



CUYAHOGA COUNTY BLACKOUT

"Now you see it, now you don't," as the saying goes, was the thought that passed through my mind as I watched the lights of Greater Cleveland blink off, at first sporadically, then in great sections, so that within two minutes the entire countryside was thrown into stygian darkness.

From the safety of Commander Joyce's plane at 3,000 feet I looked down to view what had only a few minutes before been a spidery web of iridescent lights — the city's arteries outlined with the more closely spaced lights, the country roads with lights farther apart and the glowing yellow lights marking the Main Avenue bridge — all this now was darkness blending into the moon's reflection which was the lake.

The moon! One of the flies in the ointment, someone forgot to turn it off and it glowed in all its full harvest splendor, making fairly visible the reflection of some of the city streets and country roads.

Another flaw in the complete blackout was the city's defense plants. Uncle Sam's war machine must go on at all costs, so their lights stood out like jewels in the dark. There was the Otis Steel Company completely identified by its location and stacks belching orange flame. The Republic Steel mill with its daylight lamps casting up a blue reflection into the night and many others less readily identified.

There were also noticeable a few violations of the stringent blackout code. These were very few, but even they served to impress upon us how visible is a light behind an unpulled shade or behind an unmasked headlight to approaching aircraft which may or may not be friendly.

Three CAP planes, all equipped for night flying, were flown by Captain Joyce, Mr. Don B. Campbell and Mr.

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STREAMLINED FOR ACTION

In the most sweeping reorganization action since Squadron 1 was re-formed into an all-feminine unit, Squadron 3 has been disbanded and its men and equipment absorbed by Squadrons 2 and 4. Ninety-eight men and seven aircraft are directly affected by the move.

Captain Dwight P. Joyce, commanding Group 514, announced the re-shuffle in accordance with suggestions from National Headquarters and Wing that groups be streamlined to take up slack caused by loss of men and airplanes entering activities more closely associated with the war effort.

"The move has restored balanced squadrons which are again in position for more equal participation in competitive activities," he explained. Emphasis was placed on the fact the disbanding of Squadron 3 was in no way any reflection on either the splendid record of its officers and enlisted personnel or the fine showing the unit had made as a whole.

"We are streamlining the entire group," said Captain Joyce.

The reorganization has corrected a situation in which Squadron 2 recently found itself short on planes while at the same time Squadron 4 was long on aircraft. A breakdown shows that Squadron 2 will absorb the seven ships previously attached to Squadron 3, together with 15 pilots, 17 observers and 25 ground men. In addition, Squadron 2 will have access to four more craft at the disposal of Squadron 3 members. Squadron 4 will take in 18 pilots, 13 observers and 16 ground men.

Captain Joyce announced the move to members of Squadron 3 at a final meeting Thursday night at Hotel Carter. The following Sunday, Squadrons 2 and 4 learned of their good fortune in obtaining sorely needed men and

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Civil Air Patrol Guard Roger Neuerman of 514-2 Inspects Credentials at the Airport Entrance.



514 NEWS

The official publication of CAP Group 514,
Cleveland Municipal Airport, Cleveland, Ohio.

Group Commander Dwight P. Joyce

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NUMBER 4

ADVANCEMENT

It is now an "open secret" that CAP commissions will shortly begin coming through. This will be both a reward to those who have worked steadily and sincerely for 514 in the past, and a promise of recognition for those who strive constantly to better themselves and their group in the future.

Once having been assigned a rating, it will not be easy to obtain a higher rank. That is as it should be, for the higher the station achieved by an officer the greater is his responsibility.

But there will be advancements won by members of our squadrons from time to time — by those men and women who are willing to work to get ahead. It should not be difficult to spot them, for they stand out in any group. You'll find them in regular attendance at CAP meetings, drills and classes. They enthusiastically accept each task assigned them, then work diligently until it is performed. You'll find them studying to improve their knowledge so they can better serve their group. They're always the first to take time out and help another who's experiencing some difficulty with a problem.

They are the ones who accept added responsibility with deserved attention. They're the ones who get ahead, and who'll be in line for promotions when such are in order.

The question is, "Are you one of them?" You can be, you know — but that is up to you.

COMMANDER'S COMMENTS .

Several instances have recently come to my attention where uniformed members of this Group of Civil Air Patrol have accepted courtesies and privileges which are intended only for members of our regular armed forces. I am referring to such things as special parking privileges, free movies, free transportation and free refreshments.

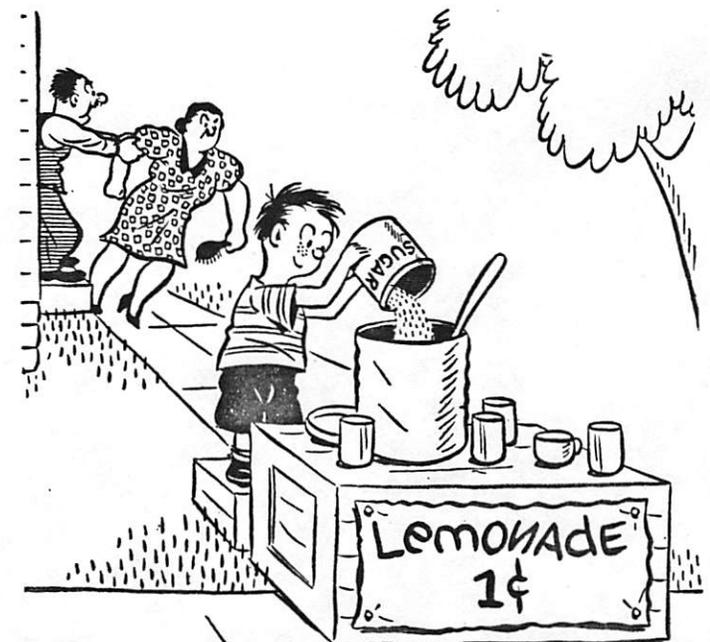
In certain instances I am sure this was unintentional, and in other instances it was done thoughtlessly in a spirit of fun.

We should be very proud of our uniforms and particularly proud that ours is the only civilian organization permitted to wear the uniform and insignia of the U. S. Army Air Forces. I believe we should wear them whenever and wherever we conveniently can. Do not, however, sail under false colors. If someone mistakes you for an army officer or an enlisted man, be quick to correct the mistake. By so doing, you will bring real credit on Civil Air Patrol nationally, our particular Group and on yourself.

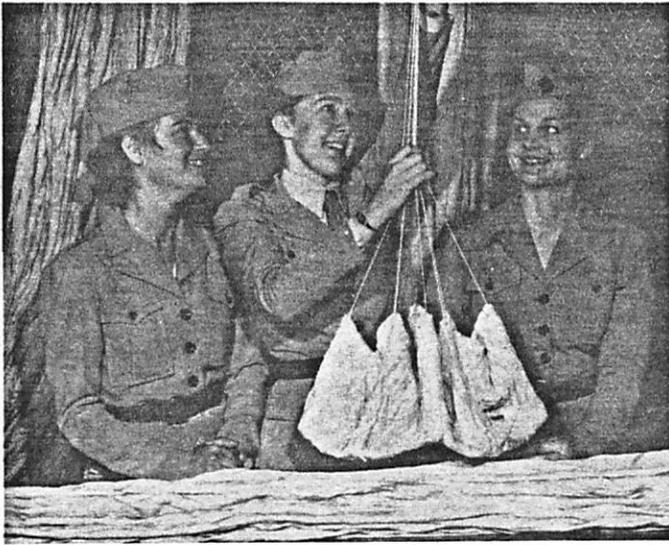
Do not under any circumstances accept the privileges extended only for regular members of our armed forces. Be sure to wear at all times on your uniform the red shoulder loops, the red piping on your hat and our other identification insignia.

We can all be very proud of Civil Air Patrol and what it has done and is doing to help win this war. Let's not cheapen it by accepting the kind of generosity of individuals or organizations intended only for members of our armed forces.

Dwight P. Joyce



"I know it's our week's sugar quota, but he's going to buy War Bonds with the profits."



PARACHUTE PACKING

is the October "Class of the Month." Above, left — Margaret Dobie, Beryl Dempsey and Helen Waite deftly inspect the "pilot" chute. Right — Mary Baer, Evelyn Herthneck, Eleanor Schultz, Louise Belfi, Jean Gorman and Helen McBurney receive expert instruction from "Chief" Brand.

SHROUD LINES AND RIP CORDS

To be right on the beam these days every CAP member should be well versed on the above subjects — anyway, that's what 514-1 thinks.

Every weekend, rain or shine, the girls turn out for their instruction in rigging under the expert training of "Chief" Brand. In the first lesson we learn to fold the canopy, at the same time filling each panel with air. It is at this point that we first appreciate how devoid the atmosphere is of air — at least none of it goes down the panel in the prescribed manner. Finally, after several hours practicing this maneuver, we manage to connect with a sufficient amount of air to billow out the panels properly, thereby promoting us to the next class.

Next we prepare for blisters, broken nails, and a lesson in putting the lines in place. It is at this point that we become masters in the fine art of putting yards and yards of spaghetti-looking lines into their well-ordered places beneath and between tight loops. Hours and hours are spent perfecting this lesson until finally we are passed on to the final stage — closing the pack.

This writer has yet to qualify for that, but observation of others has proved very interesting. It is at this stage one starts to gain momentum, heat — and practice for keeping the future generation in line. You raise your brows at that last remark, but it's true. If you could only see those gals whacking the bulges of the pack into



place you would shake your head at the visions it brings to mind of one of their future children being whacked into perfection. Besides acquiring this new arm strategy, unless the rigger is very careful she is also likely to acquire a new vocabulary.

Last but not least, you become conscious of how inconspicuous shot bags can be — until after you've closed a pack once or twice without remembering to remove a bag. Alas and alack, how foolish and simple you feel when you take inventory and find that you are a shot bag short, but it certainly teaches you the hard embarrassing way. To date, two members of 514-1 have reached the goal, having obtained their license — Margaret Dobie and Helen Waite.

A THOUGHT FROM THE AIR CORPS

We can't help but pass the following excerpt along to you-all, as taken from a letter Mr. George J. Stevens, of Squadron 514-4, received from his son Kenneth, stationed with the Air Corps in Atlantic City:

"I wish that you were here to see the fine job that the CAP is doing here on the seacoast. Every time you look up in the air you see a CAP patrol plane making a routine hop. You should feel very proud of being a member of that organization. In fact I am very proud of you myself."

Sentiments excellently expressed, we'd say!

National Headquarters reports that during the month of August, 2730 membership applications were received in Washington, making the total to August 31st, 58,554 . . . in spite of the fact that many members are leaving to join the Armed Forces, the net gain is believed to be several hundred per month.

SQUADRON FOUR VISITS . . .

About 300 eastern Ohio CAP members attended a review and drill held at Youngstown Municipal Airport on Sunday, Sept. 13th. Squadrons from Cleveland, Akron, Alliance, Canton, New Philadelphia, Twinsburg and Youngstown participated. The nearly 300 CAP members in uniform took part in the program, which included a military drill, church services in the big new hangar, and various contests. Refreshments were served throughout the day. Music by two excellent bands added immeasurably to the impressiveness of the ceremonies and gave the drill all the spirit and snap of a regular army function.

Group 514 was represented by seven ships from Squadron 4, who flew down in formation. It was the consensus of opinion among the pilots that this was one of the nicest affairs of its kind which has yet been held and was a wonderful morale-builder for those attending. A good meeting such as this one, held once a month, works wonders with those members who are inclined to become a trifle fed-up under the stress of routine missions and studies.

Those Cleveland CAPatrolmen attending were: Gibbs, Bivkley, Bosworth, Rotbart, Metzler, Hubbell, Eisner, Hamilton, Foster, Kunar, O'Brien, Morton DaLuge and Stutz.

BLITZ-BOY "BROWNIE" . . .

One of the unsung heroes of CAP is Personnel Officer C. E. A. Brown, of Squadron 4. Affectionately called "Brownie" by all of his friends and students, he has done yeoman's service in reaching basic navigation and meteorology in his Squadron. He is a pilot in his own right, and a charming fellow, equally at home in any phase of CAP activity. He is a drillmaster of no mean ability and can transform a squad of awkward rookies into a fine marching unit almost overnight.

"Brownie" is a contract instructor for CPT and time again after putting in a ten-hour day of intensive instruction to CPT candidates on the theories of navigation and meteorology, he has come to Squadron 4 meetings to enlighten fellow members on the fine points of flying straight. Many times he has come in tired and perspiring, never out of patience or irritable, but always willing to lend a sympathetic ear or give a helping hand.

Recently he brought his sextant (\$499.00 f.o.b.) to a Friday night meeting for a lecture on celestial navigation. It turned out to be an ideal night for observation and the teacher took his boys out for a little first-hand demonstration. It was midnight before each member of the shivering group had had his glimpse of Arcturus, Polaris and had learned how to adjust the bubble, but Brownie stayed on — as enthusiastic as a kid with a new toy.

CAMOUFLAGE PROJECT . . .

In a recent letter to our Commander, Mr. Milton Fox, Chairman of the Greater Cleveland Civilian Camouflage Committee, asked that our Group conduct a special survey and compile data on the most obvious of Cleveland's landmarks as seen from the air. "In the long run," Mr. Fox said, "the effectiveness of camouflage and related protection activities is entirely dependent upon such data." Once this mass of information is compiled, various sections will be assigned to different groups within the camouflage committee and they will be required to familiarize themselves with these landmarks and report them for discussion.

Specifically, we are asked to observe those landmarks under the following headings: 1. Buildings, bridges, race-tracks and other structures. 2. Roads, junctions and railroad lines. 3. Rivers, coast line features and other geographical characteristics. 4. Other man-made arrangements, such as sulphur piles, scarred earth, parks and golf courses.

It is also necessary to report the conditions under which the landmark is observed; as, for example, height, angle of observation, position of sun, time of day, quality of light, season, weather, and the direction from which the landmark is most conspicuous.

Training and Operations Officer Donald Patrick is gathering this information for a composite report.

GASOLINE RATIONING . . .

We quote from the Wing newsletter, "Gasoline rationing is in the offing for Ohio . . . However, CAP members can secure gasoline in addition to that provided by basic A-cards for traveling to and from the Airport.

"When rationing comes, present your credentials and the certification of your local Commander to your local board for a supplemental book . . . If there is a question, refer the board to OCD letter No. M-1777 dated July 9 and to their gasoline rationing bulletin No. 2 dated August 6, 1942."

CROSS COUNTRY

The Michigan Wing plans soon to open an airport of its own to be known as "Wings Field." The plan is to have members spend weekends or two weeks at a stretch to prepare themselves for Active Duty.

The Toledo Group recently erected a miniature city within a stadium and then dropped flares and simulated the bombing of the "city" to destruction.

The scrap campaign continues — Council Bluffs, Iowa, by means of an aerial campaign, built up great enthusiasm among farmers for a county-wide scrap drive. Flour bag bombing demonstrations on a centrally located farm drew large crowds.

Charley Hubbell, 514's nationally famous pilot-painter of aviation scenes (his most famous work — the Thompson Products, Inc. calendars), illustrates another CAP mission—practice bombing—the plane flying at an altitude of from 500 to 1000 feet drops one-pound bags of sand aimed at a small lake. The ground crew keeps score and identifies the target. A variation is "dive bombing," although recommended for only the most experienced pilots and durable planes.

The artist has used Commander Joyce's own "Gold Mine in the Sky," a commercial adaptation of the famous Benny Howard racer as a model.

★ ★

ABOUT SALUTING

When the rookie failed to salute, the lieutenant called him back with the admonition, "Say, didn't you notice my uniform?" Reaching out to feel the Officer's blouse, the rookie observed, "Hmm — nice material."

We're sure no 514 member will pull such a boner when our officers are commissioned and we begin saluting them at the airport. But try to remember what we learned during our instruction in military courtesy and discipline.

Space does not permit a review of the course, but here are a few pointers on modified saluting rules we will adopt:

CAP personnel will salute members of the armed forces senior in grade to themselves. The personnel of our armed forces are not required to salute, but it is believed that generally they will return the courtesy.

On Cleveland airport, at all official CAP functions off the airport, and when visiting other fields, all commissioned CAP officers will be saluted upon recognition whether either party is in uniform or civilian dress.

Salutes will not be exchanged indoors (offices, class-rooms) except when making a report. Salutes will be exchanged in hangars and the administration building lobby, which are considered outdoors.

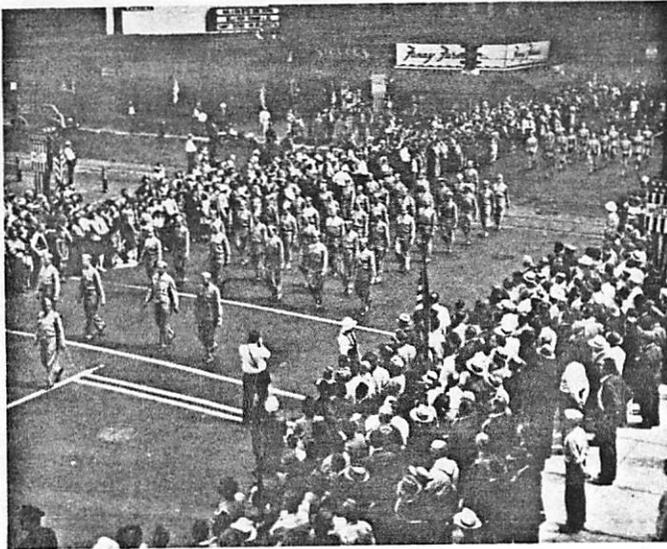
Salute your superior first. Seniors salute Juniors first only when they are making a report.

Feminine officers are entitled to salute, and Squadron 1 personnel will salute all commissioned CAP officers.

If you wish, you may render what is known as a "soft salute" to civilian friends. A "soft salute" is not as brisk as the official salute.

Let's all brush up on the other points we learned in class. When a visitor comes to Cleveland airport, let him remark, "Boy, what a snappy bunch that Group 514 is!"





LEADS LABOR DAY PARADE .

"The best marching outfit in the whole parade," said director of Cleveland's Civilian Defense, W. B. Stinchcomb, following Group 514's performance in the city-wide Labor Day parade. That statement sums it up pretty thoroughly, as there were a good number of smartly dressed outfits both preceding and following the Civil Air Patrol.

As the above picture indicates, about 40 CAPatrolmen took part in the marching — this of course being only a fraction of the 400-odd members stationed on Cleveland's Municipal Airport — the rest were too busy keeping Uncle Sam's war machine moving and couldn't take time off from their lathes and offices.

We noticed, too, that the crowds assembled six deep all along Euclid Avenue gave the boys a nice hand as they maneuvered smartly at the command of acting drill-master, Harry Pryor. Executive Officer Neale Leake headed the unit in the absence of Commander Joyce.

A WORD OF THANKS

This paper, as only a few of you know, would not be possible were it not for the kind cooperation of a number of our members who collaborated in some manner to make it a success. There are also a number of Cleveland firms who gave freely of their time and efforts to aid us in putting out an ever better sheet.

Giving credit where it belongs is the least we can do — There's George Scragg, for instance, of The White Motor Company, who made the printing and typesetting possible. The type was set by The Caxton Co. and the paper was printed by The Great Lakes Lithograph Co., and a fine job they've done. Then there is Don Fairchilds, of the Pump Engineering Service Co., who saw to it that envelopes befitting the dignity of the sheet were provided, and Eob Miller, of the Economy Savings and Loan Co., who gave freely the necessary postage.

Excellent cooperation, boys! It all helps to promote morale and put another bar in the cages of Hirohito, Benito, and Adolph — where we'll put 'em yet.

MAJOR BERRY TALKS TO THE WOMEN . . .

The first of a series of talks planned by Commander Jean Forster, of Squadron 1, to acquaint members of the regard with which their work is held by Airport and CAP officials, was given by Major John Berry on Sunday, September 13. Delighted with the efforts of the all-girl squadron, Major Berry said, "You've done a swell job; you have a bigger job to do." By way of constructive criticism he continued, "Your ground work and organization are excellent. However, I feel that you should be flying more missions since your pilot personnel is capable of flying any mission which the men can fly."

Speaking of the general war effort, he said that everyone should be convinced that this is "one hell of a war," and that Cleveland, the Ruhr of the United States, is in a very vulnerable position due to its aircraft industries. "Above all," he stated, "Don't feel that you know all of the answers — find some way to give up time before we are attacked and be prepared. Your CAP activities will do that for you."



SPEAKERS' BUREAU

Sure, and why not? The Civil Air Patrol, although by far the most efficient operating unit under CD, in many instances is the least known. In our training program we are required to study "Local Defense Familiarization," which subject takes us into all other branches of CD operations and we all have found it most interesting.

A recent survey conducted by the Public Relations Officer brought conclusive proof that other branches of Civilian Defense would appreciate hearing more about our activities. As a matter of fact so would many Cleveland clubs, such as Kiwanis, Rotary and others. The obvious answer? — Let's form a speakers' bureau and train each member to tell the CAP story!

All members interested in this proposal are asked to contact Public Relations Officer Barr at Group headquarters.

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E. W. Cleveland. They did an excellent job and all of the observers, both from the Army and the Camouflage committee, pronounced the maneuver "a remarkable success."

GROUP STAFF CHANGES . .

On September 15, Commander Joyce announced the following appointments to the Group Staff:

James T. McCrone, Adjutant.
Cyril F. O'Neill, Aide to Transportation Officer.
Henry M. Barr, Public Relations Officer.
Norbert Yassanye, Aide to Public Relations Officer.
Harry Webb, Engineering Officer.
J. C. Hoffman, Aide to Equipment and Supplies Officer.

It was further announced that Wm. C. Blackmore's title would henceforth be Intelligence and Personnel Officer rather than Intelligence and Public Relations Officer.

These men are all to be congratulated, as in almost every case they came up through the ranks and gained the appointment through diligence, enthusiasm and hard work.

CAP AND THE WAR CHEST . .

Contact! The mechanic, the plane and the pilot work in harmony, each dependent upon the other to send the plane zooming into the air. So the workers of the 1942 War Chest, The Civil Air Patrol, the 100 local agencies of the Community Fund, the new war agencies, and Clevelanders are all dependent upon the other to raise \$5,000,000 beginning October 19th to the 29th, for suffering on the war front and on the home front.

We cannot fail to give assistance with fighting dollars so that the U.S.O. can give our boys a home away from home; so that British, Russian, Dutch, Greek, Chinese and Polish war relief agencies can send ambulances, food and medical supplies to war-weary victims of Nazi tyranny; so that War Prisoners Aid can search out Allied prisoners to curb barbed-wire insanity with letters and recreation from friends across the seas.

The Greater Cleveland Civilian Defense Foundation, the American Social Hygiene Association, and the Greater Cleveland War Savings Committee will also receive help from the War Chest for home protection.

When the War Chest calls, "Contact!" don't forget your double duty on a double front. Give enough for both.

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equipment. The announcements drew an enthusiastic response.

No previous inkling of the reorganization move was given out, since Captain Joyce and the group and squadron officers involved wished to work out all details in advance. As a result, the transfer was accomplished with a minimum of confusion, although it did come as a surprise.

Squadron 3 was stationed at the Cleveland Flying Service hangar. It was under the able direction of C. P. Potter, commander, George K. Scott, executive officer, and D. R. Fairchild, adjutant.



MEET YOUR COMMANDER . .

When the irrepensible Benny Howard was drawing up the blueprints for his now-famous Mr. Mulligan, a certain close friend of his made the statement that if the ship was ever put into production, he wanted to be one of the first buyers on the list.

Such a statement portrayed not only a man looking into the future, but it also showed that he had implicit faith in his friend. As we all know, those blueprints turned out a ship that was the fastest cabin plane of its kind, and the friend's faith was vindicated.

That is the manner in which Dwight P. Joyce, Commander of Group 514, came into possession of one of the first Foward cabin planes. He was the man who had faith in his friend.

Quiet-spoken and sharp-eyed, the long striding Commander of our Cleveland Group is more a man of action than a man of words. He has been vice-president of the Glidden Co. for the last seven years and his associates maintain that when he really goes into action, things begin to hum.

The same is true in the Civil Air Patrol; Group 514 is made up of a cosmopolitan group of men and women from every walk and station of life. That it takes a true leader to be able to weld them all into a smooth-working unit is apparent when one realizes that CAP is completely a voluntary organization.

Commander Joyce has done just that and will continue to "weld" in the best interests of CAP. His task is great and if we all work with him, Cleveland will be on top of all the Groups spread throughout the country.

Groups in other cities have things that Group 514 does not have in the way of their own private airports, club-houses, communication systems and most everything imaginable, but in the one most important thing Cleveland is tops. If bets were to be laid down, Group 514 would have to give odds and long ones at that, on the most important possession of all — spirit, and the will to get things done in the best possible manner they can.



C. A. PETE SAYS:

The story is told of how Art Williams and Bud Yassanye of 514-3 were looking for a simulated wrecked airplane in the form of a white sheet — found a sheet all right, also a sun bather on top of it, far, far out in the country, plane sighted worshiper of Old Sol, worst ipar sighted plane — result, two red faced CAPatrolmen (!!)

one less sun bather . . . and report might well have read, "sighted solitary sleeper, scared same" . . . Marv Shiffman happy over getting his private license out of the Junior Chamber stratoliner . . . Congrats to Kent Smith, former Commander of Group 511 on his appointment as Wing Executive Officer . . . Members of the so called "beer patrol" initiating Dan Heckerman with a little good natured horseplay . . . Ted Hanna looking optimistic over his search for a good second hand Stinson, Waco, Fairchild or Cessna (keep your offers low please) . . . The administration building staff casting admiring glances at an assortment of Generals waiting between planes the other day . . . Harry Pryor working on the script for a personal broadcast soon over the Cleveland Public Schools station WEOE . . . Frank Slough home from Coastal Patrol looking healthy and full of experiences . . . Haven't yet got to the bottom of that story as to why the Union wouldn't permit a band to lead the CD section of the Labor Day Parade, kinda small of somebody, if true . . . The boys did a swell job on September 11th dropping more than 200,000 leaflets over the city for the Navy . . . National Headquarters tells us that all CAP news of interest is being gobbled up by almost all of the top flight aviation magazines now . . . 'Twas nice to hear from W. Donn Barber, now at Coastal Patrol Base No. 14 — says that they see a lot of evidence of the war such as wrecks, life rafts, etc. . . . Those gals shore did step out in the Labor Day Parade . . . Pictures of the parade show everyone out of step but Johnny (we mean George "he must-a-had-a-sore-foot" Rager) . . . Then there was a phone conversation between CAP secretary

Dolores Barr and "the voice," said the voice "I'd like to join the patrol and I own a horse — can you use us?" t'aint funny there have been many times when CAP could make excellent use of a horse . . . Read in a recent edition of the OCD Newsletter, under the title, "Duty vs. Strikes"—"Midway — Major Lofton R. Henderson dived his plane down the smokestack of a Japanese carrier in the Battle of Midway — Detroit — Pacific Flying Heroes, carrying an appeal to American Industry for increased production, found one of the plants on their itinerary closed by a strike" . . . Reminds us of the item we read somewhere, "Patriotism is that ineffable something which oozes from those people who never used sugar in their coffee anyway" . . . Mrs. James Willoughby, Mrs. Frank Wetzel, and Mrs. Bernard Cohen leaving Cleveland on Sept. 28th to join their husbands who are on active Coastal Patrol Duty . . . A vote of thanks again to the White Motor Company who for the umteenth time came through with an army scout car to head our section of the Labor Day Parade . . . CAPosies this issue to J. C. Hoffman, Aide to Group Equipment and Supplies Officer for his natural enthusiasm and willingness to get things done . . . CAPete.

BLOOD DONORS

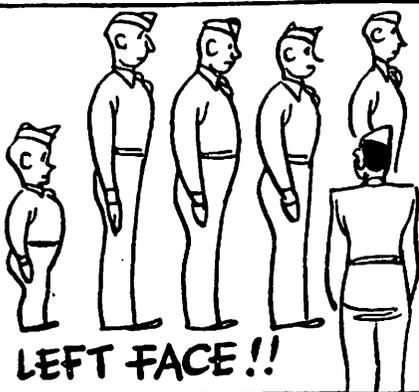
The Blood Donors division of the American Red Cross is already more than 40 pints of blood ahead as the result of an additional CAP service. On September 15, CAP members in uniform assembled at Red Cross headquarters to perform this additional service to the War Effort. There are approximately 50 more members who turned in their donor applications but who could not take time away from their work to contribute with the Group.

The laurels in this project go to Squadron 4 with their fine showing. The girls of 514-1, however, if percentage of membership signing up is the criterion, put all the other squadrons far behind.

The Kentucky Wing staged a series of mobilizations at cities throughout the State to bring out crowds for Navy recruiting.



ATTENTION !!



LEFT FACE !!



FORWARD MARCH !!