



# CAP FLYER

DAWSON MEMORIAL WING

OFFICIAL PUBLICATION OF N. C. WING-CIVIL AIR PATROL

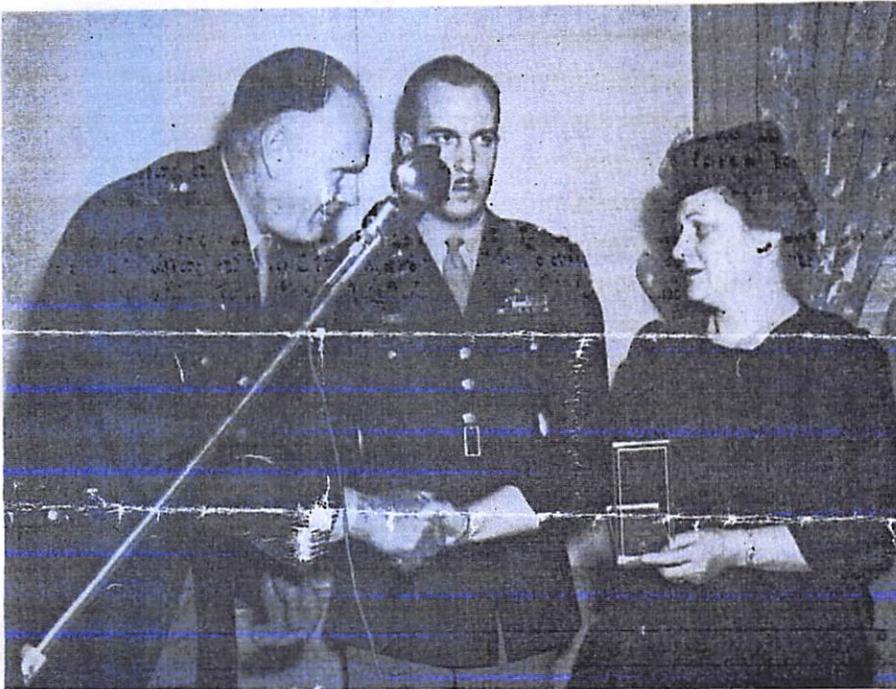


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## High Award Presented Posthumously To Col. Dawson



Mrs. Dawson receives the posthumous award presented Col. Frank E. Dawson. The award is being presented by the late Col. Earle L. Johnson, National Commander, CAP. Maj. Howard Porter, Adjutant, looks on.

In an impressive ceremony at the Hotel Charlotte Sunday afternoon January 26th, Colonel Earle L. Johnson, National Commander of the Civil Air Patrol, awarded posthumously the Army Exceptional Civilian Service Medal to Colonel Frank E. Dawson, Commander of the North Carolina Wing of Civil Air Patrol from its beginning until his death in an airplane crash near Charlotte last November 10th, and Commander of the CAP Base at Beaufort, North Carolina during the war.

A similar medal, which is the highest award the War Department can make to a civilian, was also awarded to Major Allen H. Watkins of Greensboro, North Carolina former Commander of the CAP Base at Manteo, North Carolina. Major Howard Porter, Adjutant to Col. Johnson, read the War Department citation to the assembly prior to the actual presentation.

Mrs. Blanche Noyes, Chief of the

also presented to Col. Dawson, posthumously, the Blanche Noyes Airmarking Trophy in recognition of the outstanding work done by Col. Dawson in the airmarking of one-hundred-eleven towns and cities in North Carolina.

Following the luncheon, attended by Civil Air Patrol members from the entire State and officials of the City of Charlotte, and prefacing the awarding of the Exceptional Civilian Service Medals, Col. Johnson made a short talk on the peace time objectives of Civil Air Patrol as an auxiliary of the Army Air Force.

"The CAP is even more necessary now than during the war," he said. "In it this country has the nucleus of a powerful air force in time of

## Col. Johnson Killed

CLEVELAND—Colonel Earle L. Johnson, National Commander of the Civil Air Patrol, was killed Sunday, February 16th, when his C-45 Army plane crashed shortly after the take-off from Cleveland Airport on a return flight to his headquarters at Bolling Field Washington, D. C. Col. Johnson was at the controls when an engine exploded in midair causing the plane to plummet into an open field near Suburban North Royalton, shortly after one o'clock. The craft did not burn.

Staff Sgt. Kenneth Wood, of Williamsport, Pa., a member of Col. Johnson's Washington staff at Bolling Field, and an unidentified Marine "hitch hiker" also were killed in the crash.

Colonel Johnson, returned to active military duty in 1942 to direct the activities of the war-time CAP, which contributed greatly to the winning of the battle of the Atlantic, against enemy submarines.

Colonel Johnson, was in Charlotte only recently to make the War Department awards to Colonel Dawson's Widow, and to Colonel Allen H. Watkins. These awards were for outstanding service to the nation while on active CAP duty during the war, and were the highest awards the War Department can make to a civilian for war time service.

Colonel Johnson was a very good friend to the Post-War CAP, and was held in high esteem and respect by officers and enlisted personnel alike throughout the country.

His death comes as a very great loss to CAP, and is a source of keen sorrow for all of us on the North Carolina Wing Staff, and the squadrons of the state. Colonel Harry H. Blee, Deputy National Commander, will serve as Commander in the interim until the War Department

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O. Box 266 Charlotte 1, N. C.

Communications should be sent direct to:  
Editor, CAP FLYER, P. O. Box 266,  
Charlotte 1, N. C.

### WING STAFF OFFICERS

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C. K. WALTERS, LT. COL.  
*Deputy Commander*

RAYMOND COBB, CAPTAIN  
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*Chaplain*

### COL. WASHBURN NOW CAP COMMANDER

George D. Washburn of Shelby, North Carolina, veteran of Civil Air Patrol War time operations, assumed the duties of North Carolina Wing Commander Sunday January 6th, filling the vacancy which was created when Col. Frank E. Dawson was killed in the crash of his airplane near Charlotte November 10.

Since the death of Col. Dawson Lt. Col. Charles K. Walters of Charlotte, Deputy Wing Commander, has been in charge of Civil Air Patrol activities.

Announcement of the new appointment was made by Col. Earle A. Johnson, National Commander of Civil Air Patrol at the State meeting and Luncheon held in Charlotte January 26th.

Orders confirming the appointment of Major Washburn and promoting him to the rank of Lt. Colonel

### ECHOES FROM THE HILLS

**Lt. Wade Sutton Commanding  
Officer Highlands Squadron**

We know that as it has been with certain things in the past, so it must be in the future. We know that with others, transformation may come with the swiftness of the chemical change which activates an atomic explosion. We know that through future centuries the physical aspect of the Highlands Panorama will change little. We know also, that Highlands noble way of life and freedom of existence could change over night into slavery and human degradation.

We love and believe in Highlands, we love and believe even more in the Country of which Highlands is a part. We advocate any and all things that will help to keep Highlands and the Country what they should be for ourselves, our children, their children, and their children's children forever. We believe then in the Civil Air Patrol. We are proud and happy that in Highlands there is a squadron of the Civil Air Patrol. We hope that in the not too distant future Highlands will have an airport.

The Civil Air Patrol was first established as such on December 1, 1941, and was placed directly under the Army Air Forces. Of the brilliant record of service established during the early years of and throughout the war, nothing need be said here. In 1942, with funds provided by the Federal Government, a Cadet Program was begun which today lists a continuing pool of 100,000 boys and girls between the ages of 15 and 17 taking part in a three-year training program. In accord with the post-war economy policy all Federal monetary aid was withdrawn from the C. A. P. in March, 1946, upon which a meeting of all wing commanders, one from each State, was held in Washington. By unanimous vote it was decided to carry on without Federal aid. General Spaatz pledged all A. A. F. aid possible short of actual monetary assistance. In July, 1946 the 79th Congress approved for the C. A. P. a Federal Charter, placing it in the same status as the American Red Cross and other Federally recognized agencies. The 79th Congress did not grant pecuniary assistance.

In addition to its primary purpose of maintaining a pool of trained air

Lt. Col. Washburn announced that the State Wing Headquarters would remain in Charlotte and that no

personnel for use in the event of future aggression against the Country, the C. A. P. renders numerous peace-time services. Among others, flood and forest patrol, search and rescue, transportation of food supplies, doctors, nurses, sick and wounded, and maintains close co-operation with the American Red Cross.

We believe that the C. A. P. is good for the health of Highlands, we believe that the C. A. P. is a definite means toward our goal of maintaining our way of life.

We believe that the C. A. P. is worthy of your recognition and support.

That you may continue to be free to come to Highlands, we ask that you give the C. A. P. your whole-hearted co-operation.

### CAP SPONSORS QUEEN OF TWIN CITIES SHOW

Romance bloomed Saturday night February 1st as Miss Martha Townsend walked off with two round trip tickets to Miami Beach, a weeks reservation at the Floridian Hotel and the title "Queen of The Twin City" as winner of the contest sponsored by the Winston-Salem Squadron of Civil Air Patrol January 27th through February 1st.

Miss Townsend, a pretty brunette with a smiling voice, will not have Miss Townsend on her hotel reservation. By that time it will be Mrs. Jack Kates and she and her bridegroom will have the trip as their honeymoon.

The couple had planned to be married February 15th but when Martha was pronounced winner in the contest, she and her fiance decided to take advantage of the free trip, a gift of the C. A. P.

Coronation of the lovely queen was made by Gen. Leon Johnson, Deputy A-1 of the Staff of Gen. Carl Spaatz, and holder of the Congressional Medal of Honor.

As the judges pondered over their decision, Gen Johnson spoke briefly, commending the Civil Air Patrol as an Auxiliary of the Army Air Forces on the work it was doing. "When we give the C. A. P. a job to do, we can rest assured that it will be done the way we want it to be done," he said.

Fifteen winners, selected at shows held during the week were on hand the final night in hopes of winning the coveted title.

The show, similar to Jack Bailey's Hollywood Radio Show "Queen for a Day" was held at the Reynolds



Lieut. Howell

### POLIO VICTIM'S DETERMINATION PUTS HIM ON FOOT AND IN THE AIR

There's just something unbeatable about a combination of a crop of red hair and a determination to live and make your way in the world.

There were two factors that were uppermost in the mind of Eugene P. Howell of Yadkinville.

To begin with, Eugene was a victim of infantile paralysis when he was nine weeks old. That was 20 years ago, before the new improved methods of treating polio were prevalent.

Eugene survived the attack, but was unable to get around with any degree of ease. Later in his life came the March of Dimes to which he attributes his present healthy condition.

Through this fund Eugene was sent to a health center in Gastonia where he lay flat on his back for one year.

"They thought I'd never pull through and walk like other people, but I showed them," he recalled proudly.

Having learned to walk again and hustle around like other normal human beings, Eugene determined to carry out another secret ambition—to make a place for himself in the field of aviation.

He had overcome the handicap of not being able to walk. Now he wanted to fly. A logical succession of reasoning.

In Yadkinville, there weren't too many facilities for flying. Eugene heard of the Civil Air Patrol squad-

He joined the squadron in April of 1945 and since that time has come to Winston-Salem at least three times a week. Only once during the period has he missed a regular meeting.

It wasn't easy, getting there during war years with gasoline shortages and tires at a premium. Bus service was not too good either. So frequently Eugene had to walk and bum rides to reach his destination. Once, he remembers, he walked seven miles in a sleet storm before he got a lift.

But his loyalty and determination have paid off—it is now Lieutenant Eugene P. Howell—full time worker with the Civil Air Patrol as a Supply Officer.

Lieutenant Howell doesn't have his license yet, but he can handle a plane as well as the next man, and is happy in his present situation.

"It took a lot of talking to make them believe that I could pass the physical examination and qualify for C. A. P.," said Lieutenant Howell. "The officers told me I'd never make it." Again he "showed them."

Now Eugene has two idols—the March of Dimes program which enabled him to walk, and the Civil Air Patrol through which he is enabled to fly.

### OPEN LETTER FROM THE DEPUTY COMMANDER

Although the North Carolina Wing of the Civil Air Patrol lost its leader, it has been discovered that we have another man who is quite capable of carrying on. Therefore Major George D. Washburn has been appointed Wing Commander with the rank of Lt. Colonel. Also, this wing has added a by-line to its title, namely "Dawson Memorial Wing." This Wing has been one of the outstanding Wings of the United States and Lt. Colonel Washburn desires to keep it that way. In order for this to be done, it will require the aid, assistance, and cooperation of every Wing Staff, Group Staff and Squadron Staff Officer as well as every Senior member and Cadet in the Wing.

The Wing can only be as good as its poorest member so let's all work together, support our new Commanding Officer and **push forward**. I am willing, are you and you.

Charles K. Walters

### AVIATION DAY PROGRAM AIRED ON RADIO

December 17th each year is set aside by Presidential Proclamation as nation wide "AVIATION DAY." It is a day on which every branch of flying and those individuals who serve in its ranks either military or civilian, pay homage to great airmen, who have contributed to and participated in the great strides of progress, the aviation field has made in its short but very colorful history. From that historic day at Kitty Hawk, when the Wright Brothers soared aloft for a few brief moments, to today, when we span continents and oceans in huge luxury strato-liners, the history books and halls of fame are jammed with heroic men and women who are responsible for our present "Age Of Flight." Among them are Wiley Post, Amelia Earheart, Eddie Rickenbacker, the Wright Brothers, General Doolittle, General Spaatz, and our own late Wing Commander, Colonel Frank E. Dawson.

The Civil Air Patrol has been, and still is a vital cog in the machinery that makes up our military aviation for the defense of our country. Each of us in CAP should feel proud to be a member, and bend every effort to the continuing success and achievements that are incorporated in our post war program.

On December 17th, last, the North Carolina Wing produced, wrote and broadcast a special thirty minute program over radio station WAYS, Charlotte, titled, "Aviation Day." This program was a narrative type of program, tracing aviation highlights from 1903 until the present day, pausing to pay tribute to people, dates, and events along the years, where history or progress was noted in aviation's stride forward.

The important thing is, the radio time was donated free, and the program was carried under the heading of public interest. This fits in nicely with our program of education. We must educate the public to CAP, its personnel and its activities, as it relates to the general public. We are a Nationally Chartered Organization, the same as Red Cross, and others who serve the public. Radio throughout North Carolina is at our disposal along with the press, to promote CAP, and we should utilize this medium of spreading the news about CAP activities in our state. All squadron Commanders and public Relations Officers should contact local press and radio representa-



**CAP VETERANS NEWS**

The Civil Air Patrol Coastal Patrol are the only group of civilians in United States history who were armed and ordered by constituted authority to seek out and engage the enemy in offensive combat. Bombs were placed on their small aircraft, and they were sent out to sea, 50 and 100 miles from land, to search for German submarines which were menacing our coastline. Other services performed by Civil Air Patrol members were: Army courier service, liaison patrol on the Mexican border, search and rescue, and low target missions.

Many men lost their lives with the Civil Air Patrol. A still larger number were permanently injured as a result of their having served their Country in this work. Yet, when the emergency for which they had so readily sacrificed their businesses, left their homes and families, and risked their lives, had alleviated, they returned home without so much as an honorable mention for their services in the annals of the War. Their Country is not doing its duty in taking care of those people, and of the widows and orphans of those who lost their lives.

The late Colonel Frank E. Dawson was National Commander of the Association until his death. The present officers are as follows:

National Commander, R. E. Dawson, Jr., Charlotte, N. C.; Deputy National Commander, Ralph Earle, Philadelphia, Pa.; First Vice-Commander, Elbert C. Isom, New York, N. Y.; Second Vice-Commander, Wallace D. Newcomb, Bryn Mawr, Pa.; Third Vice-Commander, Jimmie Mack, Galveston, Texas; Adjutant, George D. Washburn, Shelby, N. C.; Treasurer, Dan F. Ritchie, China Grove, N. C.; Chaplain, George W. Grove, Hickory, N. C.; Judge Advocate, George W. Witney, Philadelphia, Pa.; Sergeant-at-Arms, Wymant C. Barr, New York, N. Y.

In addition to the above, the following serve on the Board of Directors:

James C. Boudreau, Brooklyn, N. C.; Gordon Love, Garland, N. C.; N. B. Nicholson, Monroe, N. C.; Mason Birch, Ocean County, N. J.; Heber Sutton, Port Chester, N. Y.; Julius Fresham, Daytona Beach, Fla.; George C. Moreland, Washington, D. C.; Ray L. Steffens, Minneapolis, Minn.

R. E. Dawson, Jr.  
National Commander

Anyone interested in the Association of Civil Air Patrol Veterans, Inc. may obtain additional information by



**AWARD TO COL. DAWSON**

(Continued from page one)

emergence; one that remains constantly in practice and well organized. This country can maintain peace only through strength, and such an organization is a support to United Nations and its peace negotiations rather than a substitute. It is one of the few agencies in the country which is not supported by taxation. Too many people and too many organizations in this country are under the impression that the government owes them a living, but CAP is not one of them."

In making the award to Mrs. Frank Dawson, widow of Col. Dawson, Col. Johnson expressed the hope that the North Carolina Wing would be named the Dawson Memorial Wing, and spoke of the humility and willingness to help others possessed by Col. Dawson that made him extremely popular throughout the state and National Aviation circles.

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**AFRAID OF THE MAN IN THE TOWER?**

Surprising as it may seem, many pilots who fly very seldom or who do not have many hours of flying time to their credit are just a shade wary of landing at a controlled airport.

Few pilots will admit their lack of understanding of control tower signals or procedure to be followed when landing at a controlled airport. Actually the tower operator is on duty for one reason; to help you land and take off safely without endangering yourself or anyone else.

When approaching a controlled airport a pilot should be especially alert for other aircraft in the area while circling the airport. After the proper runway has been located, a normal traffic pattern should be flown. The control tower operator can see you and give you instructions but it is up to you to check the tower and interpret these instructions.

In general, light signals from a tower are the same as highway traffic signals. A green light tells you to continue with whatever you are doing or are about to do whether it is landing, taking off or taxiing. A red light on the other hand tells you not to do whatever you are doing or are about to do. If you are landing, don't land, go around. If about to take off, don't. If taxiing, stop. A flashing red and green light acts as a caution light, look around, you may be surprised at what you will see.

Most controlled fields have long runways and quite a bit of traffic. The greatest trouble tower operators have with pilots of light airplanes is that they will land in the first few feet of a long runway and slowly taxi the full length of it to a taxi strip while other heavier planes are waiting to land or take off. All aircraft should clear the runway as soon as possible. This also applies to the take off path, after the airport boundary has been cleared.

The most common errors are: not clearing the runway, landing on the wrong runway and not checking the tower for light signals.

**NEW CAP SHOULDER PATCH**

The North Carolina Wing of Civil Air Patrol now has its own distinctive unit shoulder insignia. We were the first of the forty-nine wings to select such an insignia.

Of all the entries submitted in our contest held last December the one submitted by senior member Roy Humpletoff of the Roanoke Rapids Squadron was selected as the one most suitable for the Wing. The insignia depicts the Wright Memorial at Kitty Hawk. The insignia is in white on a blue background surrounded by a red border.

Shoulder patches, to be worn on the right