

OFFICE OF CIVILIAN DEFENSE
WASHINGTON, D. C.

CIVIL AIR PATROL

TRAINING DIRECTIVE)
NO. 26)

NATIONAL HEADQUARTERS
WASHINGTON, MAY 4, 1942

SPECIAL FLIGHT TRAINING MISSIONS

1. General

This course of instruction is intended to round out the advanced training of Pilots and Observers. The missions comprising this course are of such a nature that they should be undertaken only by the more proficient and experienced flying personnel. These missions may be carried on concurrently with the Advanced Flight Training Missions covered by Training Directive No. 25 or they may be undertaken after the latter have been completed, as circumstances may dictate.

2. Text

An outline of Special Flight Training Missions is presented in the following pages. The Operations Officer will work out the details for each of these missions, making such changes as local terrain, flying restrictions, etc., may necessitate.

3. Distribution

Copies of this Directive will be distributed on the basis of four copies per Headquarters.

4. Requirement

Pilots undertaking Special Flight Training Missions are required to have officially logged a minimum of 200 hours flying time as pilots. No Pilot will be assigned to any of these missions, who, in the opinion of the Unit Commander, is not qualified to perform successfully the particular mission in question. Observers taking this course are required to have completed the courses of instruction covered by Training Directive No. 17-Primary Flight Training Missions, and Training Directive No. 23 - Basic Flight Training Missions.

5. Observance of Regulations

All flying will be done in accordance with the requirements of (a) the Civil Air Regulations and (b) any special regulations, restrictions, or orders issued by the armed forces or other defense agencies of the Government. Permission will be obtained from the Civil Aeronautics Administration and from such military or other defense agencies as circumstances may necessitate for the performance of any missions that may require a waiver.

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6. Operations Orders

The Operations Officer will issue an Operations Order for each of these training missions.

7. Reports

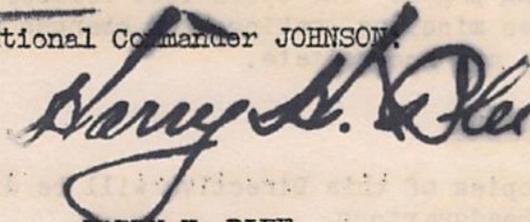
An Operations Report covering each mission will be submitted by the Pilot. In addition, Pilot-Observer Reports will be submitted on all Observation and Reconnaissance Missions.

8. Instruction Procedure

a. Special emphasis will be placed upon precision flying, thoroughness and accuracy of observation, and accuracy and clarity in the preparation of reports.

b. Maximum efficiency is obtained from crews whose members are accustomed to working together as a team. Hence, a special effort should be made to have the same Pilot and Observer assigned together on Flight Missions in order to develop team-work.

By direction of National Commander JOHNSON.



HARRY H. BLEE
Colonel, Air Corps
Training & Operations Officer

SPECIAL FLIGHT TRAINING MISSIONSSUMMARY

1. Disaster Mission (FTM-32)
2. Formation Flying - Squadron (FTM-33)
3. Search - Parallel (FTM-34)
4. Search - Radial (FTM-35)
5. Rendezvous - Squadrons in Formation (FTM-36)
6. Instrument Flying (FTM-37)
7. Night Flying (FTM-38)
8. Forest Patrol (FTM-39)
9. Tracking for Searchlight Batteries (FTM-40)

DESCRIPTION1. Disaster Mission (FTM-32)

The purpose of this mission is to simulate the type of work to be done by a Squadron in case of a major disaster. It will be assumed that roads have been rendered unuseable at certain points and that all surface communications in the area have been destroyed. Ground-to-plane communication will be by means of signal panels and plane-to-ground communication will be by message bags with yellow streamers. Emergency relief stations will be simulated at several remote points and patrol cars will be spotted at other locations. Aircraft will be assigned to cover each emergency station on schedule. Each aircraft appearing over its objective will obtain its instructions from the signal panels displayed below and will proceed to comply. This may involve getting certain messages to headquarters, to other emergency stations or to the patrol cars. In the latter case, the planes will direct the patrol cars to the proper points over the most direct routes avoiding closed highways. The Pilot-Observer Reports submitted by the several crews at the conclusion of the mission will in each case include all messages, together with the time of receipt and delivery of each.

2. Formation Flying - Squadron (FTM-33)

Pilots who have satisfactorily completed instruction in Formation Flying by Flights (FTM-27) may be given instruction in formation flying involving an entire Squadron. This work should be done under the supervision of a thoroughly experienced instructor.

3. Search - Parallel (FTM-34)

An easily identified object, such as two strips of cloth placed on the ground in the form of the letter T to simulate an airplane, will be placed at some out-of-the-way point in the area over which the search is to be made. The area will be covered by several planes operating over a series of prearranged parallel flight lines so placed as to insure thorough coverage of the entire area. In performing a mission of this kind the primary responsibility of the Pilot is to avoid collision with other aircraft and follow his assigned flight lines. The duty of the Observer is to search for the lost object, check position of the aircraft on the map at regular frequent intervals, and, having found the object, mark its exact position on the map and determine the best route over which to reach it on the ground.

4. Search - Radial (FTM-35)

In this mission the search object may be reported as being in an area centering around some certain point. The area to be searched is indicated on a map and is divided into segments by a series of radial lines emanating from the center point. Each plane participating in the mission is assigned to cover one or more specified segments, beginning in each case at the center point and widening the search as the distance out increases. The responsibilities of Pilot and Observer in the performance of this mission are the same as those prescribed for FTM-34.

5. Rendezvous - Squadrons in Formation (FTM-36)

Pilots who have satisfactorily completed FTM-33 may be assigned to rendezvous missions in which Squadrons flying in formation at prescribed altitudes meet at pre-designated times over specified points.

6. Instrument Flying (FTM-37)

Proficiency in instrument flying is necessary for successful military operations. Pilots should be encouraged to improve their instrument technique. Overcast conditions permit of excellent training on a safe basis.

7. Night Flying (FTM-38)

Missions assigned under this heading will be such as to round out the experience of Pilots and Observers in cross-country night navigation.

8. Forest Patrol (FTM-39)

It is intended that these missions furnish advanced training for assignments of the forest patrol type and that they be executed during periods of poor visibility requiring Pilots to fly on instruments part of the time, thus simulating a condition where smoke from a forest fire might necessitate such flying. Missions of this type afford opportunity for training Observers in navigation and terrain familiarization.

9. Tracking for Searchlight Batteries (FTM-40)

When the commanders of searchlight units so desire, Civil Air Patrol units may cooperate with them by performing "tracking" missions for the training of personnel. In such missions airplanes are flown at given altitudes over specified courses while the ground personnel practice training searchlights on the planes. Close liaison with the searchlight units is necessary for best results. Pilots assigned to these missions should be experienced in instrument flying as they will be blinded by the searchlights. Before undertaking such missions, an easily-recognized distress signal should be agreed upon which the Pilots can give in case of emergency requiring immediate extinguishing of the lights.