

FORWARD in AIR SCOUTING



Official Photographs by U. S. Army Air Corps.

An Air Scout being briefed for orientation flight.

- A new Advancement Plan for Air Scouts.
- Flying approved as an activity for Air Scouts.
- A.A.F. Officers assigned to assist Air Scouting.
- Air Scout encampments at A.A.F. fields, with assistance of cadet instructors.

THOSE are a few of the most important steps in the progress of Air Scouting during the past 12 months. They serve as a preview of the 1946-47 schedule of events. The next twelve months offer the most attractive program of Senior Scout activities ever announced by Regions or Local Councils.

New Advancement Plan

The new advancement plan gives strong recognition to the fact that advancement is only one phase of the Air Scout Program, thereby becoming a part of the Squadron's activity, rather than its main objective.

It provides an opportunity for a general knowledge in aviation through advancement in rank. The Badges

of Rank will continue to be those already in use: Apprentice, Observer, Craftsman, and Ace.

Each requires the selection of fourteen requirements from nine different fields; such as mechanics, navigation, building, survival (or field experience) life exploration, and community participation.

The plan also recognizes the intense interest of some Air Scouts in the special fields of aviation, by making it possible for them to receive recognition as specialist airmen, builders, communicators, mechanics, navigators, or outdoorsmen. Each specialist rating has three grades, to be qualified for in the following order: Five of the six Observer requirements in a specialist field qualifies for a Third Class specialist rating in that field. Five of the six Craftsman requirements in a field qualifies for the Second Class specialist rating. Five of the Ace requirements qualifies for First Class specialist.

The new Air Scout requirements eliminate Merit Badges and other "hidden" requirements for an advancement in rank; it recognizes Merit Badges as special interest fields.

The number of requirements for each rank is reduced so that approximately 50 projects are required for the Ace rank, as compared to 130 in the old plan. This makes the new Air Scout advancement plan proportionate to the Explorer plan, which requires 39 projects for Ranger Rank, and the Sea Scout plan, which requires about 75 projects for Quartermaster Rank.

Both rank and specialist advancement opportunities complement each other and encourage continued effort in both.

The new advancement plan is optional immediately, and will be mandatory after January 1, 1947. All Ranks earned under the old plan will be given full recognition.

Flying for Senior Scouts

The National Executive Board has approved orientation flight experiences as an activity for Senior Scouts.

As soon as the Government removed restrictions on civilian flying, following V-J Day, a number of experiments in flight for Scouts were approved. At four of the five Air Scout Encampments held at A.A.F. training fields, an orientation flight in Army ships was provided for every Scout who brought a

AIR SCOUT SPECIALIST INSIGNIA

AIRMAN THIRD CLASS



AIRMAN SECOND CLASS



AIRMAN FIRST CLASS



BUILDER



COMMUNICATOR



MECHANIC



NAVIGATOR



OUTDOORSMAN



written request from his parents. Ninety-eight and nine-tenths per cent of the parents requested flights for the Air Scouts where it was provided. Several airlines' flight training schools invited Scouts to visit bases and inspect equipment. Some offered short orientation flights.

Now Air Scout Squadrons, Senior Outfits, Explorer Posts, or Sea Scout Ships may plan air tours, or shorter expedition flights as part of their regular Unit programs, under the following safety policy of the Boy Scouts of America: (This policy was approved by the National Executive Board as recommended by the National Senior Scouting Committee, March 21, 1946.)

"BE IT RESOLVED that the National Executive Board consents that Senior Scouts be permitted to wear their Scout Uniforms, and travel as Scout Units, when flying as passengers under either of the following two conditions:

I. On any scheduled flight of a Commercial airline.
II. When parental permission approved by the Unit Committee and the local Scout Executive is filed in writing at the Local Council office, and the following conditions of flight have been certified to by the airport authorities: —

A. The plane to be used is currently certified for commercial use by the Civil Aeronautics Authority or approved by a Commanding Officer of the Armed Services for such flights.

B. (1) The pilot is certificated by the Civil Aeronautics Authority as: (a) A commercial pilot, (b) a pilot holding an instrument rating, (c) A pilot holding an instructor's rating.

OR

(2) The pilot is in the Armed Services of the United States of America on active duty piloting a service plane.

C. The flight is made from and to airports with a control tower approved by Civil Aeronautics Au-

thority, or from and to airports controlled by the Armed Services."

A.A.F. Liaison Officers

Early last spring the Commanding General of the Army Air Forces expressed a desire to assist in the extension of Air Scouting. After due study was given by the National Council and the A.A.F. Training Command, twelve selected Air Corps officers were assigned full time to assist the National and Regional staffs, and Local Councils, in the extension of Air Scouting and Senior Scouting.

The officers were each assigned to one of the twelve Regions of the Boy Scouts of America to:

- (1) Assist in publicizing the Air Scout Program.
- (2) Assist Local Councils in using to their best advantage any A.A.F. training techniques in leadership training.
- (3) Procure such obsolete and otherwise surveyed aviation equipment as may be made available to Local Councils for use in the Air Scout Program.
- (4) Make available to the Boy Scouts of America such training literature of the A.A.F. as may be available and helpful to the Air Scout Program.
- (5) Assist in arranging educational tours, camps, and activity meets in or near Army installations, as desired by Local Councils or Regions.

Most of the officers had considerable Scout training as Boy Scouts, Senior Scouts or Scout Leaders. They were selected cooperatively by the A.A.F. Training Command and representatives of the Boy Scouts of America.

Air Scout Encampments

The thrilling experience of about 700 Air Scouts and their leaders in encampments in 1945, and the favorable impression made with A.A.F. Training personnel, paved the way for at least one Air Scout encampment for each Region for 1946.

This, with a flying experience for those who desire it, and a program for all young men, gives Air Scouting the green light to march forward with even greater strides.