under the Captain who was in charge of sailing a ship. He might also be second in command. The position had also been called sub-captain, under-captain, rector and master-commanding.

The Master and Commander could also command a smaller warship in which case he would be addressed as "Captain". Since every warship had a Captain, the British worked out a system of three grades of Captain depending on the size of ship commanded. The Master and Commander

became the lowest of the three grades. In 1794 the British cleared up the confusion a bit by shortening the title to just Commander.

Our Navy took a different route, but reached the same point a few years later. The second of the three grades of Captain was Master Commandant, which in 1838 became Commander. The third or lowest grade of Captain was Lieutenant, Commanding, which as we have already seen became Lieutenant Commander in 1862.

In 1862 commanders began wearing embroidered silver oak leaves as rank insignia. They wore the leaves along with fouled anchors on their shoulder straps and epaulettes. In 1869 the Commander became a "three-striper" when he started wearing three one-half-inch wide stripes of gold lace on his sleeve cuffs.

Colonel and Lieutenant Colonel

Colonels and Lieutenant Colonels owe their titles to the Sixteenth Century Spanish King Ferdinand. About 1505 he reorganized part of his army into twenty units called colunelas or columns. These consisted of about 1000 to 1250 men further organized into companies. The commander was the cabo de colunela, head of the column, or Colonel. Since the colunelas were royal or "crown" units, they were also called coronelias and their commanders coronels. Later in the Sixteenth Century the French copied the colunela idea and from it developed their regiments in the Seventeenth Century. They kept the title of Colonel and pronounced it the way it looks. The British copied the regiment organization from the French. They also borrowed the word Colonel from the French, but adopted the Spanish pronounciation of coronel. Why they did is a mystery. The British modified the pronounciation of coronel to "kernal" during several decades of use.

In the French and British armies the Colonels were usually noblemen whose other interests during peacetime or between battles kept them away from their regiments. Also, they had little taste for the mundane activities of drilling, training and marching. The Colonel's assistants—their lieutenants—took over at such times and any other times the Colonels were gone. The Colonel's lieutenants, of course, soon became the Lieutenant Colonels.

Colonels and Lieutenant Colonels led regiments throughout the Seventeenth Century and later and were the obvious ranks for such positions when our Army started in 1775.

Colonels started wearing spread eagles as rank insignia in 1829 when they transferred the gold or gilt eagles that decorated their hat cockades to their collars. Eagles have been popular symbols in other military services at least as far back as the Romans. After 1831 most American Colonels wore silver eagles on their gold epaulettes or gold-bordered shoulder straps. Infantry Colonels were the exceptions. They still wore the gold eagles to contrast with their silver epaulettes or silver-bordered shoulder straps until 1851 when they changed to gold epaulettes and shoulder straps with silver eagles.

Lieutenant Colonels started wearing oak leaves about 1832 on their shoulder straps. The leaves

had to be the same color as the shoulder strap borders, so infantry Lieutenant Colonels wore silver leaves while others wore gold. This arrangement, not surprizingly, lead to confusion with some Majors and Lieutenant Colonels wearing gold leaveswhile others wore silver leaves. The Army did away with that bit of confusion in 1851 by having all officers wear straps with gold borders, all Majors wear gold oak leaves, and all Lieutenant Colonels wear silver leaves, as they do today.

Navy Captain

Captains entered the English navy in the eleventh Century as the commanders of soldiers serving on ships to do the fighting when needed. The ships were commanded by Masters, who were Warrant Officers. The Masters were in charge of operating the ships, while the Captains just concerned themselves with combat. In the Fifteenth Century the Captains and their Lieutenants began taking over the executive functions on the ships. By 1747 the officers had full command of the ships so the British made Captain an official naval title and thereafter called the commander of any ship a Captain. In 1748 the British navy established three grades of Captain, depending on the size of ship commanded. The top grade of Post-Captain was equal in rank to an Army Colonel. The two lower grades eventually became the ranks of Commander and Lieutenant Commander in the British navy.

Captain was the highest rank in our navy from its beginning in 1775 until 1857, when Congress created the temporary rank of Flag Officer, which gave way to Commodore and Rear Admiral in 1862. The commander of any warship was a Captain. This situation lead to three grades of Captain, ranking, according to the officer's duties, with an Army Brigadier General, Colonel or Lieutenant Colonel. The top grade of Captain became Commodore or Real Admiral in 1862 while the lowest grade became Master Commandant in 1806 and Commander in 1837. The Navy Captain thus remained equal in rank to an Army Colonel.

The eagle as a rank insignia for Captain first appeared in 1852 when he wore an eagle perched on an anchor on his epaulettes and shoulder straps. On the epaulettes he also wore a silver star, which he lost to the Commodore in 1862. The four sleeve stripes appeared in 1869. The four stripes also showed up on the Captain's shoulder marks in 1899. In 1941 he began wearing metal pin-on rank insignia on his khaki shirts. For that insignia he exchanged his eagle perched on an anchor for the spread eagle worn by Army and Marine Colonels.

Commodore

The Dutch invented the Commodore rank about 1652 during one of their naval wars with England. They found they needed officers to command squadrons, but did not want to create more Admirals, perhaps to avoid paying Admirals' salaries. A Commodore's pay was only about half that of an Admiral. The word comes from comendador, which means "having command over others" and might be of French or Spanish origin. The Dutch leader William of Orange introduced the rank to the British navy after he became King William III of England in 1689. Sometime later the British merchant marine began calling the senior officer of a merchant fleet Commodore. The Dutch also used the broad command pennant, a wide swallow-tailed pennant

that has become identified with Commodores in many navies, merchant fleets and yacht clubs. Our Navy used Commodore as an honorary title from the Revolutionary War to the Civil War for Captains commanding two or more ships operating together or who had other significant additional responsibilities.

In 1862 Commodore became an official rank and the Navy promoted 18 Captains. They wore the single star on their epaulettes. In 1866 they began wearing the two-inch stripe on their sleeve cuffs. The broad stripe was inspired by the Commodore's broad pennant and, in effect, transferred it from his ship's masthead to his sleeve, a practice also adopted by many other navies and yacht clubs.

Commodore was a command rank in our Navy from 1862 to 1899. After that it was a rank in which Captains who had served in the Civil War were retired. It was recalled to active duty in 1943 for World War II service and 174 officers held it as a temporary rank. Afterwards it once again became an honorary rank for commanders of some squadrons.

The story does not end there, however. The Commodore has come back. Congress revived the rank in 1981 to eventually replace the Rear Admiral, lower half, rank. In December 1982 the Navy selected 38 Captains to wear the broad stripe and single star.

Admiral

Admiral comes from the Arabic term amir-al-bahr meaning commander of the seas. Crusaders learned the term during their encounters with the Arabs, perhaps as early as the Eleventh Century. The Sicilians and later Genoese took the first two parts of the term and used them as one word, amiral. The French and Spanish gave their sea commanders similar titles. As the word was used by people speaking Latin or Latin-based languages it gained the 'd' and endured a series of different endings and spellings leading to the English spelling "admyrall" in the Fourteenth Century and to "admiral" by the Sixteenth Century.

King Edward I appointed the first English Admiral in 1297 when he named William de Layburn "Admiral of the sea of the King of England". Sometime later the title became Lord High Admiral and appeared to be concerned with administering naval affairs rather than commanding at sea. Admirals did become sea commanders by the Sixteenth or Seventeenth Century. When he commanded the fleet, the Admiral would either be in the lead or the middle portion of the fleet. When the Admiral commanded from the middle portion of the fleet his deputy, the Vice Admiral, would be in the leading portion or van. The "vice" in Vice Admiral is a Latin word meaning deputy or one who acts in the place of another. The Vice Admiral is the Admiral's deputy or lieutenant and serves in the Admiral's place when he is absent. The British Vice Admiral also had a deputy. His post was at the rear of the fleet, so instead of calling him the "Vice-Vice Admiral" his title became Rear Admiral. He was the "least important" of the flag officers so he commanded the reserves and the rear portion of the fleet. Sometimes he was called "Admiral in the rear". The British have had Vice and Rear Admirals since at least the Sixteenth Century. Our Navy did not have any Admirals until 1862 because many people felt the title too reminiscent of royalty to be used in the republic's navy. Others saw the need for ranks above

Captain. John Paul Jones pointed out that the Navy had to have officers who "ranked" with Army Generals. He also felt there must be ranks above Captain to avoid disputes among senior Captains. The various secretaries of the Navy repeatedly recommended to Congress that Admiral ranks be created because the other navies of the world used them and American senior officers were "often subjected to serious difficulties and embarrassments in the interchange of civilities with those of other nations...." Congress finally authorized nine Rear Admirals on July 16, 1862, although that was probably more for the needs of the rapidly expanding Navy during the Civil war than any international considerations. Two years later Congress authorized the appointment of a Vice Admiral from among the nine Rear Admirals. He was David Glasgow Farragut. Another bill allowed the President to appoint Farragut Admiral on July 25, 1866 and David Dixon Porter Vice Admiral. When Farragut died in 1870 Porter became Admiral and Stephen C. Rowan Vice Admiral. When they died Congress did not allow the promotion of any of the Rear Admirals to succeed them, so there were no more Admirals or Vice Admirals by promotion until 1915 when Congress authorized an Admiral and a Vice Admiral each for the Atlantic, Pacific and Asiatic fleets.

There was one Admiral in the interim, however. In 1899 Congress recognized George Dewey's accomplishments during the Spanish-American War by authorizing the President to appoint him Admiral of the Navy. He held that rank until he died in 1917. Nobody has since held that title. In 1944 Congress approved the five-star Fleet Admiral rank. The first to hold it were Ernest J. King, William D. Leahy and Chester W. Nimitz. The Senate confirmed their appointments December 15, 1944. The fourth Fleet Admiral, William H. Halsey, got his fifth star in December 1945. None have been appointed since.

The sleeve stripes now used by Admirals and Vice Admirals date from March 11, 1869 when the Secretary of the Navy's General Order Number 90 specified that for their "undress" uniforms Admirals would wear a two-inch stripe with three half-inch stripes above it and Vice Admirals the two-inch stripe with two half-inch stripes above it. The Rear Admiral got his two-inch stripe and one half-inch stripe in 1866. The sleeve stripes had been more elaborate. When the Rear Admiral rank started in 1862 the sleeve arrangement was three stripes of three-quarter-inch lace, alternating with three stripes of quarter-inch lace. It was some ten inches from top to bottom. The Vice Admiral, of course, had even more stripes and when Farragut became Admiral in 1866 he had so many stripes they reached from his cuffs almost to his elbow. On their dress uniforms the admirals wore bands of gold embroidery of oak leaves and acorns.

The admirals of the 1860s wore the same number of stars on their shoulders as admirals of corresponding grades do today. In 1899 the Navy's one Admiral (Dewey) and 18 Rear Admirals put on the new shoulder marks, as did the other officers, when wearing their white uniforms, but they kept their stars instead of repeating the sleeve cuff stripes.

General

A General usually has overall command of a whole army. His title comes from the Latin word generalis that meant something pertaining to a whole unit of anything, rather than just to a part.

As a military term General started as an adjective, as in Captain General indicating the Captain who had overall or "general" command of the army.

Before the Sixteenth Century armies were usually formed only when needed for a war or campaign. The king would be the commander, but he might appoint a Captain General to command in his name. Later, when the title of Colonel became popular, some kings called their commanders Colonel General. The British Army stopped using the Captain part of the title by the Eighteenth Century, leaving just General as the top commander. Some nations still use the Colonel General rank, among them the Soviet Union and East Germany. The king or his Captain General would often be away from the army since they had interests elsewhere, so the job of actually running the army fell to the Captain General's assistant—his lieutenant—the Lieutenant General. This was not a permanent rank until the Seventeenth Century. One of the Colonels might be appointed Lieutenant General for a particular campaign or war, but he would still command his own regiment. Since he might also be Captain of a company in his regiment, it was possible for one man to serve as Captain, Colonel and General simultaneously.
The army's chief administrative officer was the Sergeant Major General who was also appointed for the particular campaign or war. He would be an experienced soldier, possibly a commoner, who served as chief of staff. For much of his administrative work he dealt with the regimental Sergeant Majors, thus his title meant "overall" or "chief" Sergeant Major. His duties included such things as supply, organization, and forming the army for battle or march. Here again, as with the regimental Sergeant Major, a loud, commanding voice was a key requirement. As the General ranks became fixed during the Seventeenth Century, the Sergeant portion fell away leaving the title as Major General. We can see this trend in England where in 1655 Oliver Cromwell, who ruled that nation temporarily as Lord Protector, organized the country into eleven military districts each commanded by a Major General.

The Lieutenant General and Sergeant Major General dealt directly with the Colonels commanding the Army's regiments. When there got to be too many regiments for the two generals to handle effectively, they organized battle groups or brigades, usually composed of three or more regiments. Brigade comes from the Florentine word brigare that in turn came from the Latin briga, both of which referred to fighting or strife. The brigade's commander was the Brigadier, who in some armies later became Brigadier General.

When our Army started in 1775 the Continental Congress commissioned George Washington General and Commander-in-Chief. He and his Major and Brigadier Generals wore various colored ribbons to show their ranks. There were no Lieutenant Generals in that army. In June 1780 General Washington ordered the Major Generals to wear a uniform that included two gold epaulettes with two silver stars on each epaulette. Brigadier Generals were to wear gold epaulettes with one silver star on each. General Washington might have chosen the stars because the generals and admirals of the French forces serving in that war wore stars. Another story has it that he was inspired by the stars in our new flag. The General's stars, then, are the oldest rank insignia still in use by our armed forces.

General Washington was the first to wear three stars, when he became the nation's first Lieutenant General in 1798. After he died in 1799 there was not another Lieutenant General until

1855. The three stars appeared again, however, by 1832, as the insignia of the Major General who commanded the Army. In 1855 Congress honored Winfield Scott for his service as commanding general since 1841 and for his accomplishments in 1847 during the war with Mexico by making him a Brevet Lieutenant General. He held that rank until he retired in 1861. The next Lieutenant General was Ulysses S. Grant in 1864. Two years later he became the first General of the Army of the United States and chose four stars as his rank insignia. When Grant became President in 1869 he appointed William T. Sherman General of the Army and Phillip H. Sheridan Lieutenant General. Sherman changed the rank insignia in 1872 to a gold embroidered coat of arms of the united States between two silver stars. After Sherman retired in 1884 there was not supposed to be another General of the Army, but in 1888 Congress relented and permitted the President to promote Sheridan who died two months later.

Congress allowed another Lieutenant General promotion in 1895, one in 1900, five between 1903 and 1906, two in 1918 during World War I, one in 1929, and then no more until 1939. Our Army has been supplied with Lieutenant Generals since, as has the Marine Corps since 1942 and the Air Force since 1947.
There were no more full Generals after Sheridan died in 1884 until 1917 when Tasker H. Bliss, the Army Chief of Staff, and John J. Pershing, the commander of the U.S. forces in France during World War I, both went from Major General to General (emergency) so they could have ranks equal to the allied commanders with whom they dealt. They changed the rank insignia back to four stars. In 1918, Peyton C. March also became a general.

In 1919 Congress honored Pershing for his wartime service by permitting the President to promote him to General of the Armies of the United States, which he held until he retired in 1924. He chose his own insignia, which was four star. Nobody else has received that rank during his lifetime. In 1976 Congress authorized the President to posthumously appoint George Washington General of the Armies of the United States and specified that he would rank first among all officers of the Army, past or present.

Congress did not allow the promotion of any more full Generals from 1918 to 1929, when the Major General chosen to be Chief of Staff also became a temporary General so he could have a rank equal to the Chief of Naval Operations. Promotions for others to General did not come until World War II, with the exception of a permanent promotion to General, for World War I Generals Bliss and March in June 1930. The Army still has several Generals, the Marines have had at least one General since 11945 and the Air Force, which started with three in 1947, also has several. During World War Ii our Army got so big that even full Generals were not enough, so in 1944 Congress created the new rank of General of the Army and specified five stars as its insignia. Congress did not revive the General of the Army rank held by Grant, Sherman and Sheridan. The World War II Generals of the Army were in a separate category from the Civil War Generals of the Army. In December 1944 the President appointed George C. Marshall, Douglas MacArthur, Dwight D. Eisenhower and Henry H. Arnold Generals of the Army. In 1949 Arnold's title became General of the Air Force. Omar N. Bradley got his fifth star in 1950.

As to the question of Pershing being a six-star general, there can be no answer unless Congress creates the General of the Armies rank again and specifies the insignia. Pershing does rank ahead

of the Five-star Generals. He comes right after Washington, but he chose his own insignia and he never wore more than four stars.

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