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Unit Commanders: One of the most promising fields for service by the Civil Air Patrol is in courier and cargo operations. Great interest is now being focused in Washington on air cargo development. The War Production Board has formed a special committee of experts who well understand the utility of large landplanes and flying boats. Much is being said about the use of glider tows as aerial freight trains.

Full scale operations, however, must await the manufacture of new equipment. Even if large planes were available in abundance, the light plane would have its place for feeder service. Just as the railroads need auxiliary truck service for door-to-door delivery on wheels, the ultimate air service needs feeder lines so that shipments can move all the way to their destinations by air. Obviously there are many places where big planes cannot land. There are many small shipments where it would be uneconomical to use big planes which can best be employed on long hauls operating at full load between main line stops.

The Civil Air Patrol, with thousands of small planes and pilots to fly them, has shown its ability to render emergency courier service in every State where it has been called into action. In the experimental operation at the Middletown, Pa., Supply Depot, flights were made throughout the East. Deliveries in some instances brought vital parts without which military training planes would have been grounded. In New Jersey, as previously announced, the flying of shell samples for one plant has saved delays in the starting of production runs. Other arrangements are in progress.

Units of the Civil Air Patrol throughout the country are now reaching the point in discipline and proficiency where they are ready for active missions. Many pilots whose experience is not yet enough for such exacting duties as area patrol are quite capable of flying cargo safely over set courses with contact flight conditions.

This is probably the only untapped transportation resource in the country. It is organized and ready. The light plane, which uses a minimum of rubber on its small landing wheels and burns no more gasoline than a family auto, can be put to many uses.

Unit commanders are urged to watch and prepare for courier service opportunities which will advance the war effort by carrying war materials and personnel. The more this service is tested on a small scale, the more successfully it can be developed for wider usefulness. Of course any work the Patrol does will strictly avoid competition with established commercial services.

ECONOMY OF COURIER SERVICE--Surveys as to the economy of courier service by light planes have been made by Garnet N. Hughes, Executive Officer of the New York Wing. A careful study was made of the needs of one company engaged in wartime production and frequently sending for small emergency shipments of parts, tools, and materials by truck, motorcycle, or private car. In the month of April, 286 such trips were made. The total road mileage was 14,780 while the air mileage would have been 11,040. The road time was estimated at 422 hours and the air time at only 110 hours. The road cost was estimated at \$1,700 and the air cost at less than half this figure. Even if the air cost were substantially more, the saving in time is the main consideration in wartime shipments of this character.

All active missions must be covered by adequate insurance regarding which directives have been issued. Insofar as possible, cargo plans should provide for two-way service since ships which move with a full load only one way and come back empty are rendering only half the service which they can perform.

WING RENDEZVOUS--The Pennsylvania Wing held a Memorial Day mobilization at Black Moshannon Airport, in the heart of the Alleghenies, and flew in 290 planes out of 294 that started -- more in numbers than the whole airline fleet of the United States. Some 800 uniformed members were reviewed by National Commander Earle L. Johnson and Wing Commander William Anderson who flew in for the occasion.

Members were forbidden to come by auto in the interests of conserving tires. The exercise was a good test of navigation, formation flying, and traffic control. Simulated target bombing was among the practice missions performed at the maneuvers.

Black Moshannon, surrounded by hills and forests and with no natural landing areas for miles around, was built by the State as an emergency field in what was the graveyard area in the earlier days of the air mail. Aside from a couple of minor landing mishaps, resulting in no injuries, the whole exercise was conducted with smoothness and precision. All five of Pennsylvania's Groups were represented by large contingents. Planes were neatly lined and staked down on arrival. Had the planes been carrying cargo instead of passengers, upwards of 60 tons could have been landed. CAA and the Interceptor Command cooperated in clearances.

MANEUVERS--The Michigan Wing also has conducted a large-scale maneuver by pilots arriving at their bases to pick up sealed orders. This maneuver was to test the alertness of the Squadrons in mobilizing under simulated emergency conditions. Each Squadron flew to a designated airport for an overnight stay, set up a radio listening station, and filed a written report. Proficiency in landing, efficiency and military conduct, and condition of uniforms were among the points carefully noted.

The Mounted Command of the Nevada Wing, training to go to isolated spots in the mountains where planes cannot land, conducted exercises recently with 65 horses and 4 planes.

HELPING FIND CAA INSTRUCTORS--Women members of CAP at Pittsburgh have been rendering volunteer help to CAA in combing the files of pilots in the area to locate candidates for instructor refresher courses on behalf of the Army.

SIGNAL GUNS--Ed Enderle, communications staff member at Columbus, Ohio, has built two medium power blinker signal guns capable of maintaining communications between points 5 miles apart in daytime and more than 10 at night. Although made of such materials as a length of stove pipe, a pie plate, and a flashlight, each gun is a professional looking job with a machine gun grip. Signals in Morse can be rapidly transmitted.

COMMANDING GENERAL FLOWN--Maj. Gen. Sherman Miles, Commanding the First Corps Area, recently was flown with two members of his staff on an official trip in a Beechcraft piloted by John Wells of Southbridge, Mass.

ARKANSAS GOVERNOR--Add to the list of Governors who have joined the Civil Air Patrol the name of Governor Homer M. Adkins of Arkansas.

FRANKING PRIVILEGE--CAP officers should note that the franking privilege to send mail in official OCD envelopes without affixing stamps extends to the Wing Commanders and Group Commanders, and their immediate staff officers sending out mail for their commanders and signing for them under their name. But it does not extend to Squadron Commanders and Squadron and Flight officers. A Wing or Group commander may send a return envelope to a Squadron officer for the return of specified information but correspondence initiated by the Squadron is not frankable. A memorandum on this subject is being prepared.

RED CROSS MOTOR CORPS--Stuart C. Welch, Commander Group 216, Buffalo, N. Y., has worked out an arrangement with the Motor Corps of the Buffalo Chapter of the American Red Cross to have one of their units on call at all times for the exclusive use of the Group on official CAP business. Thus the Group has the services of a trained and uniformed corps and can dispense with the training of a motor corps of its own with consequent duplication of effort. This is a highly desirable arrangement which other units may well follow.

BLACKOUT MISSION--The following report from Intelligence Officer Robert W. Leavitt, Squadron 214-3, Glens Falls, N. Y., is worthy of note as to procedure:

"At 19:30, flight plan was filed. Immediately thereafter a meeting of pilots and observers was called by Squadron Commander Hibbard W. Hall. Detailed instructions were given to pilots, observers, and ground crew concerning time of take-off, sectors to be flown, time of leaving sector, and disposition of observer's report on landing. Crash crew was ordered to stand ready. They were instructed to place one lighted automobile on ramp on the landing of each plane."

The mission, requested by the local OCD, gave detailed information on the location and time of all stationary and moving lights observed. Masked green traffic lights were found to be visible from the air.

RESCUE MISSION--Maynard Craig, Commander, Squadron 941-4, Twin Falls, Idaho, with Mrs. George Detweiler as observer, saw an injured man on a highway in the course of an observation flight. Landing in a nearby field, they administered first aid to the man who had broken a leg in a runaway and summoned assistance to get him to a hospital.

LAKE DISASTER--When the Cleveland Lake Erie coastline was recently swept by a huge wave, Group 511, Willoughby, Ohio, went immediately into action in cooperation with the Coast Guard. All available planes took to the air to search for boats and wreckage. A thorough job of patrol work was turned out and received official commendation.

DEMONSTRATION AT DALLAS--At a recent defense rally witnessed by OCD Director James M. Landis in the famous Cotton Bowl at Dallas, Texas, 60 CAP planes stole the show. Peel-off exhibitions, precision formation flying, and maneuvers during a simulated blackout of the stadium thrilled the 40,000 spectators. Two CAP floats and a group of uniformed members participated in the parade inside. The event was advertised the day before by dropping 100,000 leaflets throughout the county from CAP planes.

AIRPORT POLICING--Squadron 515-1, Mansfield, Ohio, is furnishing CAP Patrolmen each Sunday, with arm bands and night sticks, for interior guard to keep spectators back of the plane line at the airport. A crash crew complete with equipment is being organized.

MERIT CITATIONS--In order that outstanding services of CAP Members may be duly recognized, Wing Commanders have been authorized by GM-31 to send National Headquarters their recommendations. Distinguished service citations will be given for exceptional performance of specific missions, or acts of heroism, under unusually difficult or hazardous conditions. Merit citations will be given for initiative and performance of unusual merit on specific missions. Commendations will be given for exceptional performance contributory to the carrying out of missions of unusual merit. In filing recommendations, the form prescribed in GM-31 should be followed and only the most meritorious cases can be considered.

FOGG IN MIDWEST--Maj. Robert S. Fogg, Commander of Region 1, New England, is serving as Regional Commander of Region 7 comprising the Northern States west of the Mississippi, with headquarters in Omaha.

RECRUITMENT--CAP membership has passed the 50,000 mark and is still on the climb. As of early this week, applications received in Washington totaled 50,923 of which 45,787 had been cleared with FBI and the service records sent back to the Wings for the swearing in of the members. Total applications received from each State and the ratio to pilot population of each State are shown in the following table:

		%			%			%
Ala.	570	58.4	Me.	460	86.7	Ohio	3282	77.3
Ariz.	330	44.6	Md.	832	72.1	Okla.	1517	58.2
Ark.	746	59.2	Mass.	879	34.8	Ore.	775	48.3
Calif.	3301	27.4	Mich.	3013	78.8	Pa.	2800	52.3
Colo.	364	24.4	Minn.	1207	53.7	R. I.	243	64.5
Conn.	798	85.8	Miss.	212	27.4	S. C.	673	63.7
Del.	267	102.7	Mo.	1524	47.4	S. D.	315	48.9
Fla.	1395	55.8	Mont.	432	50.9	Tenn.	875	53.2
Ga.	875	56.4	Nebr.	575	42.1	Tex.	3038	29.8
Ida.	493	65.1	Nev.	230	97.8	Utah	505	54.3
Ill.	2719	53.9	N. H.	337	82.2	Vt.	133	44.3
Ind.	1919	93.2	N. J.	1290	50.6	Va.	553	37.9
Ia.	1792	60.6	N. K.	298	48.8	Wash.	918	36.5
Kans.	1567	65.2	N. Y.	3923	53.0	W. Va.	578	51.2
Ky.	509	78.5	N. C.	804	56.9	Wisc.	1169	69.2
La.	976	66.1	N. D.	189	29.7	Wyo.	123	31.1

ENLISTMENT POLICY--Recruitment of new members must be held insofar as possible to pilots, student pilots, radio operators, radio mechanics, aircraft mechanics, apprentice mechanics, parachute riggers, ground service men, and others of actual aviation skill. This policy is set in GM-28.

Heretofore, any application received in Washington has been recorded, cleared with FBI, and sent to the Wing Headquarters in the applicant's State for transmittal to the appropriate local unit. Applicants have then been interviewed to see whether they are qualified for service before issuing them their identification cards.

Applications of pilots and others with aviation skill will be processed as before. But under the new policy, applications from non-flyers without aviation skill will not be cleared in Washington unless endorsed by a Squadron, Group, or Wing Commander who wants the individual placed in a vacancy in his unit. Without this endorsement, the blanks will be returned to the applicants with the suggestion that they get in touch with their nearest CAP units.

This will reduce the mechanical problem of handling applications at National Headquarters. It is not intended to restrict Squadrons securing the services of non-flyers needed in auxiliary duties but to prevent overloading the rolls of the Patrol with people who cannot be engaged effectively in aviation missions.

INSIGNIA--Procedure for getting CAP pilot and observer wings, cap and shoulder insignia, and other items for uniforms is set forth in GM-29. Orders should be placed through the Wing, Group, and Squadron Supply Officers. Squadron Commanders will be held responsible for individuals wearing or using Civil Air Patrol insignia unofficially.

Due to wartime supply difficulties, orders on some of the items were piling up for awhile but shipments are coming in and it is hoped that all orders can now be filled on schedule.

Information on rank insignia will be forthcoming shortly and will be very good news to the membership.

INTELLIGENCE OFFICERS--The picture file at National Headquarters is depleted again. New photos of interesting activities for magazine and newspaper placement will be very much appreciated. Clippings and reports of newsworthy activities should be sent to the National Intelligence Officer as promptly as possible for the CAP Bulletin so that all members can be kept informed of what goes on.