



**CAP'S WAR MISSIONS** still dominate the organization and will remain uppermost till the last foe surrenders.

Whether the job is a hazardous flight or a dull routine chore, the men and women of CAP are putting their best into war duties which include:

**THE PREFLIGHT RESERVE** — America's only preflight reserve is the CAP cadet program building now to a goal of 250,000. CAP is prepared also to resume nation-wide AAF recruiting.

**PREINDUCTION TRAINING** — Thousands join the service each month, better prepared by CAP.

**SEARCH AND RESCUE**—Units in every State are ready to fly in search of missing Army aircraft.

**AERIAL HOME GUARD**—Units are ready also for disaster relief, medical aid, forest fire patrol, and other missions which conserve war resources.

**WAR PLANTS**—CAP industrial squadrons in aircraft and other war plants build employe morale.

**WAR DRIVES** — CAP backs campaigns for bond sales, blood banks and recruiting.

**VETERANS** — CAP units help returned airmen get relocated.

In these and other ways, the members of CAP, who have enlisted for the duration plus six months, are supporting the war effort and building for the future of civil aviation and air power in America.

## Official Commendations of the Work of CAP

Several phases of the work of CAP recently have brought commendatory letters and statements from high-ranking Generals.

For nation-wide assistance to recruiting for the Air Corps Enlisted Reserve, CAP's biggest assignment during 1943 and 1944, the Patrol was commended in a special letter by Brig. Gen. W. W. Welsh, Assistant Chief of Air Staff, Training, on behalf of Gen. H. H. Arnold, Commanding General of the AAF.

For aid in WAC recruiting in 1943, the Adjutant General recognized the work of CAP as having "contributed materially to the success of the national WAC recruiting program".

Another service which CAP is quietly performing is the gathering of AAF clippings every day to send to air units overseas. For this, CAP was commended by Lt. Gen. Barney M. Giles, Deputy Commander of the AAF.

**TIME TO RECRUIT** — To build the CAP Cadet program to its goal of 250,000 young men and women, first the local Squadrons ready to expand and then entire State Wings have conducted intensive drives for cadet members and for adults capable of instructing. Governors and State Officials, Mayors, County Boards, police and school authorities, nearby AAF installations, civic groups, radio stations, and the press have cooperated.

Last month the Florida Wing staged a preview of what may be done in many other States. Several light planes carried a group of CAP officers from city to city.

These U. S. Army Air Force photos were taken at Jacksonville where some 20,000 people flocked to the Air Base.

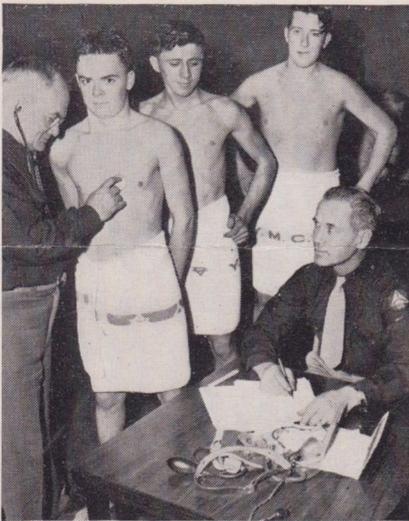


## Winter Missions

Ready the year round in every area for emergency duties, CAP performs some of its most dangerous and useful missions in the winter when more Army planes meet disaster in fog or icing conditions; when snowbound farmers need relief; or when sudden thaws cause floods.

Week by week, CAP flyers are called out under the provisions of the CAP Missing Aircraft Search Service whereby any Army unit can ask the nearest CAP unit for help. Most of this work is in the mountain and desert areas.

The snow and the thick ice on the rivers are a serious flood menace. Through February, intensive preparations for emergency flights, ground work, and communications were being made in Pennsylvania, Ohio, Iowa, and other States. There are usually further missions when the ice breaks up on the Great Lakes. Then comes forest fire patrol during the danger period.



**PHYSICAL FITNESS** — CAP units, with the generous aid of local doctors, dentists, and oculists, are preparing to give physical examinations to all its 80,000 and more cadets by July, to make these young people aware of any defects which they may have. At left, some of the Denver cadets get a going over.

**FIRST AID** — With the help of the American Red Cross, all CAP members check out in first aid courses to save lives in emergency and to learn habits of safety. Many CAP units have their own first aid squads, ambulances, and dispensaries. Below, between the planes, is the medical section of Missouri's 2nd Group, Kansas City.



## WANTED — News Material

Successive issues of the League News will contain an increasing variety of pictures and short news items, in addition to the longer features which will cover each of the many activities of the Patrol. All CAP units can help.

Stories must be of general interest outside the locality or state — outstanding missions or accomplishments of members or units; new methods or ideas; and personalities.

Send pictures to illustrate stories if possible. Pictures, to be considered, must be clear and sharp. They must be action shots or must portray some phase of CAP so as to give the League members a better understanding of what the Patrol is all about.

**Intelligence and Public Relations Officers and Detached Flight Leaders, please note.**

## Scuttlebutt

Every time there has been a change in any phase of CAP or even in the work of some of the other air components of the war effort, rumors have had it that the whole Patrol was finished.

As the CAP Coastal Patrol, the Southern Liaison Patrol, and the Army Courier Service completed their vital work as the temporary stop-gaps which they were, even some who knew the facts did not realize how the rumors originated and thought the whole show was over.

Due to similarity of initials, every time the CAA War Training Service was faced with curtailment, third-hand gossip changed the letters to CAP. Even when the WASPs were disbanded December 21st, there were tales to the effect that CAP would terminate on that date.

The most recent rumor had CAP ending on March 1st, when the Tow Target Units were given their honorable discharge. Meanwhile the Patrol goes right along.

## CAP TRAINING AIDS —

## THE BEST



Lt. Col. William Mason, Vermont Wing Commander, tries out the Navigational Cart, a device furnished to many CAP units by the Navy.



Col. Earle L. Johnson, National Commander, and Lt. Col. Norris Rakestraw, Rhode Island Wing Commander, inspect mock-up instrument.

PRACTICAL INSTRUCTION of senior and cadet members of Civil Air Patrol has been implemented by a growing variety of training materials and devices distributed to local units throughout the 48 States. The typical CAP unit, whether in a city or in a village, has its own training center at a high school, armory, or special CAP building at the airport.

On the walls are large mock-ups of the dials of instruments such as the compass and altimeter, and special devices for the

teaching of navigation. In addition to the material furnished by the Army, the Navy has cooperated by supplying a large number of its Mark IV Navigational Cart, powered by a battery-driven electric motor. Students under the hood "fly" courses around the drill floors.

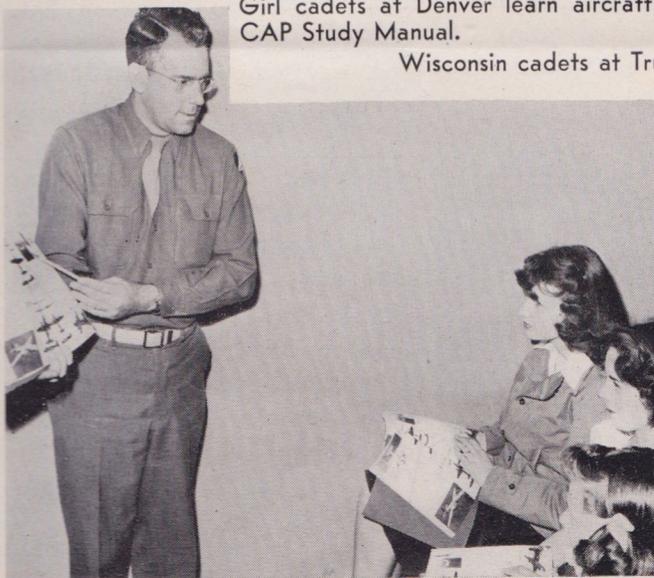
Each CAP unit has a library of Army manuals covering many subjects. Each State Wing has a film library of reels and film strips constantly in circulation among the local Squadrons.

A large quantity of surplus

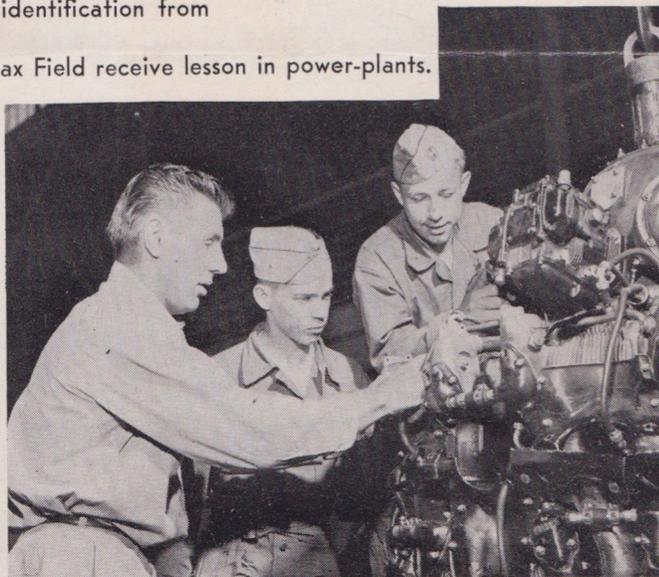
equipment such as obsolete or worn-out motors, instruments, and accessories, is being made available. Quantities of surplus radio equipment also have been shipped to the 48 Wings of CAP to aid in this phase.

Instruction is given free by members and other local experts best qualified to teach the various courses. Thus home-town talent is being utilized to the utmost in conveying aviation knowledge to tens of thousands of future military and civilian airmen.

Girl cadets at Denver learn aircraft identification from CAP Study Manual.



Wisconsin cadets at Truax Field receive lesson in power-plants.



# CAP Starts 'Em Flying

A PREVIEW of what the air age will mean in thousands of localities where flying is yet to begin may be seen today at hundreds of places where CAP has come to town.

CAP has shown that home town aviation may be supported as a vigorous local enterprise, with no outside help whatsoever and at no cost to the taxpayers, not only in big cities but in communities of 3,000 or less.

Since this has been done despite wartime shortages in manpower, materials, and planes, it clearly proves that scarcely a village in the United States need be without an airport after the war.

The Michigan Wing of CAP was among the pioneers. When members were denied the use of their regular fields at Detroit, they found a new site at Utica. By the work of men and women who came in from all parts of the State, Wings Field was built as an operations center. A barn was turned into a headquarters. A control tower was erected on the gable. Meeting rooms and even a photographic laboratory were installed.

At Baltimore, when private flying was grounded by the zone restrictions early in the war, the local Squadrons looked inland for another field. They made a deal with the city fathers of Westminster. A hangar was built from salvage material. The railroad company donated three carloads of cinders and all who wanted to fly had to do their stint with shovel and wheelbarrow.

LAST MONTH, under the caption "CAP Kept 'Em Flying", it was told how CAP's volunteers kept home-town airports operating throughout the war. Out of 1,600 fields now open for civilian flying, at least a third would have been closed had it not been for the Patrol.

Not content with merely holding the line, CAP members have built no less than 81 airports, largely by their own labor, and have made major improvements on over 100.

## The Challenge of CAP

The larger cities, with their greater resources, started the movement but smaller communities soon followed suit. In Farmington, Mo., Marie Umfleet, the county's first woman pilot, joined CAP and spread the word. Local converts started going 70 miles to Cape Girardeau for flight instruction.

That was a year ago. Since "young and old alike pursued the challenge of CAP", as the Missouri Wing paper put it, Farmington, with a population of 3,700, now has an airport of its own, more than 8 licensed pilots at home, and scores on the way to earning their wings. An old-time CAP member has set himself up in business as an operator.

The sparks of aviation interest kept spreading, for the Farmington Squadron established a Flight at Desloge (population 1,400) and helped it develop till it reached full Squadron status (50 or more senior members) and could operate on its own. Now Farmington is lending a hand to another Flight at Fredericktown (population 3,400).

*Some of the projects built by CAP members during the war already are repaying development expenses and are beginning to yield a profit to the operators who have taken over. The policy of CAP is always to leave flight instruction to commercial operators and never to compete with private business.*

In Auburn, Indiana, a city of 5,400, the airport manager had been drafted and the owner thought he would have to close the field. Major I. W. Baldwin, the CAP Group Commander, took over and formed a management corporation.

A former Army instructor, and later a returned Wasp, was



## Airport in a Day

CAP members at Redmond, Oregon, borrowed dirt-moving equipment; brought their own shovels; cleared two runways through the sage brush; and made their first landings on the new field all in one day.

The picture is from a story by Lt. Mary E. Brown, CAP, in January, 1945, issue of Plane Talk magazine.

employed for flight training. In a short time, 76 students of ages from 37 to 67 were signed up. Two war plants bought company planes to speed the travel of their executives. A thriving airplane auction business and a parts sales business has been developed. This is on a turf field of only 67 acres.

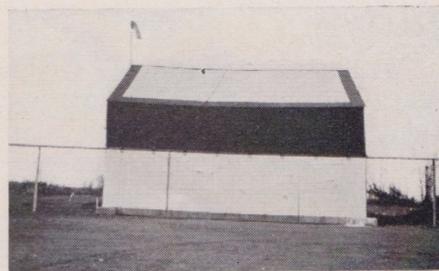
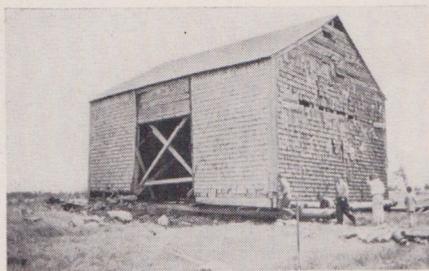
### Can You Do as Well?

When the city of Anthony, Kansas, was about to close its airport, Lt. Col. J. Howard Wilcox, the State Wing Commander, rented the field so CAP members over the State could fly into Wing Headquarters. Merely, as he thought, to cover part of his losses, he became an operator by buying two planes and hiring an instructor. Demand for training was so brisk, that the field is not only paying expenses but will be an item in next year's income tax.

There are now 50 students at Anthony and more are signing up each week. Several have checked out for their private licenses and several youngsters have been soloed on their 16th birthdays. All this is in a town of less than 3,000.

Now comes Franklin, North Carolina, a town of 1,800 back in the hills. Lt. Col. Frank E. Dawson, the Wing Commander, went there not long ago. Over one week-end, he organized a senior Squadron of 75 members and a large cadet unit tied in with the local high school. A site for a landing field was bought immediately and local merchants raised \$75 for an air marker. Already Franklin has a designated airport and a hangar is being built.

The communities that take action now by making surveys, buying land, and doing the preliminary grading so that light planes can take off and land, will be in the vanguard of air progress as soon as new planes and materials are available for civilian use.



**BEFORE AND AFTER** — When local CAP Flight cut off the hay Clarkson College at Potsdam, N. Y., was given land for an airport, it was thought that flying would have to wait till the war's end. But members of the local CAP Flight cut off the hay to pay initial expenses. In a few weeks had leveled the field and started flying. Pictured above is a barn that they turned into a neat hangar by their own labor.

## Airports — How Many and Where?

### Figures Show Importance of Rural Development

Most of the 1,600 airports now open to civilian flying in the United States are adjacent to cities of 10,000 and over. Less than half the nation's population is in these cities. Here are 1940 census figures:

500,000 or more	14 places	22.4 millions
100,000 to 500,000	78	15.6
25,000 to 100,000	320	14.7
10,000 to 25,000	665	10.0
10,000 or more	1,077 places	62.7 millions

*Many of these cities will require more than one field. The total of city airports should jump to 3,000 or beyond soon after the war. Beyond this, the big need for development is in the cities of less than 10,000 and in the open country where most of the people live, as the census shows:*

5,000 to 10,000	965 places	6.7 millions
2,500 to 5,000	1,422	5.0
1,000 to 2,500	3,205	5.0
under 1,000	10,083	4.3
rural territory	—	47.9
	15,675 places	68.9 millions

Barely one in five of the 2,387 cities between 2,500 and 10,000 population has an airport today, though CAP has shown that towns of this size and smaller can support their own fields even under war conditions. Few of the 3,205 incorporated places of 1,000 to 2,500 yet have landing places.

If these communities are to fly, there is needed 5,000 more airports, plus thousands in villages under 1,000, plus thousands more on farms and at rural homes, plus seaplane landings on lakes and rivers, plus flight strips and auxiliary fields at many other points.

**The rural half of America can not take full part in aviation until there are at least 10,000 rural landing areas instead of a few hundred.**

## Para-Talkie

Michigan's 9th Group of CAP, which goes in heavily for instruction in parachute rigging and jumping, has found the answer to the problem of 2-way communication between students in



**Talking Down** — A jumper receives instructions via ear phones and can send through a throat mike to ask, "Now what do I do?"

**Talking Up** — A CAP parachute instructor radios directions to a jumper equipped with the Michigan Wing's new Para-Talkie.

the air during jumps and their instructors on the ground.

Even after rigorous advance training, a student during his first jumps has to learn the hard way if he gets no advice on the way down. Directional loud speakers on the ground helped but were not enough.

So the Group pioneered and developed a special radio transmitter that would stand the shock of landing and would not be a hazard to the jumper in any way. After five experimental units were built and scrapped, the device was perfected.

The entire outfit is in a metal cabinet 4" x 4" x 5". The antenna, of flexible braid, goes down to the jumper's boot. For sending, a lever is pressed.

The device was developed by Radio Technician Eddie Pietrasik under the supervision of Lt. Arthur E. Copeland, Group Communications Officer. The

first aerial test was made by Lt. Ralph Berkhausen with Lt. James Allen, Group Parachute Specialist, on the ground mike. The set has proven adaptable as a walkie-talkie for many purposes other than that for which it was designed.

## Welcome to Veterans

Every unit of CAP has been asked by the National Commander to call on all honorably discharged veterans from AAF service—including Wasps, Wacs, and Army Nurses—on their return home to welcome them and help them in any way possible.

Many are joining CAP and are bringing the highest order of experience into the training of senior and cadet members. Membership in a local unit helps veterans form contacts quickly so they can find the kind of jobs they want, especially in aviation.

## Snow Relief Flights

Many relief and mercy missions were flown by ski-equipped planes of CAP in upstate New York and Pennsylvania during January and February when heavy snow over unusually long periods, and lack of manpower to keep roads open, caused acute distress in rural areas.

Outstanding service was performed by Lt. Louis A. Raub of Erie, Pa., who made more than 50 flights in cooperation with the Red Cross to bring medical aid, food, fuel, and cattle feed to stranded farmers. He flew five persons to Erie hospitals and undoubtedly saved lives.

When Joyce Chichester, a 9-year-old girl, was stricken with appendicitis, Lt. Raub took off and was at first unable to find her house due to poor visibility. So he landed and phoned to ask her parents to build a big bonfire. Thus guided, he came in to pick up the girl and her mother in time for an emergency operation which was successful.

When the stork hovered over the home of Mrs. Charles Curtis, the local physician was unable to get through the snowdrifts. Lt. Raub made a night landing with an Erie doctor just in time to deliver the baby.

From Corning, N. Y., Lt. William Simmons and F/O Clifford Johnson dropped food to the snowbound home of Melvin Canedy. His wife had managed to get out to the road on snowshoes made from barrel staves and take in a small bag of corn meal which was all the family of nine had against starvation.

Other units in the Rochester, N. Y., group worked with Sheriffs in maintaining radio contact. They not only took food to farmers but brought out dairy products to help relieve city shortages.

# Tow Target Job Completed

THROUGH THE FIRE of ack-ack guns by day and through the blinding glare of searchlights in the night, veteran flyers of the CAP Tow Target Units have long been serving on one of Civil Air Patrol's least known missions for the Army Air Forces and one of the most useful.

Initiated to relieve Army planes and airmen for other duties, this assignment was completed on the first of March when the AAF was prepared to take it over.

The work was essential to the training of gun and searchlight crews not only for the defense of our coastal areas but for the sending of skilled crews to protect airfields and other military installations overseas.

"All reports from the Army units for which the work has been done are commendatory," according to Brig. Gen. W. W. Welsh, Assistant Chief of Air Staff, Training. "Performance has met the standards of the AAF itself. It is a job well done."

Target towing was one of the

first volunteer missions of CAP. Early in 1942, planes of the Illinois Wing flew over the guns at Ft. Sheridan with improvised targets. This is believed to have been the first time civilian aircraft were so used.

Toward the end of 1942, regular tracking flights — "dry runs" for aiming practice — began in the East. A year later, when the CAP Coastal Patrol was terminated, a number of the anti-submarine bases were transferred with their personnel and equipment to several Tow Target

Bases both in the Eastern and the Western Defense Command.

*Precision flying of the most exacting sort was called for and the men on the tow target bases often faced serious hazards.*

While no one was injured by gun fire, one plane came in with its tail wheel missing and several jagged holes the size of baseballs in the fuselage.

One pilot received a burst of flak beneath his plane. After he regained equilibrium, he could see daylight through his wings and fuselage, and found a sizeable piece of shrapnel imbedded in his parachute seat pack.

The night work was nerve-racking. Blinded by the beams which probed to focus on them, the pilots had to fly by instruments. Constant vigilance was necessary to prevent going into a dive or falling into a spin.

All told, CAP lost 7 men on tow target and tracking. There were 5 men seriously injured and 23 planes were lost. More than 20,000 missions totaling over 46,000 airplane-hours were flown.

These operations, at their height, employed some 300 men. Most were over-age or otherwise disqualified for combat.



Above, a Stinson with sleeve target reeling out for a run over anti-aircraft practice fire. Special reels were installed by the Army. After trials for the .50 calibre machine guns and 40 mm. anti-aircraft guns, CAP towed targets also for 90 and 120 mm. guns.

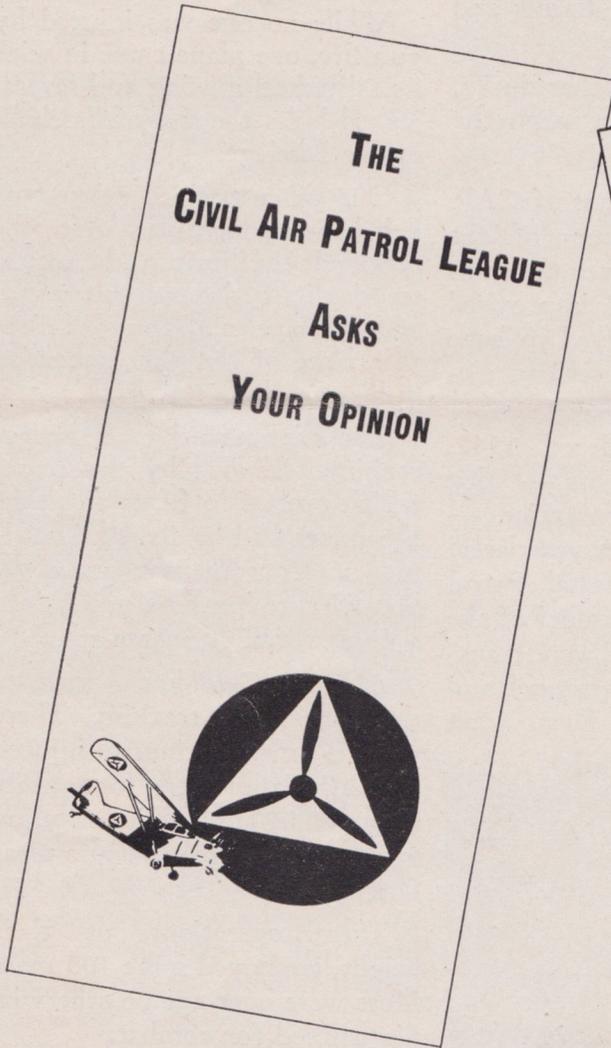
Right, a banner target is painted with caricatures of Hitler and Tojo to provoke straight shooting by the gunners. The Stinson Reliant behind it saw service in CAP's anti-sub patrol.

The pictures are from an article by Lt. John C. McGee, CAP, in the February, 1945, issue of SKYWAYS Magazine.



The Civil Air Patrol League is a non-profit, non-partisan membership organization formed to support the program of Civil Air Patrol, an auxiliary of the Army Air Forces.

Permission is granted to reprint or quote from this publication.



**MEMBERSHIP APPLICATION**  
**CIVIL AIR PATROL LEAGUE, INC.**  
 545 Fifth Ave., New York 17, N. Y.

Enclosed find one year's dues in the following class of membership (check one):

<input type="checkbox"/> Sponsor	\$100	<input type="checkbox"/> *CAP member	\$3
<input type="checkbox"/> Sustaining	\$ 25	<input type="checkbox"/> *CAP Cadet member	\$1
<input type="checkbox"/> Regular	\$ 5	*For CAP senior members and cadets only.	

CAP status, if any: senior member .....; cadet member .....

NAME ..... (Print or Type)

STREET No. .... POSTAL ZONE ..... STATE .....

CITY ..... League dues are tax deductible.

Please send check or money order; do not mail cash.

### League Pamphlet Available

An 8-page pamphlet, the cover of which is here illustrated, has been prepared to explain in a few words the purpose of the CAP League and of the CAP program which it is seeking to aid.

Friends of CAP can help the program by writing the League office for a supply of the pamphlet and of the League membership application card.

Give this literature to friends; mail it with letters in your regular correspondence. Let's build League membership fast.

Every League member will receive the monthly News so as to keep informed about CAP and thus be a strong booster for the organization.

**Civil Air Patrol League**

545 FIFTH AVENUE  
 NEW YORK 17, N. Y.

Place  
 Stamp  
 Here

*1572-2  
 2-24-31  
 W. B. Baker*