

HEADQUARTERS
Los Angeles Squadron 5
Civil Air Patrol

SUBJECT: New Training Schedules.

7 December 1945

TO: Operations Officer
Training Officer
Communications Officer
Medical Officer
Engineering Officer
Photographic Officer ✓

1. Attached is a copy of the specialized groups to which all personnel will be assigned in the future. It is the intent of this Headquarters to train each unit in all the phases pertinent to that department. The suggested agenda, which is attached hereto may aid each departmental head to set up a series of classes and courses.
2. It is further suggested that a curriculum of your proposed training schedule be submitted to the undersigned at a date not later than Tuesday evening 18 December 1945.
3. Each Officer in charge must bear in mind that new members will be constantly assigned to their department therefore steps must be taken in the setting up of their curriculum to take care of these, as well as older members who may have much experience in that specific field.
4. It is the hope of the staff that much practical work can be conducted in the classes and that theory be used only as a lead-up to the subsequent application of that theory to actual work with objects etc.
5. For example, Operations may spend much time in the planning of events pertinent to Flight such as breakfast flights, aerial visits, joint flight missions, flight training etc. Communications could devote most of its time to the building of items such as a PA system, a radio station (to use in conjunction with a national network), Walkie-Talkies etc. Engineering could, after conducting proper classes, take crews to the airport and conduct 25 hour checks etc. on the aircraft owned by the Squadron.
6. In view of the possibility of CAP becoming a training unit in the future, this new program may prove to be the panacea of our past troubles and the complete cooperation of each unit head is requested.

BY ORDER OF CAPTAIN KAUFMANN:

E.M. DEWAR
2nd Lt., CAP
Aide to Commander

HEADQUARTERS
Los Angeles Squadron 5
Civil Air Patrol

GENERAL ORDER)
NO. 5-45)

5 December 1945

1. In order to create specialized training Units and various departments to which members of CAP and CAPC may be assigned, the following departmental break-down has been made:

- a. Headquarters Staff
- b. Operations
- c. Training
- d. Communications
- e. Medical
- f. Engineering
- g. Photography

2. Members and applicants may ask to be assigned to any of the above departments and may if dissatisfied, request to be transferred to an other Unit providing such transfer is approved by the Officer in charge of both the Unit from which he wishes to transfer and the Officer of the Unit he wishes to be assigned to.

OPERATIONS (Lt. J.S. Hesseldenz)

- a. All pilots, student license or better.
- b. Navigation
- c. Meteorology
- d. Civil Air Regulations
- e. Airport Operations
- f. Flight (and Missions)

TRAINING (Lt. A.M. Paget & Warr. Off. W.M. Bonney)

- a. All Instructors
- b. All those wishing to be instructors
- c. Librarian

COMMUNICATIONS (Lt. J.J. Maloney)

- a. All personnel interested in the following:
- b. Short Wave radio theory, construction, operation and maintenance.
- c. Airway communications procedure (radio and lights)
- d. Public address system, construction and maintenance.
- e. Code, basic and advanced
- f. Inter-com amintenance crew

MEDICAL (Lt. L.J. Petrits)

- a. Medical crew
- b. First Aid and Crash crew

ENGINEERING

- a. All persons interested in the following:
- b. Line Chiefs, Crew Chiefs and Line Crews.
- c. Aircraft construction and inspection.
- d. Engine construction and inspection.
- e. Aircraft and engine maintenance.
- f. Aerodynamics and theory of flight.

PHOTOGRAPHY (Warr. Off. Helen Murray and Instr. C.O. Willcockson)

- a. Photographic crew.
- b. Theory of photography.
- c. Lens and cameras.
- d. Dackrohm technique.
- e. Aerial photography
- f. Portraiture and identification photo crew

HEADQUARTERS STAFF (Lt. E.M. Dewar)

- a. Persons interested in the following:
- b. Training Office crew.
- c. Operations Office crew.
- d. Public relations
- e. Personnel office crew
- f. Fingerprint Experts (no experience necessary)
- g. Journalists (for Squadron publication)
- h. Security personnel
- i. Statistician and crew.

BY ORDER OF CAPTAIN KAUFMANN:

WALTER E. MAST
1st Lt., CAP
Executive Officer



Merry Xmas
 Aye, And A ^{+ Band}
 HAPPY NEW YEAR
 Too! ^{Harvey + Betty + Rik}

DEWAR

Merry
 Christmas



--- And

May The Good Lord Take a Likin' to Ye

^{★ ★ ★} Jack Maloney



HEADQUARTERS
LOS ANGELES SQUADRON 5
CIVIL AIR PATROL
700 N. FAIRFAX AVE.
HOLLYWOOD 46, CALIF.

Dear Member;

Just a reminder to let you know that we will meet again on Tuesday Evening, January 8th, 1946.

As you perhaps know, many new plans are under way to make CAP the organization you would like it to be. The Army Air Forces assure us that announcement to that effect would be forthcoming in the very near future, but you realize, as well as I, that without you these plans cannot materialize.

I want to take this opportunity to thank you for your cooperation during the past year and hope sincerely that we will continue to meet as fellow members and friends during 1946.

' be seeing you Tuesday night.

Sincerely:

J. Kaufmann
J.V. KAUFMANN,
Capt. CAP.
Commanding.

WANTED ==
DEAD OR ALIVE

GAMBLIN'

EATS (NO BUTTER)

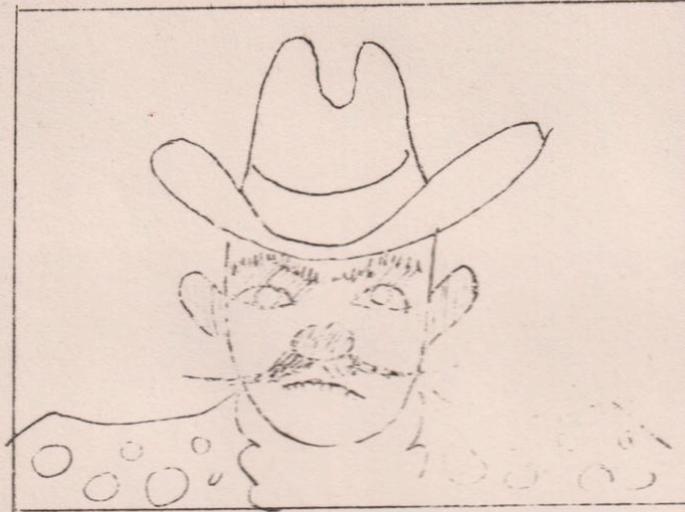
FUN

BRING YORE
FATHERS

MUSTACHE

PLEASE PARK
YOUR HOSSES IN
THE LOBBY.

HOSS THIEVES
WELCOME



DANCIN' TO A
COWBOY BAND

GUNS OF MORE
THAN 8% CALIBRE
MUST BE CHECKED

ABSOLUTELY NO
BUSTLES

RUSTLERS
WELLCOME

ANY MEMBER WHO DOES
NOT TAKE ATVANTAGE OF
THE ~

WILD WEST
PARTY

ON
SATURDAY EVENING FEB. 2, 8 PM
AT
PLUMMER PARK GULCH
7377 SANTA MONICA BLVD.
HOLLYWOOD...

IF YUH DONT AIM TO BE PLUMB OUT OF
STYLE, YUH HAD BETTER WEAR A RIG
WHICH IS WESTERN IN STYLE, IF YUH
DONT HAVE SUCH ARIG, WHY PUT SOME-
THIN' ON WHICH IS IS KEEPIN' WITH
THE SPIRIT.

ADMISSION: FOUR BITS PER PERSON,
JEST ENUFF TO SHIP YURE BODY HOME
IF YUH CAIN STAND ALL THE FUN AN'
EXCITEMENT. BRING YURE FRIEND
AND PROVE TO US THAT YUH GOT SOME.

Pam, + Bill, Betty + Gordon + Wes + I

(drive to Hueneme afterwards)

HEADQUARTERS
Los Angeles Squadron 5
Civil Air Patrol
700 North Fairfax Ave.,
Hollywood 46, California

PERSONNEL)
:)
NO. S22-46)

12 February 1946

Pursuant to authority contained in G.M. 103, National Headquarters, Civil Air Patrol, the following personnel are awarded the red Service Ribbon approved by the War Department and the Quartermaster General:

2nd Lt.	Harold L. Ryker	
W.O.	George S. Crispin	
W.O.	Laverne F. Crispin	
W.O.	Pamela L. Lacey	
W.O.	Clyde A. Warne	
W.O.	Cliff G. Shaw	
W.O.	Phyllis E. Shaw	
W.O.	Helen I. Murray	✓ 850 hours
S/sgt	Ezra Eames	
S/sgt	Richard S. Thedka	
Sgt.	Geraldine Smith	

J. V. Kaufman
J.V. KAUFMAN
Capt., CAP
Commander

DISTRIBUTION:

Sqdn file (1)
Bulletin (1)
Member (1)





Capt. + MRS MAST
BECAME CAPTAIN also
25th ANNIVERSARY
FEB. 12, 1946



Lt and Mrs Cliff Shaw



CIVIL AIR PATROL
 Auxiliary of the Army Air Forces
California Wing Headquarters
 453 So. Spring Street
 Los Angeles 13, California

19 February 1946

PERSONNEL ORDERS)
)
 NO. 19-46)

By authority of the National Commander, the following members of Los Angeles Squadron 5, 1st Group, Calif. Wing, CAP, are hereby appointed in the Grade of 2nd Lt. (Temporary):

- Willis Moore Bonney, 9-1-6760, Training Officer
- Florence L. Crispin, 9-1-6269, Asst. Training Officer
- Clifford G. Shaw, 9-1-6355, Asst. Personnel Officer
- ✓Helen I. Murray, 9-1-6378, Asst. Supply Officer
- George S. Crispin, 9-1-6149, Flight Leader "A" Flight

BY ORDER OF LIEUTENANT COLONEL RHINE:

Theodore Laveson
 THEODORE LAVESON
 Major, CAP
 Personnel Officer

OFFICIAL:

Kathleen O'Brien
 Kathleen O'Brien
 W.O. CAP
 Asst. Adjutant

DISTRIBUTION

"C" (1) "D" (8)

IDENTIFICATION



HELEN I. MURRAY
 NAME OF OFFICER

2nd LIEUTENANT

RANK
 THE ABOVE NAMED IS AN
 OFFICER OF

U. S. CIVIL AIR PATROL
 AN AUXILIARY OF THE
 ARMY AIR FORCE

L. Kaufman - Capt.
 COMMANDING, L. A. SQUADRON 5



In all who shall on these presents GREETING

I hereby certify that

HELEN I. MURRAY
 is a 2ND LIEUTENANT

in the CIVIL AIR PATROL by reason of assignment as
 PHOTOGRAPHIC OFFICER

to rank as such from the 19th day of FEB 1946

This appointment shall terminate upon relief from this or similar assignment
 L. A. SQUADRON 5 this 19th day of FEB in
 the year of Our Lord one thousand nine hundred and forty-six

OFFICIAL



To all who shall see these presents GREETING:

I hereby certify that

HELEN I. MURRAY
is a 2ND LIEUTENANT

in the CIVIL AIR PATROL by reason of assignment as

PHOTOGRAPHIC OFFICER

to rank as such from the 19th day of FEB 1946

This appointment shall terminate upon relief from this or similar assignment.

L.A. SQUADRON 5 this 19th day of FEB in
the year of Our Lord one thousand, nine hundred and forty SIX.

OFFICIAL

M. C. Foss

Adjutant

J. Kaufmann Capt.
COMMANDER

Palm Springs
February 23-24
1946



Betty, Pam & Bill



Pam, Helen and Wes



FROM CONTROL TOWER - SHOWING BARRACKS



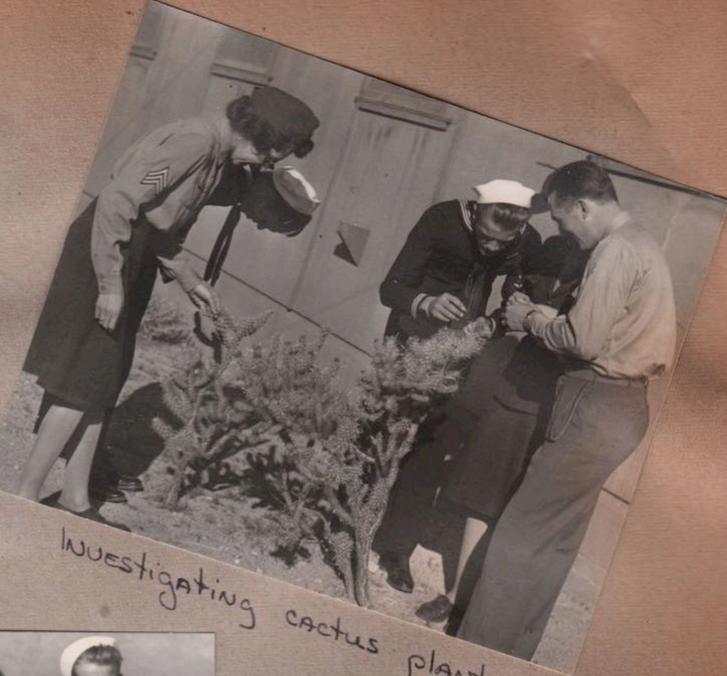
PAM + Betty + HELEN
(In Control Tower)



PAM, Phyllis Shaw, Helen + Gordon
(Wes took)



GORDON, BETTY, WES, HELEN, BILL and PAM



Investigating cactus plant -



WES - GORDON - BILL



Bill - sleeping the p.m. away



PLANE taxiing down runway



MORE BARRACKS



Betty - Helen - PAM





Capt. Noel Kubel - herdy and gang
In Control tower



The gang in the tower



Control tower mascot

LT. H. MURRAY

MARCH 30, 1946
El Rancho



GEN. EASTERBROOK talks to
Lt. BERRY



A DANCE -



Capt. MAST + GEN. EASTERBROOK



EASTERBROOK, MAJ. BRYAN, CAPT. KAUFMANN, CAPT. MAST + LT. KELLY



Easterbrook,
Kaufmann,
Mast



Lt. Kelly speaks about Pigot's

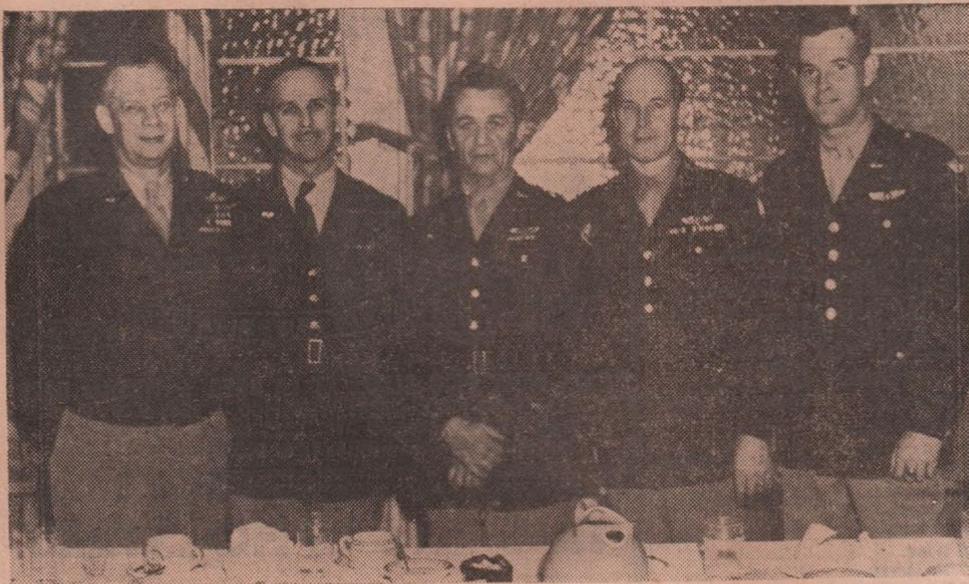


Maj. Bryan, Kay & the Shaws



Easterbrook, Del Valis & Mast

CIVIL AIR PATROL CITED AT SPECIAL DINNER



Personalities attending the special dinner held by Squadron Five, Civil Air Patrol last week are shown here, left to right: General Arthur E. Easterbrook, Major James Brien, Captain J. V. Kaufmann, Captain Walter E. Mast and Lt. G. O. Berry.

Squadron Five of Civil Air Patrol Holds Dinner

Squadron 5, First Group, Civil Air Patrol held a dinner for its membership at Eaton's Rancho on Saturday, March 30, with 110 members and cadets attending.

The guest of honor was General Arthur E. Easterbrook, former commanding general of Santa Ana Army Air Base. Major James Brien, public relations officer of March Field and Lt. G. O. Berry of the 412th Fighter Group were also present.

Capt. Walter E. Mast, prominent Los Angeles insurance broker and executive officer of Squadron 5, introduced General Easterbrook. General Easterbrook spoke briefly to the squadron, complimenting civil air pa-

trol on the work it had done during the war.

Jet Propulsion

One of the highlights of the evening was a talk by Lt. G. O. Berry. He explained the principles of jet propulsion in a simple, non-technical manner.

Capt. J. V. Kaufmann, commander of Squadron 5, announced that Civil Air Patrol will continue as an auxiliary of the Army Air Forces. He outlined his training program for the coming year.

Persons interested in joining Civil Air Patrol may obtain information by calling WEBster 9337, or at 700 N. Fairfax Avenue, Squadron 5 headquarters.



April
~~March~~ 6 + 7, 1946

MARCH Field,
CALIF.

Lots of Fun -

ARMY DAY
OPEN HOUSE PROGRAM
March Field, April 6

Demonstrations
On Flying Line

12:30 a.m. - 2 p.m. - B-29 flight
1:00 - 1:15 p.m. - Simulated straffing attack by P-51's
1:30 - 1:45 p.m. - Parachutes dropped from C-47
2:15 - 2:45 p.m. - P-80's in flight, acrobatics, etc.
3:00 - 4:00 p.m. - Chemical Warfare (front of Base Operations Bldg.)
Army's newest helicopter will make flights throughout day.

Exhibits
Open all day

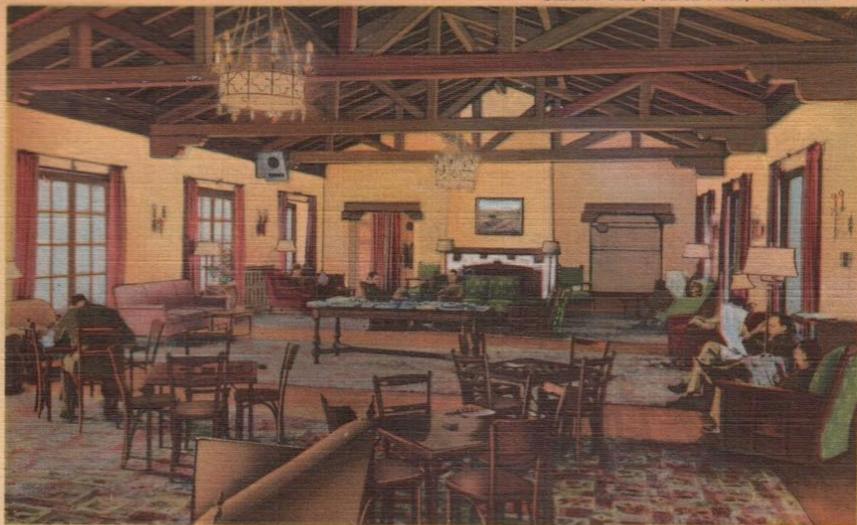
Ordnance and Armament - Bldg. T-435
Personal Equipment - Bldg. 303
Synthetic Trainers - Bldgs. 262 - T-267
Radar and Communications - Hangar #1
B-29 Cutaway Engine - Bldg. T-448
C-1 Automatic Pilot - Bldg. T-449
Entire B-29 Gunnery System in operation - Bldg. T-642

Special Events

10:00 a.m. - 5:00 p.m. - Continuous showing of AAF Film,
"The Last Bomb" - Theatre # 1,
Admission free.
12:00 a.m. 1:00 p.m. - Broadcast of President Truman's Army Day
speech and Army Hour Broadcast over base
Public Address System

PRO

Officers Club, March Field, California



38-H305

P-38 "Lightnings" Starting to Peel Off, March Field, California



38-H300

Officers Homes and Palm Lined Avenue, March Field, California



38-H301



DEMONSTRATION OF
FIRE-FIGHTING UNIT



PSI flying OVER

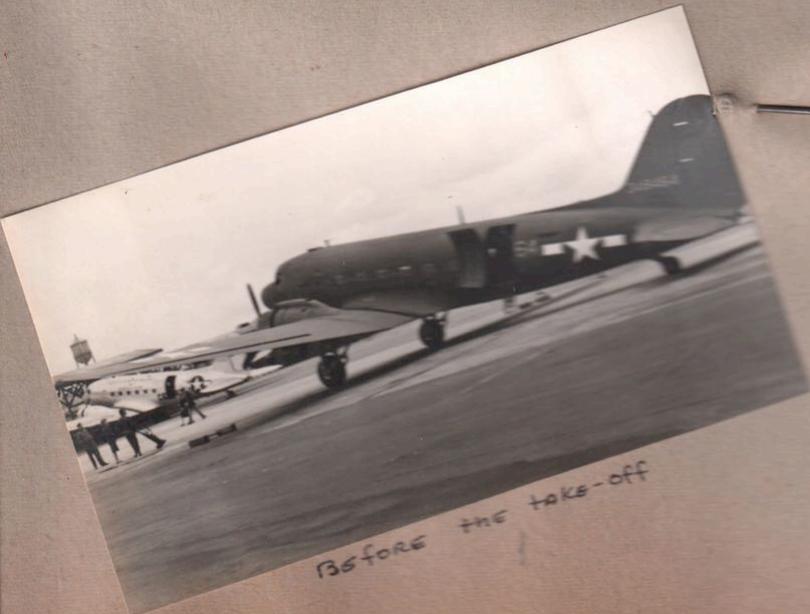
NOTE: STOPPED
PROPELLERS



2 PSI'S



Group going to Roswell - Atom Bomb test
Shaw, Lt. , MAJ. BRYAN, CAPT. KAUFMANN, Lt.



Before the take-off



Taking off -

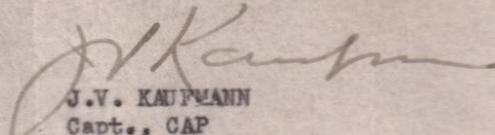
HEADQUARTERS
Los Angeles Squadron 5
Civil Air Patrol
700 North Fairfax Ave.,
Hollywood 46, California

PERSONNEL ORDER)
:)
No. S24-46)

9 July 1946

1. Pursuant to authority contained in G.M. 103, National Headquarters, Civil Air Patrol, the following personnel is awarded the Blue service ribbon approved by the War department and the Quartermaster General.

Lt. I.A. KAUFMANN
Lt. H.I. MURRAY ✓
Lt. G.S. CRISPIN
Lt. P.L. CRISPIN


J.V. KAUFMANN
Capt., CAP
Commanding



1000 NEEDED

AN AIR CREW PUBLICATION

LOG

OF NAVIGATION
AND AVIATION



35¢ PER COPY

VOL. 4, NO. 1

MAY • 1946





BY CAPT. JOS. V. KAUFMANN

THE writer will take the liberty to borrow a paragraph from the 1945 edition of the Airman's Almanac which so aptly introduced CIVIL AIR PATROL.

The CIVIL AIR PATROL was the American Flier's organized support of the Nation's military effort in World War II. Unique in character, outstanding for its devotion and the zealotness of its members, beginning as a spontaneous expression of patriotism, it proved its value and usefulness so quickly and effectively that it was taken over by the United States Army on April 29, 1943, from the Office of Civilian Defense. It is the only civilian organization permitted to wear the U. S. insignia.

By 1944, CIVIL AIR PATROL had more planes available for its assignments than the entire U.S. Army Air Force possessed at the beginning of 1940.

Early in April, 1942 U-boats were sinking American and Allied coastwise tankers and supply ships from Maine to Mexico. At that time, neither the Army nor the Navy had available the personnel or equipment to cope with the situation. By May, 1942, conditions

became so acute that all shipping had to be stopped until convoys could be formed. Still merchantmen were sunk within sight of the beaches while citizens watched helplessly. Then CAP decided that something had to be done. From its Wings, Groups and Squadrons throughout the United States, volunteers were recruited to man anti-submarine bases, the first to be constructed at Atlantic City. With their own hands and more often than not, with their own money, these flying minute-men built runways, barracks and hangars. Mechanics and Operations personnel pitched in to ready the planes and the base for quick action. They received no salaries except a Five, Seven or Eight Dollar per diem allowance which barely covered their subsistence and paid for the uniforms which the members were required to wear.

Plane owners were allotted a maintenance cost for the use of their aircraft, but in many cases turned all but the bare operational cost, over to the base fund.

In record time the first base at Atlantic City was put into operation and one can well imagine the thrill of the First Patrol from that base which, after only



CAPT. JOS. V. KAUFMANN

fifteen minutes of searching, ran into the straggling survivors of a torpedoed tanker, clinging to whatever wreckage they could salvage.

A second base was started at Theobeth, Delaware. There was always the inevitable handicap—lack of money. Local Squadrons, Groups, Wings and even private citizens dug into their pockets and helped financing. Bases

were established and 6000 men and women were ready to risk life in an effort to stop the Nazi's toll on our vital shipping. And stop it they did—as the records indicate.



COL. EARLE L. JOHNSON
National Commander, CAP

Rescue work is certainly no job for the novice pilot. Besides being in possession of an extremely strong constitution, which will enable him to withstand the terrific up and down-drafts for from three to four hours at a stretch, he must be able to fly safely at low altitudes and scour the countryside by methods of precision reconnaissance. This is dangerous and exacting work. The least deviation from course can result in



LT. COLONEL BERTRAND RHINE
Commander, California Wing

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☆

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bases were anything but pleasant. Everything had to be flown over the Hump, vast Himalayan barrier between China base until a total of 21 Coastal Bases and India. Spare parts were few and far between. The ground crews in China had a tough time. So did the pilots.

To show what they went thru, here's a story of one of 14th's heroes—Major Horace S. Carswell.

One night a Jap convoy of six ships was picked up on its way to Formosa about halfway between Hong Kong and Takoo. On the first run Carswell's bombardier got two direct hits on a destroyer of the Terutsuki class. Unmindful of the terrific flak barrage being thrown up at them, Carswell ordered another run. This time he came in at less than two thousand feet directly over the decks of a cruiser of the Juma class and the bombardier splattered the decks with bombs. The cruiser folded up like an accordion but not before it had thrown a few hits. The terrific concussion of the explosion threw the Lib all over the sky and it took the combined muscle of both pilot and co-pilot to right the ship.

The sinking of two warships with a Liberator that was then brought home safely is still talk among ex-China crews. But Carswell did not live to wear the medal his feat earned him.

Ten days later an Intelligence officer

told Carswell of an eight-ship convoy southwest of Hong Kong. He flew out to meet it. When finally sighted, the convoy had grown to twelve ships, including two destroyers. The first run came as a complete surprise to the Japs, and resulted in a 20-foot near miss—close enough for damage. Then a second run was made through intense anti-aircraft fire on a 350-foot freighter. Two direct hits destroyed the ship, but the Lib lost two engines and a third was hit and sputtering. The hydraulic system was gone. So was the number two gas tank.

The B-24 staggered along, barely visible in the night; and everything with any weight whatsoever was thrown overboard. The plane was scarcely under control. The highest altitude Carswell's Liberator could reach was not nearly enough for return to base. The coastline was finally reached at 3500 feet. One hour later the third engine was failing and the plane began to go out of control. The order was passed to bail out. Many of the crew got clear in time—from them we learned the story; but before Carswell and his wounded co-pilot could hit the silk, the plane crashed into a mountain. The Liberator was their funeral pyre.

But sometimes the Libs had some exhilarating sport when out looking for enemy shipping. Once, for instance, two

B-24s flying a South China Sea reconnaissance sighted a Mavis, a big four-engine flying boat. One of the Libs attacked, making passes the pilot learned in a fighter school. Such fighter tactics, rather novel for a Lib, proved too complete a match for the Mavis. The Nip plane fell to a watery grave.

There were some famous planes in the Fourteenth, as well as famous flyers. *Sherazade* is one of the Libs we still talk about. She was attacked by a large formation of Jap fighters. One of the Oscars tossed a 20mm which burst in the cockpit which killed the pilot and wounded the co-pilot. The gunners stuck it out, although the plane was riddled with holes from nose to tail. *Sherazade* accounted for three Jap fighters and limped home.

Chug-A-Lug was another Lib which put up one of the game fights that made aerial history over the eastern seas. With hydraulic system, flaps and brakes shot out, the tail turret inoperative and the tail gunner killed and ammunition short, the brave survivors still accounted for six Jap fighters and another probable. Flyers still tell that story over Navy chow and they say "*What a plane! What a crew!*" And they mean it. "They were real Americans—real men—real fighters." And coming from a Navy man, that's a real *compliment*.

CAP Reports

★ CONTINUED FROM PAGE 3

missing a wrecked plane which may be visible for only a few hundred feet. Engine trouble or a sudden down-draft over a mountain, may send the CAP Pilot-Observer team crashing in the wilderness. Women, too, fly on these missions. A number of occasions the eyes of women spotted wreckage first.

Civil Air Patrol has had such varied experiences that it would fill volumes to talk of them all. The Southern Border Liaison Patrol is one. In cooperation with the American and the Mexican Government, CAP flew over 30,000 Plane hours patrolling the border between the two Nations and keeping an experienced eye on all traffic.

The Michigan Wing recently organized an Air Ambulance Unit, which, in conjunction with the American Field Service, trained its personnel to fly wounded battle casualties out of the jungles of India-China-Burma Theatre. 587 fires were spotted in the fall of 1943 by the Ohio Wing alone during its forestry patrol. The Texas Wing spotted 426 fires in one season, and apprehended one fire-bug with their Patrol Plane.

Countless times when hurricanes struck, CAP flew medical supplies to



MAJOR RICHARD A. DICK
Commander, 1st Group

Major Dick is active in the Los Angeles Flight of the American Navigation Association and president of the Southern California Chapter of N.A.A.

the stricken areas. Serum and blood plasma were flown for the Red Cross and in one case a CAP home-made gen-

erator supplied emergency lighting after a hurricane black-out.

In the mid-western floods, CAP Units cooperating with the State Guard and the Red Cross, dropped first aid and life rafts by parachute to isolated survivors. Two lads caught in the rising flood when a dike broke, were rescued by a CAP Pilot who landed his plane and took off again on the only dry strip available—one 150 yards long.

Countless persons were rescued by patrols flying the Great Lakes. Incidentally, by patrolling the lake areas in the Great Lakes region during the early Spring, CAP caused shipping lanes to be opened much earlier by observing the breaks in the ice. This effort alone contributed much to the congested shipping in that area.

Even the snow does not stop these ever-present Volunteers. In Colorado, a Pneumonia-stricken World War I veteran was flown to Denver for emergency treatment. A farmer, who with his wife and six children found himself isolated, was saved from slow starvation by a CAP Pilot who dropped food via parachute. A snow-bound bus, stalled high in a mountain pass at 10,200 feet received aid for its passengers when CAP planes dropped food and warm clothing when being informed of their plight.

★ CONTINUED ON PAGE 30

Shumake, James W., Jr.
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 Stolarz, Edward M.
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 Sutphin, Raymond N.,
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Talbot, Edmond H.
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 Tate, John Lee
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 Tobin, David T., Jr.
 Tomeny, Thomas A.
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 Tullock, Willard D.
 Turiano, Vincent S.
 Turner, Wm. L.
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 Tuttle, Ralph R.
 Tweed, Robert A.
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 Tzantzios, George J.

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 Jr.
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 Van Savage, Walter
 Vascellaro, Andrew
 Vollmann, Jacob J.
 Von Drehle, Vernon

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Wadsworth, Daniel C.
 Wagner, Charles R.
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 Wahler, George V.
 Waid, Archibald W.
 Waldorf, Joseph F.
 Walker, Robert L.
 Wallworth, Eugene R.
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 Warren, John C.
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 Waxman, Robert E.
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 Weems, Monard D.
 Wegner, Walter L.
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 Weible, Frank F.
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 Weinstock, John N.
 Weisman, Joseph
 Weiss, John N.
 Wells, Charles O., Jr.
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 Weltman, William C.,
 Jr.
 Wendler, Leslie D.

Werner, Harold B.
 West, Howard M.
 Whempner, Robert J.
 White, Galen L.
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 Whye, Harry D.
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 Will, Robert J.
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 Wilt, Harry C.
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 Wodarsky, Frank K.
 Wolle, Robert H.
 Wong, Daniel W.
 Wong, Howard
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 Woosley, Harry, Jr.
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 Wutkiewicz, Walter E.
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Y

Yaplee, Allen S.
 Yingling, Bernard G.
 Young, Dudley R.
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 Younker, Milton J.

Z

Zarris, Walter A.
 Zortmann, Harry E., Jr.
 Zehoche, Arthur W.
 Zucker, Eugene W.
 Zurbuchen, Rudolph J.

END

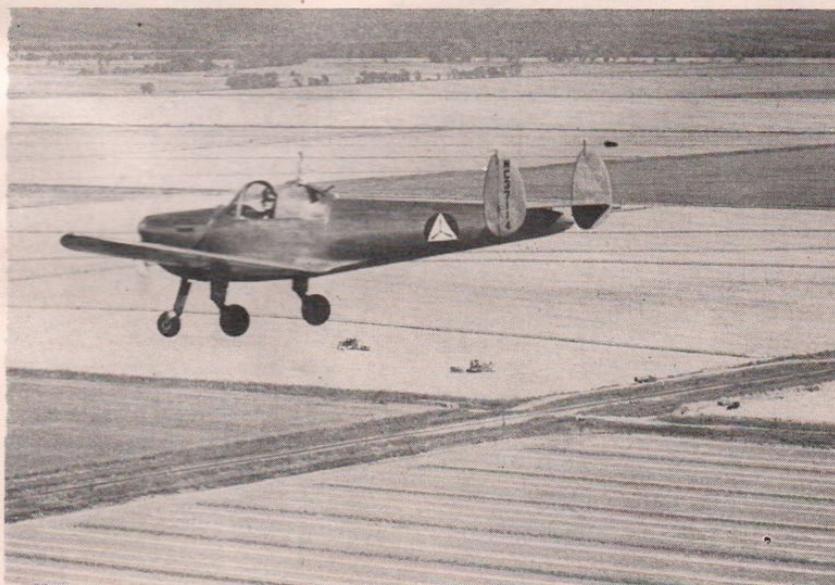


Photo by Carl Bigelow, depicts member of Sacramento Squadron patrolling a San Joaquin Valley rice field, when wild ducks threatened to destroy crops.



CIVIL AIR PATROL

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HEADQUARTERS
LOS ANGELES SQUADRON 5, 1ST GROUP
700 N. FAIRFAX AVENUE
HOLLYWOOD 46, CALIFORNIA
WEBSTER 9337

Subject: Photographs. 11 April 1946
TO: Col. Eugene L. Clark, S-2, March Field, California

1. Inclosed are the negatives and one print each of the photographs taken by this Officer at March Field during the weekend of 6 and 7 April 1946.

2. This Officer will appreciate the return of the negative approved by S-2, March field.

Helen Murray
Helen Murray
2nd. Lt., CAP
Photographic Officer,
Los Angeles Squadron 5, CAP

1st Ind

MRHVA-4

HEADQUARTERS, March Field, Riverside, California.

TO: Photographic Officer, Civil Air Patrol, 700 North Fairfax Avenue, Hollywood, 46, California.

Approved.

1 Incl
Photographs

Eugene L. Clark
EUGENE L. CLARK
Colonel, Air Corps
Base S-2 Officer