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BULLETIN

CIVIL AIR PATROL

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Unit Commanders: From the inquiries which have gone out to CAP units in all regions, calling for volunteers to man the active missions of the Patrol, it should be evident to the membership that our work is rapidly progressing from the practice stage to actual wartime operations.

Heretofore it has been possible to assemble the necessary personnel by requesting the various Wing Commanders to send small detachments of pilots, radio men, observers, and mechanics with their airplanes to the points where they are needed. Now it is necessary to broaden the base of selection.

APPLICATION FOR ACTIVE DUTY--Every member of the Patrol is called upon to consider how much time he or she can devote to active duty missions. An application form is in the mail.

Volunteers are given the option of signing up for either one month, two months, or three months of continuous service per year. This does not preclude longer service. Some of the members now on task force duty want to stay for the duration. Nor does it mean that members who cannot leave home for as long as a month will necessarily be barred from serving for shorter periods as the work progresses. Missions suitable for a week's service are in the offing.

But for immediate purposes, it is not feasible to employ members who are not prepared to stay on location for at least a continuous month. It takes them awhile to learn their jobs. With shorter assignments, there would be too much turnover in personnel for efficient operation.

Besides, the present policy spreads the work among many Wings. Some of the coastal patrol bases, for example, could be fully manned from Squadrons nearby if the men could commute from their homes for a week or so at a time. But in the interests both of fairness and of training, the inland units are being given a full share of the assignments. A typical base includes members from as many as a dozen States. When these men go back home, they will impart enthusiasm and ideas to their Squadrons.

The volunteer application contains a formal pledge to undertake service for one, two, or three months when called. It also carries a few simple questions to bring the member's service record up to date. A good many student pilots have earned their wings and pilots have advanced their ratings since the Patrol started. We need to know their latest status in planning assignment.

Applicants are asked to report whether they have airplanes they can bring on active duty, with questions as to radios and equipment. They are requested to state their preferences as to the type of duty and mission, the location, and the time of year they can best get away to serve.

Every CAP commander is urged to sign up the volunteers in his unit as rapidly as possible and send the blanks to Wing Headquarters. Each application must be notarized and a duplicate, which need not be notarized, must be prepared by the applicant for Wing files.

Each Wing can thus make up a priorities list based on the skill of the applicants, their available equipment, and their records in CAP. Men who volunteer for the longer terms will be given preference.

Thus when a Wing Commander is asked for five pilots, he can pick them from the top of the list. Those next in order will know that they may be called soon and will be getting ready.

Registration of volunteers is now the No. 1 job for every unit of the Patrol. Let's get going without a minute's delay.

MOCK RAIDS--The base of Birmingham, Ala., Squadron 461-2 was "raided" on a recent Sunday morning by the Tuscaloosa Squadron, striking in full force. After scoring hits with small paper bags of sand, the invaders were vanquished in the ensuing dog fight. Simultaneous attacks were made by ground forces, without advance notice. Though all the attacking planes were forced down and their crews captured, they were credited with the destruction of the hangar and five planes on the ground. This highly realistic exercise had one near mishap when one of the Tuscaloosa planes made a dead-stick landing after being tailed too close by a defender. Plenty of experience, drill, and caution is needed for this sort of thing and the Alabama boys have what it takes.

Youngstown, Ohio, was recently "bombed" by CAP planes with 150,000 pamphlets -- 600 pounds of them -- bearing the message, "This could have been a Nazi bomb", and urging citizens to sign up for duty with their local defense council. Only commercial pilots, 200 hours or more, were permitted to fly on the mission. Middletown, Conn., also was the scene of a mock raid made realistic by sirens and ground maneuvers as well as by planes.

DETROIT BLACKOUT PICTURES--At the request of the local defense coordinator, the Detroit CAP made a photographic record of the effectiveness of a recent blackout. The flight mission was cleared with CAA and permission for the pictures was granted by military authorities. Plans for radio contact from the air and rebroadcasting from a local station to give the people a word picture of the measures for their protection may be worked out with FCC in the next Detroit blackout.

OHIO GOVERNOR JOINS CAP--Air-minded Governor John W. Bricker has been fingerprinted and mugged for enlistment in CAP, according to the Ohio Wing Newsletter.

COLORADO CONFERENCE--The defense committee chairman in Denver called a meeting of the Public Utilities Commission and officers of the Colorado Wing to plan active patrol missions throughout the State. The telephone companies are interested in quick flight surveys when lines are damaged by storms or sabotage. Pipe line companies are vitally interested in protective patrol and flying of equipment and personnel to breaks in their lines. Forest Service looks ahead to forest patrol to guard against fires this summer.

AIRPORT CAMOUFLAGE--Students of the American School for Design are cooperating with the New Jersey Wing in making detailed camouflage plans for airports. The students, who apply for Patrol membership before undertaking missions, are flown over the areas to sketch the terrain. They make models of the airports and add camouflage features. Before-and-after photos of the models are taken and plans are supplied for the confidential files of the Patrol. Baron Nicholas Cherkasoff is director, with Prof. Herbert Kniffen of Rutgers University assisting. Students include leading stage designers, architects, engineers, artists, and business men.

GUARDING CRASHED PLANES--When a bomber cracked up near the base of Portsmouth, Ohio, Squadron 5110-3, an emergency call brought out a large delegation of CAP members who guarded the ship and kept the crowd from disturbing the wreckage. Kansas members did a similar job in the crash of a private plane, not flown by a CAP pilot.

MEET ME OFF HATTERAS--When CAP Pilot Zack Mosley, author of the "Smilin' Jack" comic strip, finds anyone who is skeptical about CAP, he hands out a card saying: "Meet me at your convenience 40 miles off Cape Hatteras, 400 feet above the ocean, in a single-motor landplane."