

CIVIL AIR PATROL HISTORICAL NOTE

THE CADET PROGRAM

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BACKGROUND:

The idea of a cadet program to support and prepare men for military service and battle was not new and not started by the United States but had its beginnings thousand of years ago with the Roman and Greek Gladiators and carried over to the Knights of the realm. Which had slaves or apprentice's to help prepare them for conflict, challenge and competition. Young men, some as volunteers, some as indentured servants were also turned over to sea captains and ship owners to be used as apprentice's and were usually called water and cabin boys and later the term of midshipmen was used. The idea again was to learn and to serve on commercial and/or military vessels and to acquire seamanship skills these young men were the basis for "cadets".

HISTORY:

The basic concept and the need for training young civilians in aviation skills goes back to wartime (WW I) Germany, after the signing of the peace agreement at Trianon Place at Versailles, France on May 7, 1919. One clause of the agreement was a requirement for the turning in and destruction of all powered aircraft, and the prohibition for the new German empire from developing military equipment, train or have a standing military army after what occurred during great World War.

Across Germany a number of glider club were started, since glider flying was not prohibited by the peace treaty agreements, the desire to learn about and teach the basic's of flying was started by the returning veterans of the great war. Combined with the colorful stories of great air battle's, and levels of flying skills achieved, this piqued the interest of many young people in Germany who eagerly join these glider clubs.

GERMANY:

Late in the 1920's the concept of developing a strong basic youth pre-military training program that covered, drill, basic leadership skills, and of course the desire to create a generation core of devout Nazis emerged. A German teacher, Mr. Robert Ley, had a concept and established a program called "**Ordensburgen**" or the Order Castles it encompassed a four year program that took its name from the medieval fortress of the Order of the Teutonic Knights.

The "**Ordensburgen**" program had many problems but after a shaky start its concept was supported and it evolved into the "Hitler Youth Program". The German leaders realized the need to develop a cadre of youth well versed in various military skill's that would be the future basis and core for their military leaders.

THE ALLIES:

With the pending war on the horizon, Great Britain also realized that there would be a need for pilots and aviation support people, what best to develop a cadre of well trained youth with knowledge in basic military and aviation experienced. The Royal Air Staff in 1939 formulated a program that would support the "Cadet" air training concept and developed an organization using reserve & auxiliary staff to support and manage it, the activity was named the **Air Training Command (ATC)**.

The Canadians also developed a program along the lines of the ATC and formulated the **Air League of Canada**. Other branches of the British and Canadian Military saw the merits of the

concepts of youth training and adopted programs that parallels the Royal Air Force & RCAF but were more structured to the Army and Navy needs.

CIVIL AIR PATROL:

CAP itself officially started on December 1, 1941, the civilian founders of the organization foresaw the need for a cadet corps. Then with the United States locked in a do-or-die struggle with Japan and Germany, the need became far more urgent than had ever been visualized in peace time.

Many letters of support from high level commanders including the USAAF, felt that CAP was the ideal program to have cadets. As Colonel Earle Johnson CAP's National Commander put it, "When the CAP was founded, it was able to undertake no more than the task of mobilizing the civilian planes and pilots, adding auxiliary workers, organizing them into military units, and putting them to work on missions such as coastal patrol and the courier service. But the broader plan of full-scale mobilization of civilian resources for the building of air power was never lost to view".

Correspondence was arriving daily at CAP National Headquarters in Washington DC asking for information, and requesting the CAP to organize the teen-agers into a corps. The letters were not written in vain. A new world -- the air world -- was opened wide to American youth on **October 1, 1942**. On that day the Civil Air Patrol began its cadet program under the supervision of **Major** (then Captain) **Kendall K. Hoyt, AC**, recruiting and public relations officer for National Headquarters.

At the outset, membership was held down in order to insure a solid foundation for the program. Each man in CAP was permitted to sponsor a boy, and every woman member allowed to sponsor a girl. Youngsters from fifteen through seventeen years of age, in the last two years of high school, were eligible, provided they were physically fit and up in their studies.

The cadet program worked out by Captain Hoyt caught on. The first junior squadron in the country was reported by *Squadron No. 711-4 of the Minnesota Wing* with 39 cadets. Within six months, more than 20,000 teen-agers in every section of the United States were attending weekly meetings in schoolrooms and armories, studying in groups of their own or side by side with seniors members, and spending most of their weekends at the nearest airport. The cost to the government of recruiting the first 20,000 cadets was a little less than \$200, the amount spent by National Headquarters on its directives, applications, and membership cards.

The Civil Air Patrol cadet program was off to a **flying start!**

Note: Suggested reading

Flying Minute Men, by Robert E. Neprud, Chapter 8 "Enter the Cadets"

Ready Reserve

From its humble beginnings, the Civil Air Patrol Cadet program was a catalyst for eager aviation minded American youth, built on a concept of establishing a ready reserve if you want to call it, of aviation/military trained teens that cover the ages of 15 to 18 years which was to become a reservoir of an informed and well trained young people to be absorbed into the ranks of *Civil Air Patrol*, and the *United States Army Air Force* as may be needed.

1946-48

After a number of events, especially a nation wide Reduction In Force, (RIF) of the US Military in 1946-47, a RIF which threatened and almost terminated CAP and its cadet program. The Civil Air Patrol took a whole new turn, and with the USAAF-USAF restructuring as a separate service branch, and CAP was reinforcing its three phase role, which was now assured and mandated by **Public Law 476 (79th Congress)** signed into being on 1 July 1946 by President Truman, and was destined to re-design and implement a new training and leadership program for seniors and cadets alike. This was further reinforced by **Public Law 557, (80th Congress)** signed 26 May 1948 making Civil Air Patrol, the Official Auxiliary of the United States Air Force.

From the beginning, CAP and the newly established Cadets Program in October 1942 were a marriage made on a solid need for aviation knowledge to be imparted to the youth of America. A cadet program nurtured and supported by the "old guard" CAP members and now supported with the returning veterans of WW II, and later on with the returning veterans of the "Korean Conflict".

Draft

The Civil Air Patrol Cadet (CAPC) program, with its special training, also established and filled a definite need for basic military knowledge for the youth of America which was occurring at the right time. This was compounded and helped by President Harry S. Truman, signing into law the "Peacetime" Military Selective Service Act on 24 June 1948 and later reinforced under the Presidency of Dwight D. Eisenhower in 1957, and John F. Kennedy in 1962. This concept of compulsory military training, was necessary to counteract the "cold war" actions of others, and to prevent what occurred to the United States of America preceding World War Two.

CAPC late 1940's & early 1950's

The champion and driving force in the "new" Civil Air Cadet Program of the late 40's & 50's was the Civil Air Patrol's 4th National Commander **Major General Lucas V. Beau, USAF**. (1 Oct 47-31 Dec. 55) General Beau was instrumental in getting highly recognized and extremely knowledgeable professional educators, and air minded people, along with many Aeronautic companies behind the CAP Cadet program, and was able to underwrite, redirect, rewrite and convert the prevailing WW II 1943 CAPC "*Blue Book*" into the famous 1949-50 edition of the "*Brown Book's*", along with a special training and instructor guide and a successful implementation program.

General Beau, then went on to convince the USAF Chief of **Staff General Hoyt S. Vandenberg, USAF**, (26 Apr. 48 -29 June 53) that if a CAP cadet was capable of completing this comprehensive training program and pass a very hard 150 multiple question test administered and controlled by the USAF. And if a cadet was successful in passing this difficult program along with its test the CAP-USAF would issue a "*Certificate of Proficiency*" (COP). This COP level would be recognized by the United States Air Force, and could allow a CAPC that has also completed High School, and meet the physical fitness requirements to enter the USAF Pilot Program without the minimum two years of College currently required, or to enter the active or reserve enlisted program as a Airman 3rd class (E2), a very prestigious rank, and usually waived the USAF Basic training requirements

Historical Note: Certificate Of Proficiency (COP) was first discussed and approved NEB meeting 12-13 October 1948. NEC Meeting 15-17 January 1951, required the USAF seal on the cadet COP Certificate.

OTC

The cadet program went on its merry way, still maintaining the 15-18 year old concept, with the transition into the CAP Senior ranks by the implementation of the *Office Training Course* (OTC).

The corner stone and pivotal phase of the program, was once a Cadet turned 18 years of age he or she was entered into CAP-OTC program. What it effectively did was give the former cadet immediate CAP senior status, which would enable them to receive additional leadership and management training, it also extended the opportunity to apply for USAF- Extension Course Institute's, *Officer Candidate Correspondence Course #001A* (OCCC) along with other course's.

Many fondly remember, the original 26 volume ECI- OCC #001A course. it usually was considered a precursor for CAP Officer entry and promotion as a CAP 2LT and the transfer, enabled the CAP-OTC member to be used as full time CAP Seniors, and help train cadets and seniors.

19-20 & 21

The OTC program ceased to exist in 1953, by the increase of the cadet service age to 20 year's old which took effect in 1954. In 1957 it was increased to present level of 21 years of age. This age increase was deemed necessary, because of additions to the higher defined Aerospace Education Program, and the increase of special activities programs.

Special Activities

Besides the ***International Air Cadet Exchange (IACE)*** started in 1948, the ***Regional, National and International Drill Competition (IDC & NDC)*** which also came into being in 1948 the USAF-CAP added the ***Jet Orientation Course (JOC)*** in 1956, and later the ***Advance Jet Orientation Course (AJOC)*** in 1957, both special activities were designed to give CAP Cadets insight into the USAF *basic* and *advance* Jet Pilot training program.

Furthermore, there were many other special activities programs added, like the ***Intranational Exchange*** in 1953, a program similar to the IACE for male cadets, which allowed female cadets to compete regionally for the privilege of visiting Hawaii, Alaska, and Puerto Rico. Similarly, female cadets from the Overseas Wings are exchanged with main land cadets., This activity and others were to compensate, primarily because females cadets were prohibited either by law and/or regulations from attending many special programs that were considered a *male* special activities.

A&E

The CAP-USAF Aerospace Education office had the ear and much support of the new National Commander ***Brigadier General Stephen D. McElroy, USAF*** (1 Apr 59 - Mar 59) and was carried onto the command of ***Colonel Paul C. Ashworth, USAF***. (Dec. 61-Jul 64) And were able to effectively convince CAP National Board that the "new" USAF wanted a much higher level of Aerospace education training.

NEC, records indicated the USAF in 1959 had directed, the CAP to help develop a ***USAF "Junior" ROTC Program*** that would be based upon the CAPC program, one that can be used as a catalyst by the USAF for the future. And thus CAP, National Headquarters and Aerospace Education Department complied. Furthermore, the modification to the 1957-58 CAPC program also increased the number of Aerospace Education volumes along with special training material, plus a restructured rank structure (which now adding the grades of C/SSGT to MSGT) these grades and A&E levels one's that cadets needed to complete, before allowing one to proceed up through the CAPC Program rank's.

"Modified"

This A&E restructured concept and various other programs changes were tried during the late 1950's and early 1960's, until word filter down to the ranks that in 1961 & 62, that the CAP Cadet Program was to under go a major revision and should be available in late 1963. When final presented in June of 1964 the CAP cadet program was totaled restructured in Aerospace Education, Leadership phases, Rank Insignia and Awards, these major changes were dictated by ***Charles Webb & Jack V. Sorenson*** from National Headquarters, the respective Director of Training and Aerospace Education.

The original "modified" Cadet Program of June 1964, was not well received by the rank & file of Civil Air Patrol, and it quickly was apparent that what each and every CAP unit needed was a proven professional teacher or instructor to succeed. An approach that deviated from the original concept of the CAPC Program. Furthermore, a though review of the then current CAP squadron's and personnel assigned, found that under the new requirements dictated by National Headquarters, most where not of the right caliber or makeup to effectively teach the newly "modified" CAPC program as dictated by National Headquarters.

5 Year Moratorium

Many Wing and Region Commanders spurred on by the various Director of Cadets on Wing and Region levels and the displeasure of the rank & file were in agreement. Demands were put forth

to NHQ by NB & NEC members to make changes forthright. And all concurred that the CAPC program as we knew it was heading for a tremendous failure. Some changes were made to correct the initial program execution and concept. After the untimely passing of Charles Webb as Civil Air Patrol's Director of Aerospace Education, Mr. Jack V. Sorenson assume the mantle as its Director.

In 1968 (Jack Sorenson) insisted and recommended to the National Commander & the NEC that he wanted to impose a moratorium on modifications or changes to the "new modified" CAPC Program. They reluctantly concurred, and later that year (1969) Mr. Sorenson was able to enforced a "5" year moratorium on changes to the Cadet Program i.e. CAPM 50-16.

The CAP Cadet program survived this moratorium, but this was only possible by the addition of 35mm Film strips, work books, to reinforce the new A&E phase, and a lot of special training material needed and provided from CAP-USAF NHQ so the CAPC program could survive.

The Cavalry

But it was apparent that **Brigadier General's Richard N. Ellis, USAF** (Nov 69- Oct 72) the current CAP National Commander with the reinforcement and insistence of **General Samuel H. duPont, Jr.** CAP's Chairman of the Board (11 Oct. 70- 13 Oct.73) to quell the discontent in the ranks made sure that a modicum of Cadet program control and final review was available from active CAP members. To provide the necessary guidance, review and control and so was established the "**National Commanders Committee on Cadet Programs**".

We ain't got no respect!

One key issue that was directed and controlled by the "National Commanders Committee on Cadet Programs". was a review of the apparent decline in cadets becoming or transferring to CAP senior program. One thing was quickly apparent, that CAP cadet's after attaining a high level of grade, proficiency and experience, that once they turned CAP senior they were still looked upon, and treated as "Cadet". And the insult and lack of respect was carried on to the basic entry and rank level as a CAP Senior was usually a Sergeant or Warrant Officer.

Whereas, a 21 year old or older person coming directly into CAP without some experience and knowledge, and was to be appointed a Squadron Commander usually got a direct promotion to a CAP First Lieutenant. Many cadets felt slighted by that point, whereas, former CAP Cadet usually started or may have already complete the ECI-OCCC before they finish the cadet program.

We found that Cadets felt overlooked and disparaged, by the CAP Senior program attitude and many just dropped out. Beside many former CAPC's were in or heading to higher level of schooling, and were heading off to perform military service, and didn't need the hassle or problems of CAP Senior membership.

The CAP Senior Program was also undergoing a change, and restructuring, one that gave promotions and grade consideration to people that possessed professional licenses like a ATP, AF&P, FCC First Class, Lawyers, Teachers etc.

Usually CAP Cadet's may have spent up to 7 years in the CAP program, never once received any Senior promotion credit or respect for hard earned leadership skills. To correct this disparage we the **committee**, recommended that CAP cadets, who have earned and possessed a Earhart, or a Spaatz Award be eligible for consideration to be commissioned a CAP 2nd or 1st Lieutenant respectively

The Alphabets

The "National Commanders Committee on Cadet Programs" quickly went into action with the information gathered from our survey's, plus data imputed from the CAP Cadet Advisory Council. The first question asked, suggested and delegated to be tackled, was with the changing social

pattern across the USA, which establish the minimum voting age as 18 years of age. How could CAP in good conscience define the age of CAPC -CAP Senior maturity as 21. As I stated, our CAP fore father's establish a good thing in the OTC-CAP program, lets review it with the concept to go back to it.

That age point was quickly defeated because of the complexity in the current CAPC program, especially with all of the levels needed for a cadet to obtain the Earhart or Spaatz Award. Many suggest about transferring to senior status, with the proviso of continuing on with the current program until the (Senior-Cadet) reach 21 years of age, giving credit where credit is due, for grade and prestige.

Utilization of the (Senior-Cadet) in a CAP-Senior management, training level and keep sure they would be respected and allow to mature under guidance of season CAP Seniors. And most of all, make all Cadets upon turning 18 be automatically transferred to the CAP Senior role, no ifs and or buts. That was the recommendation put forth by the committee.

After review by the HQ-USAF and the Director of Aerospace Education, the first cut at recognition was the **Advance Cadet Transition Program (ACT)** was effectively put forth and became official with Change 1, CAP Manual 50-16 dated 4 April 1973. The program as stipulated had some good points but, the strength need as originally requested was remove. They did give recognition for CAP-Promotion for Earhart or Spaatz Second and First Lieutenant respectably.

STP, the term of ACT was not favorably received by one of the mid-west Squadron Commanders who effectively push a name change all the way up the chain for replacement by the NEC the suggestion was to rename it the **Senior Transition Program (STP)**

So by a new CAPM 50-16 dated 4 February 1974, the name change took effect and the Mitchell Award was now covered under promotion criteria.

And by January 1975 the STP program was dropped. But the recognition of Mitchell, Earhart and Spaatz Award made cadet's who transfer to CAP Senior status eligible for promotion up to and including when they turn 18 years old to Warrant or Chief Warrant Officer, or at 21 years of age eligible for consideration to 2LT, 1LT or CPT respectively.

Its mine and many others belief that the ACT, STP program was doomed to fail from the start. First of all it made any cadet that participated a Warrant or Chief Warrant Officer, thereby distinguishing them as cadets. Secondly, it remove from the STP participant the notoriety and respect heap upon a "Cadet Colonel or Lieutenant Colonel". Thirdly, the USAF Staff at National Headquarters had difficulty in managing the ACT, STP program and any applications for special activities. And finally the STP participant were always considered a problem in managing and advancement in the CAPC program from the CAP and the USAF side.

Shut Down:

Also by this time the "National Commanders Committee on Cadet Programs" was disbanded because of the changing transportation problems for the CAP-USAF Region's by the USAF Obsolesce of T-29 and removal of all reciprocating engine aircraft from its inventory.

MILESTONES:

1944 First Summer Encampment
1948 International Air Cadet Exchange
1948 National Drill Competition
1948 International Drill Competition
1953 All Girl Intra-National Exchange Program
1956 Jet Orientation Course
1964 First Spaatz Award, Douglas C. Roach

1966 Cadet Officer School
1974 National Cadet Competition

First CAP* Cadet to become a Wing Commander (Florida) Samuel H. duPont Jr.
First CAP* Spatz Cadet (#193) to become a Wing Commander (Nebraska) Richard L. Anderson
First CAP Cadet to become a four star Air Force General Bennie Luke Davis, USAF
First CAP Cadet to become an Astronaut Frank Borman. (Apollo 8)
First CAP Cadet to become Chief Master Sergeant of the Air Force James C. Binnicker, USAF

***BGEN Samuel H. duPont Jr, CAP:**

Became the, Southeast Region Commander & Chairman of the National Board.

***COL Richard L. Anderson, CAP**

Became the North Central Region Commander, and is presently CAP National Commander.

Note: Suggested reading

Flying Minute Men, by Robert E. Neprud, Chapter 8 "Enter the Cadets"

Reference Material Used

Southern Flight, CAP Handbook 1942, 44
CAP Operational Directives, 1941 to 1945
Civil Air Patrol Manual Vol. 1, Book 1. 1949
CAPM 30-1, Cadet Handbook April 1954,
CAPM 30-2 the Civil Air Patrol Cadet Program June 1954
CAPM 25-2 Management, Senior Handbook 1 February 1954
CAPM 50-3 Cadet Leadership Guide March 1960
CAPM 50-16 The "Modified" Cadet Program, 20 June 1964 to 1 April 1988
Minutes & Records, CAP National Executive Board, National Executive Committee, March 1945 to June 1969

Caveats:

There are many reasons why the current 1994 cadet program is in difficulties today some say:
Its the spiraling cost to join, to participate, and to fulfill uniform needs?
Its the 18-21 year old participates?
Its the "downsizing" of the USAF-HQ, and its impact.
Its a lack of knowledge by the current leaders?
Its the current challenge for peoples time?
Is it the diminishing numbers of dedicated seniors
Is it all of the above?

Author's Reflections:

I have my concepts and my overview, one driving force is that the *fun* may be gone, ask a new participant in CAP Cadet Program why did he or she join, might be enlightening. What to do about the 18 to 21 year olds, History may be right regarding the original intent for the program as a vehicle for Senior growth!

Author's Background:

I was a CAP Cadet from 1952 to 1958 in, Brooklyn Group New York Wing, as a cadet I participated in the *1954 National Drill Competition*, *1957 International Air Cadet Exchange*, attained the rank of cadet *Major*. Transferred to the senior program in 1958, exercised my *Certificate Proficiency (7 May 1956)* awarded as a cadet for service in the United States Air Force. Participated in CAP activities while station in Mississippi, California, and Alaska. Returned to the Senior program in New York Wing, as a Squadron Commander, awarded the prestigious *New York Wing's Outstanding Squadron of the Year 1969*, and was the recipient of *NYW Distinguished Squadron Commander of the Year for 1968 and again in 1969*. Transferred to Northeast Region HQ as *Director of Cadets/DCS of Cadet from 1970 to 1975*. Served as Vice Chairman *National Commanders Committee on Cadet Programs*, from inception in 1970 to its

close in 1974. Founding member of the *CAP Historical Committee*, and served as it Vice Chairman since its inception in 1983. Presently in 1994 am the *Advisor to the National Commander for Protocol Matters*

Added by Maj Ace Browning, Minnesota Wing...

CADET AGE

by Col Leonard A. Blascovich, CAP
CAP National Historian

From Oct 1942 till 1954 the range was 15 years to 18 years of age. This 3 year level of age and training was denoted by the wearing of ribbons ... red for one year, white for two, and blue for three.

In 1955 the upper age was raised to 19, to 20 in 1956 and to 21 in 1957.

This increased age participation was needed to cover the ever expanding Aerospace Education and to make the special activities available to many...

Also, over the years, CAP lowered the minimum age of participation. In 1957 it was lowered to 14, in 1962 it was 13, and now it's almost 11 ... also predicated on school level.