# DISASTER RELIEF

## Handout 1

**Disaster Relief (DR)**. In 1979, several federal agencies merged to form the Federal Emergency Management Agency (FEMA). It is the single point of contact within the federal system for disaster relief planning and management. This includes civil defense, natural disasters, and other man-made emergencies.

The CAP has national-level agreements with many government and non-government relief agencies. Included are such organizations as FEMA, American Red Cross, and the Salvation Army. CAP also has agreements with local agencies at the wing level and participates with the various state emergency management offices.

The US Army has general responsibility for coordinating disaster relief efforts involving Department of Defense agencies. The Air Force supports the Army. As a volunteer resource of the Air Force, the CAP supports the Military Support of Civil Defense (MSCD) during a declared wartime emergency. CAP supports the Military Support to Civil Authorities (MSCA) program during peacetime.

The organization of CAP disaster relief is very similar to the SAR mission. The main difference is the agency that controls the mission. CAP always retains command of CAP resources, but mission control is delegated, usually at the state level, to the agency primarily responsible for the particular DR operation.

Under MSCD (wartime) conditions, the state's adjutants general are federalized and assign wartime missions to civil defense and other state agencies. An Air Force officer is on their staff to coordinate Air Force/CAP activities in civil defense.

Under MSCA (peacetime) conditions, the Air Force Reserve coordinates and tasks through its Air Force National Security Emergency Preparedness (AFNSEP) office. The AFNSEP office is co-located with the Army Forces Command at Fort McPherson, Georgia. After receiving an Air Force mission authorization, CAP would work directly with the agency that requested help and performs the activities specifically requested, within CAP's capability.

The types of DR missions supported by CAP include:

- Radiological monitoring and decontamination in wartime
- Emergency communications via HF, VHF, VHF-FM and repeaters and packet radio
- Airborne damage assessment and surveillance including photography, TV videotape, enviro-pod, and visual

- Courier and light cargo transport

- Mercy missions such as blood, organ transplant, and patient transport (lifesaving evacuations)

- Manual labor for debris removal

- Air and ground transport for cargo and non-CAP key personnel

- As an Air Force resource, CAP may support various Department of Defense activities in a non-combatant role. This support includes:

- Airborne control of surface vehicular traffic

- Courier service and light cargo transport

- Communications relay

- Airborne visual and photographic damage assessment

- Military low level training route safety surveys

- Radar installation flight tests and controller training

**CAP Aircraft**

The aircraft used in CAP flying activities are normally either corporate-owned or member-owned. There is a provision to borrow or lease other aircraft if needed. Some cooperate aircraft were obtained from the Air Force as excess to Air Force needs. Other corporate aircraft are purchased for CAP by the Air Force with money specifically appropriated by congress. Title to those aircraft passes to CAP. Usually, most of these aircraft must be returned to the Department of Defense for their salvageable parts when they are of no further use to the CAP.

**Air Crews Ratings and Flight Training**

Pilots in CAP may qualify for various aeronautical ratings. To be awarded the CAP solo pilot rating, you must be a member of CAP, be at least 14 years old for balloon or glider qualification and/or be at least 16 years old for airplane qualification, hold a valid medical certificate, have received required instruction from a certified flight instructor, and have soloed according to federal air regulations.

To attain the CAP pilot rating, you must hold at least an FAA private pilot certificate, a valid medical certificate, and be qualified according to CAPR 60-1, *CAP Flight Management*. The CAP senior pilot rating requires one to meet the CAP pilot rating requirements, serve as an active CAP rated pilot for at least three years (this service does not have to be continuous) and

have a minimum of 1000 hours' pilot time logged according to federal air regulations. A CAP command pilot rating requires one to meet the CAP senior pilot requirements; serve as an active CAP pilot or senior pilot for at least five years (this service does not have to be continuous); and have a minimum of 2000 hours' pilot time according to federal air regulations.

A CAP glider pilot rating requires one to be a CAP member and hold a FAA glider private pilot certificate. A CAP balloon pilot rating requires one to be a CAP member and hold a FAA balloon private pilot certificate.

CAP pilots cannot fly aircraft and simultaneously perform the most effective job of ground observation. Consequently, CAP has other members who fly with the pilot, do the main job of observing, and are rated as observers. Like pilots, CAP observers have different ratings according to their qualifications and wear distinctive wings that have been designed to display those qualifications. Members interested in becoming observers should consult CAPR 35-6, *Aeronautical Ratings and Emergency Services Qualification Badge and Ground Team Badges.*

To attain the basic aeronautical rating of CAP observer, a CAP member must first perform flight duty as an observer trainee. Beyond, and along with these flights, the observer trainee must master subjects about the observer rating and pass an examination. Since these duties will involve emergency services flights, trainees also must pass the examinations for both search and rescue and civil defense operations.

The requirements for the advanced ratings of CAP senior observer or master observer are slightly more restrictive. The candidate must hold the CAP observer rating and meet membership requirements besides active participation in SAR/DR missions and training missions.

**Flying Safety**

The paramount concern with all of CAP's flying activities is flying safety. CAP pursues an active accident prevention program to prevent the loss of life and to prevent property damage, both in the air and on the ground.

No safety program can be successful unless it is "bought" and used by the personnel involved. That is why CAP's safety program is based on personal motivation and consistent use. Safety meetings are held to emphasize subjects such as weather hazards, flying violations, checklists, taxi accidents, etc.

Statistical data is compiled on each unit's involvement in accidents, and used to help in correcting potential safety hazards. Through posters and publications the personal awareness of safety practice is maintained, and everyone is encouraged to point out immediately any hazard or potential hazard that they may discover.

Safety, flying safety or ground safety, is the personal responsibility of each CAP member. Through the collective effort of all CAP members, CAP can always be a "safe as possible" activity.

**Communications**

Involving thousands of licensed operators, the CAP communications network serves three purposes. It aids in the advancement and improvement of the art and science of radio communications. It furthers the CAP aerospace education phases in communications. It coordinates with government agencies for planning and establishing procedures to meet local and national emergencies.

CAP's communications network is composed of a radio system involving stations that are fixed-land, mobile-land-and-water, and airborne. This network embraces the entire CAP organization—50 states, the District of Columbia, and Puerto Rico—and maintains a steady communications schedule. Whether for routine or emergency use, it provides commanders at each echelon with the communications that are adequate for their control of general activities. Also, in times of disaster or national emergency, it provides an additional or secondary means of communications if primary facilities are inoperative.

Manned by CAP personnel, the CAP communications network is a support channel that follows the chain of command structure. That is, a network is established at National Headquarters level, at region level, wing level, and squadron level. Operating this way, the Executive Director may get information to the National Commander, Vice Commander, Chief of Staff, region commanders, and be in contact with wing commanders, and so on down to the lowest echelon of command.

USAF personnel using USAF and CAP equipment operate the communications net at National Headquarters. The Air Force allocates authorized frequencies to CAP. CAP personnel operate equipment on CAP and USAF frequencies at all levels at any time. Interchange of radio communications can be affected at all levels any time. Below wing level the radio nets, whether group, squadron, or intra-squadron nets, are the best medium through which cadets and senior members may receive training and apply what they have learned in radio communications.

A net is a structure for the orderly passing of traffic by trained operators using an established protocol. By doing so, everyone can be accommodated in an orderly, predictable manner. Nets use self sustained mobile, portable, and/or fixed-equipment that is used because of the mobility required of communications units that carry out CAP's emergency services mission. CAP squadron members may install radio equipment in their cars, trucks, and boats.

Radio communications operations in CAP are restricted to those transmissions that relate to official CAP business. Failure of CAP members to abide by the regulations of CAP National Headquarters can result in suspending operating privileges for a time, or revoking of the operator's authorization.