

TOW TARGET WORK COMPLETED--Closing of CAP's two remaining tow target bases as of the first of March will be announced in a statement for release to the press next Monday. All other activities of the 48-State CAP organization will continue as usual.

Towing of aerial gunnery targets, together with "tracking" for anti-aircraft aiming practice and night flights over the searchlights, was one of the jobs CAP undertook early in the war to relieve Army planes and airmen for combat. Now the AAF is prepared to take over.

In a statement of commendation, Brig. Gen. W. W. Welsh, Assistant Chief of Air Staff, Training, declared in part, "Performance has met the standards of the AAF itself. It is a job well done."

The Wings and local units of CAP stand to gain by the return of the tow target personnel, many of whom are veterans of the CAP Coastal Patrol. Their accomplishments, while among the least known jobs of CAP, rank with the best that the Patrol has done. Further details are given in the press release which has been sent to each Wing Headquarters.

WAR CIVILIAN SECURITY--Although it was earlier thought that the War Civilian Security Program might end at the turn of the year, it is still going on. It provides, as all are probably aware, certain payments in cases of injury or death in line of duty on certain war-connected work including CAP.

Meanwhile, as explained in News Bulletin No. 1, steps had been taken by this Headquarters to work out an alternate plan so that protection would be available to all CAP members who might want it. Reports indicate that many members like the plan and expect to avail themselves of it while others are considering their own local arrangements. Efforts will be made to keep the membership currently informed as to the status of the Civilian Security Program.

SURVEYS--Looking ahead, some units have been making surveys as to the training courses most wanted by the members and of the aviation occupations which the cadets most desire to enter. In addition, area surveys can profitably be made -- surveys of sites for emergency landing fields; canvasses to spot where aviation interest can best be developed by the formation of new CAP units.

CADET QUOTAS--To meet the goal of 250,000 CAP Cadets, each State Wing has been assigned a quota based on population. Several Wings have reached a high percent of their quotas. At the present rate of progress it should not be long before those in the vanguard begin to go over the top.

New Hampshire is in the lead with approximately 80% of its quota of 1,000 cadets already achieved. Rhode Island is in second place and is pushing hard toward its goal of 1,500. This week more than 1,100 senior and cadet members, despite heavy snow, mobilized in the Armory at Providence for a review by the National Commander and put on as pretty a drill as anyone could hope to see. The Providence women's Squadron alone has 300 cadets and a waiting list.

COYOTE HUNT--CAP flyers and ground parties held rendezvous in Osage County, Oklahoma, this week for another coyote hunt to reduce losses of livestock which have been high during the war. Predatory animals have multiplied with so many of the hunters away on the bigger hunt for Japs and Nazis. One plane parked overnight was minus a stabilizer the next morning. "A horse grazing nearby was blamed for the nibbling", according to an Associated Press story, "or it might have been a coyote. They're tricky."

AIR FORCE MAGAZINE--Senior and cadet members who have been sharing the limited number of copies of Air Force distributed each month to all Wings of CAP may now place personal subscriptions, if they wish, for this official magazine of the AAF. The price is \$2 per year for 12 issues, packed with articles, news, and pictures of the work of the Air Forces around the world. Send check or money order (do not send stamps) to Superintendent of Documents, Government Printing Office, Washington 25, D. C. Single copies may be purchased at 20¢.

LABEL YOUR CLIPPINGS--Home town newspaper stories about the exploits of AAF airmen and units in combat should be carefully labeled by CAP units as to the name of paper, date, and place before the clippings are sent to Washington. CAP labels remain on the clippings sent overseas. Thus an airmen from Boston or Memphis or Minneapolis knows that his home Squadron of the Patrol is performing this volunteer service for him.

Most of the Wings and some Groups and Squadrons have special labels printed. The New Hampshire Wing, for example, uses small slips, 2" x 3½", which read: "Civil Air Patrol, N.H. Wing, Press Clipping Service." Four lines follow for entry of "paper, city, date, unit." If the clipping is from page one of the paper, it is well to write that in.

Send in clippings promptly, straight from local unit to Col. William Westlake, Bureau of Public Relations, War Department, Washington 25, D. C. Send AAF clippings only, to this address; not clippings relating to other branches of the service. Don't send through channels and don't let clips accumulate. Mail them directly, early and often.

WING RADIO SYSTEM--Pennsylvania Wing will soon build its radio system to at least 50 units. According to Keystone Wing Slip, "The successful demonstration of the utility and need for CAP-WERS radio units at the Wing Training Encampment at the Reading Air Base has been a spur to activity throughout the Wing to procure and license radio units."

LION HUNTERS--The judge of the Johnson County Court in Indiana, according to Sky Patrol, the Wing Paper, amazed the officers of Group 527 by driving up to one of their maneuvers and asking for planes to help track down a mountain lion which had been killing livestock in the vicinity.

FLYER CREDITS CAPC TRAINING--"2nd Lt. Stanley M. Sharp", according to the Oregon Journal, Portland, "home on leave for the first time since he enlisted in the Air Corps, July 5, 1943, advises all youths interested in flying to join the Civil Air Patrol for primary training. While a student at Grant High School, Sharp was an ardent student under Capt. Al Vaughan, commander of Portland Squadron, CAP. His classes in navigation, weather reading, codes, leadership and discipline helped him immeasurably and gave him confidence when he got into the real thing. ... He received his wings at Marfa, Texas, and at the same time was presented with a plaque for outstanding accomplishments."

ANOTHER NIGHT LANDING--With the aid of the Huntington Squadron of the CAP and passing motorists who stopped and turned their headlights on the field, a Cessna Army trainer plane, which was in trouble and short of gas, landed safely on the night of Jan. 5, according to the Huntington, W. Va., Herald-Dispatch. Radio Operator Helen Johnson of the CAA station at the airport received a call for assistance from the plane. She called CAP and stopped passing motorists. The flyers were two Army Lieutenants who had run into bad weather which had depleted their fuel supply.