

MINNESOTA

GREMLIN



OFFICIAL PUBLICATION OF MINNESOTA CIVIL AIR PATROL MAJOR CLAYTON N. WULFF, COMMANDER

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Put Stress on Cadets

The most important activity of the Civil Air Patrol, at this time, and one which contributes directly to the prosecution of the war is the enlistment and training of Enlisted Reserve Aviation Cadets for the Army Air Force.

Too much stress cannot be put upon the importance of thoroughly understanding and mastering each subject in their training program. Each subject in the entire program was chosen for a reason and is important. The contents of each subject should be learned so well that it can be used without conscious thought or effort. The really important thing is not what grade did he get, but does he know it well enough to use it without a book. Bombers have little room for books and crew members have other things to do on a mission beside look up references in books.

These cadets are entering one of the most important periods of their lives and the training received from the Civil Air Patrol can well be the means of saving not only their ships but their own lives as well. In war, the second chance seldom comes; it must be right the first time.

The effort and time which we spend on this work can well be taken as a measure of the value which we place upon these boys' lives.

LET'S BRING 'EM BACK ALIVE

Lt. Colonel Earle L. Johnson, National Commander, to Visit Minneapolis

On March 31, 1944, Lt. Colonel Earle L. Johnson, Army Air Corps, National Commander of Civil Air Patrol, will visit us. A dinner will be given in his honor at the Radisson Hotel at 6:30 on that evening and all members of Civil Air Patrol are invited to attend.

This is Colonel Johnson's first visit to Minneapolis as National Commander, therefore, we would like to see full representation from all squadrons throughout the

Minneapolis Group Holds Open House

On the night of March 2, 1944, Major Clayton N. Wulff reviewed the three Minneapolis Squadrons at the Minneapolis Armory before a crowd of 800. The distinguished guests in the reviewing stand included Mayor Marvin L. Kline of Minneapolis and Mr. Glenn Wallace, President of Minneapolis City Council.

Following the review Major Wulff outlined the Civil Air Patrol cadet program and Professor John B. Akerman, Professor of Aeronautics at the University of Minnesota, told the boys, "Modern aviation is far beyond the cowboy stage. It takes more than wiggling the stick between your knees, you must wiggle something between your ears." He praised the Civil Air Patrol for their part in the training of the 16 and 17-year-old cadets and assured them that America would go far in aviation with this type of interest.

A drill competition between the Minneapolis and St. Paul Squadrons for a flag and standard presented by the B'nai B'rith was presented to Minneapolis Squadron One.

An open house followed with demonstration classes in Meteorology, Code, Photography, First Aid and an engineering class assembling and rigging a ship on the floor.

The drum and bugle corps of the St. Paul Squadron 3 under the direction of Warrant Officer Fred Goth assisted in the review.

state. It will also give the Civil Air Patrol members an opportunity to attend the Northwest Aviation Exposition at the Minneapolis Auditorium where arrangements have been made for the display of one of the Civil Air Patrol L2M aircraft.

Reservations for the banquet should be made through your Squadron Commander and forwarded to the Wing office not later than Monday, March 27.

We'll be seeing you at the banquet!

Operation Report on Flights

Three of the Army Liaison type aircraft assigned to the Minnesota Wing made a demonstration flight through the southern part of the State the week of March 5th, visiting fifteen communities on a mission of good will and education in connection with the Air crew cadet recruiting program, the Air WAC recruiting program, and the CAP cadet program. Invitations were also presented to the mayors and civic officials of each of the towns asking that they participate in the Northwest Aviation Exposition to be held in Minneapolis March 25th to April 1st.

The ships were piloted by Capt. J. H. Laidlaw, Wing Operations Officer; Capt. Geo. Main, Minneapolis Group Commander; and Lt. Vee Phillips, Commanding Officer of Minneapolis 3. Passengers from the Air WAC and twin city newspapers also went along.

According to the pilots, Minnesota threw pretty near every type of flyable weather at the flight, ranging from extreme cold to definite heat, from snow to rain, from high winds to still air, from frozen ground to soupy mud. About the only thing they didn't run into was a summer thunder shower complete with lightning. Gremlins also made their sly appearance at a couple of spots, once sneaking down under the tail of Capt. Laidlaw's ship and snapping the bolt holding the tail wheel in place. Fortunately the ship was taxiing slowly and no damage was done that a new bolt and a couple of wrenches couldn't fix. At Montevideo the insidious little pests snuck up on Captain Main and steered him right into a short iron stake. The C. O. of the Gremlin crew undoubtedly faced a courtmartial for his carelessness in not getting the prop with this stunt, and probably had to do a lot of fast talking to justify only a couple of holes in the fabric of the horizontal stabilizer and elevator. However, a hunk of linen and some dope from the dime store patched these in a couple of hours, and the flight was able to continue.

Enthusiasm for aviation was at a high pitch everywhere the flight visited. Intense interest in existing CAP units was noted, and several communities that do not at present have CAP cadets are anxious to get a unit started. According to the pilots there is a vast reservoir of potential air corps cadet material that remains to be exploited, and during the coming months CAP should really be able to go to town in bringing these fine young men into the cadet program.

St. Paul Squadron to Repeat Bond Drive

The Bond Drive of St. Paul Squadron One last year was so successful that it has been planned to make it an annual affair. The bond drive was started in 1944 from the week of March 29th, and will continue for four consecutive weeks. It is our plan to call on the St. Paul Squadrons and invite the members to sell tickets for our Squadron and at the same time we invite them to include us in any of their drives.

Officers of St. Paul Squadron One are becoming ambidextrous in no small way what with shaking hands and welcoming new members with one hand and with the other saying farewell to their members who are leaving for the armed forces.

W.E.R.S. on Upgrade

The Wing Communications Officer reports that activity in the War Emergency Radio Service is on the upgrade. Several tests have been made of existing equipment and the results have been good. Eight more transmitters have been registered with the FCC and others are being built. Operator permits are being issued as the applications come in for them and it is to be hoped that members who now possess FCC permits or licenses see their Communications Officers in regard to filling out the necessary form for the WERS special permit. The holder of a WERS permit may operate the licensed equipment of any unit, irrespective of whether his own unit has qualified for participation or not.

This ultra-high frequency gear provides the only CAP radio communication possible between planes in the air, planes to ground stations or automobiles in motion, for testing purposes between them or actual emergency missions. Such equipment may also be used in conjunction with other communication modes such as panels and signal lamps, using Morse or Air-Ground liaison Code. In case of emergencies involving observation such as forest fires, lost persons, lost planes or communication lines disrupted by storms; the use of radio should prove invaluable.

New Training Manuals

The new training manuals referred to in Rules 93 have been ordered and it is expected that they will be received for distribution within the next few weeks. The original supply of these manuals will be forwarded without requisition to all units.

Data on training films will be supplied by the Training Officer.

EXTRA NOTES

St. Paul Group is now headed by Captain O. A. Brandt and 1st Lt. Chester A. Noltimeir took command of St. Paul Squadron One.

Lt. Robert C. Hanson, formerly Communications Officer, now heads Minneapolis Squadron One replacing J. Arnold Athelstan.

Jack Feller has been appointed the Acting Commander of the new Rochester Squadron formed March 10 at Rochester, Minnesota.

Lt. Henry Allen takes over duties of Assistant Supply Officer on Minnesota Wing Staff and Lt. Walter A. Howe, formerly of St. Paul Squadron 3, has been appointed Assistant Training Officer under Captain MacKnight.

The new Austin Squadron will be formed March 19. Mr. Kent Peterson will be appointed Acting Squadron Commander.

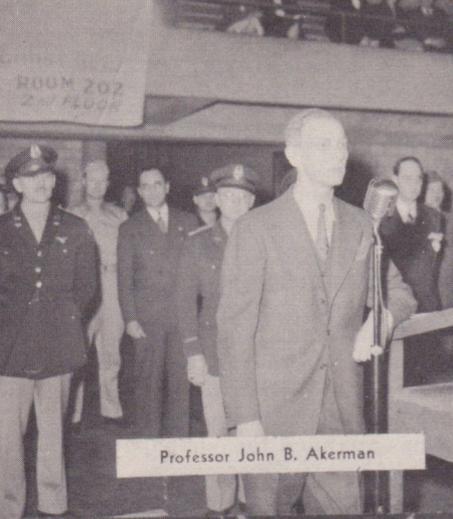
The winner of the Bulletin name contest was 1st Lt. Reace H. Shanks, Adjutant, Albert Lea Squadron. Now all he has to do is wait for the prize.



Civil Air Patrol Planes Tour State

Captain James H. Laidlaw, Captain George J. Main, Lt. Vee L. Phillips of Civil Air Patrol with Sergeant Roberta Deason, Air-WAC, with representatives of the Star Journal and St. Paul Dispatch, toured the state on a three-fold mission: recruiting for Civil Air Patrol, the Air-WACs and inviting the outlying towns in Minnesota to participate in the Northwest Air Exposition.

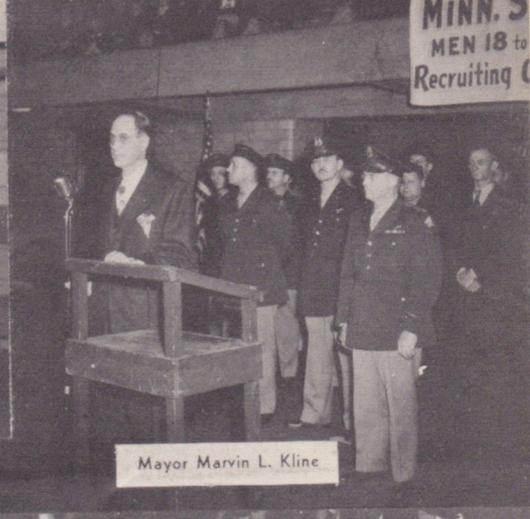




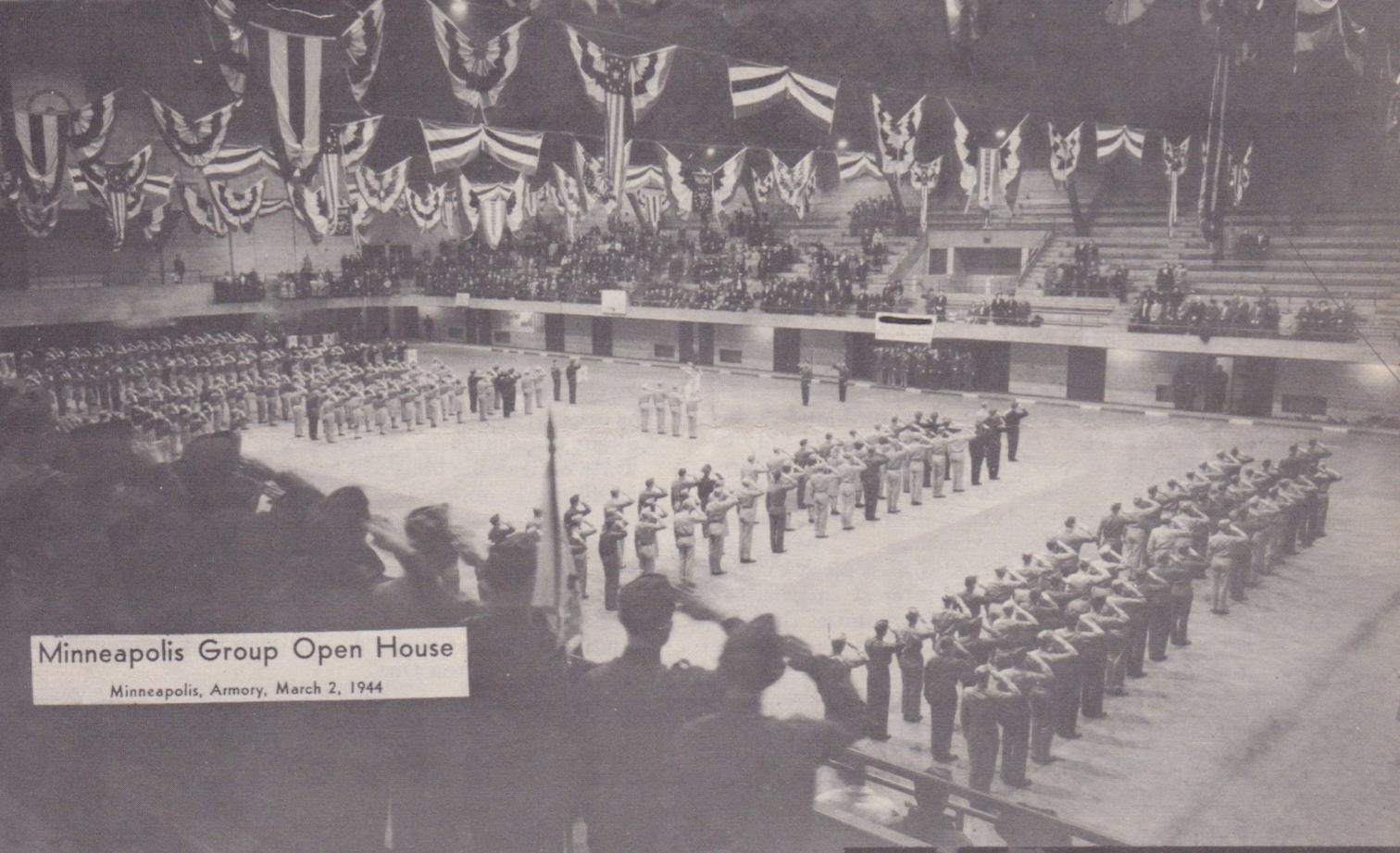
Professor John B. Akerman



Minneapolis Squadron One Wins



Mayor Marvin L. Kline



Minneapolis Group Open House
Minneapolis, Army, March 2, 1944



Colors Pass in Review



St. Paul Drum and Bugle Corps



Major Wulff Inspects ERC Cadets