

## UNIFORM CHANGES . . . . .

Something new has been added to CAP uniform regulations. Alterations in our dress will be ordered shortly, and in the near future announcement is expected of additional CAP insignia to be worn.

It is learned on reliable authority that special insignia similar to Army pins denoting rank for commissioned officers, non-coms and enlisted personnel are in the offing. Details, however, are not expected to be revealed by National Headquarters for several more weeks.

Of immediate interest is an order for minor uniform alterations to prevent CAP members from being mistaken for members of the armed forces. This will be accomplished by attaching red shoulder loops to shirts and blouses and red piping to overseas caps. An official color has been selected and the red material is expected to be issued within the next two weeks.

According to plans, members will shortly add special insignia to their uniforms in addition to the cloth marking. These will include shirt and lapel CAP pins and wings for officers, and pending announcement, insignia of rank for officers and chevrons for non-commissioned officers and first class privates.

It is too early to predict what commissions of rank will be held by various CAP flight, squadron, group or wing officers. It is believed, though, all personnel will be ranked from private on up on a basis similar to that of the Army Air Force.

## THEM'S OUR SENTIMENTS! . .

What we are most interested in learning about that new Jap Zero plane is how soon that's all there'll be left of them. You can hasten the day by buying War Savings Bonds and Stamps.

## COURIER SERVICE . . . . .

National Headquarters' announcement regarding the establishment of "Courier Service" is of special interest to all members of the CAP.

Because the entire service is limited to light planes under 90 HP, the opportunity has become especially attractive. A typical Courier Station will be staffed by a Dispatch Officer and others, limited of course by the amount of actual services performed. It has already been shown that to get a station started, it is best to use Active Duty Volunteers who have agreed to serve for thirty days or more. However, as traffic develops, all members in the area covered by the service will be given an opportunity to serve.

A suggestion from Washington states that since the service is for war industries, the companies participating should underwrite the entire cost by paying monthly service fees and pro rate additional expenses on the basis of the traffic carried for each user. It is also recommended that private contributions be accepted by Wing, Group and Squadron in order to carry on the service, and wherever possible an operating fund should be accumulated in order to guard against financial embarrassment. Out of this "pool" hourly rates will be paid for planes in flight and a per diem sum paid to each pilot on duty.

In order to perform in the most efficient manner, it will be possible to carry personnel, but at present, pilots must have at least 50 hours of cross country, at least ten of which have been flown within the last six months. Pilots of lesser skill may carry cargo only. The rules have been set up in detail governing the operation of Courier Stations and must be followed to the letter.

In York, Pennsylvania, the industries have already teamed up to establish a Courier Station with the com-

(Continued on page 4)





# 514 NEWS

The official publication of CAP Group 514,  
Cleveland Municipal Airport, Cleveland, Ohio.

Group Commander.....Dwight P. Joyce

Henry M. Barr, Editor      NEWS STAFF      Ted Hanna, Co-Editor

Norbert Yassanye      PHOTOGRAPHY      Dudley Brumbach

Fred Newman      CARTOONS      Robert Horstman

James Hartshorn      FEATURES      Norbert Yassanye  
Kaye Greshauge



## DON'T BLAB . . .

CAP members have access to much information denied the public because of its war nature. This ranges from weather reports to the type and number of military craft on the field.

It includes confidential matters pertaining to CAP courses and various training and actual missions. Enemy agents would

be very interested in knowing about these things — even in getting them “second hand.”

It therefore behooves every CAP member to guard his conversation and think before he puts anything in writing.

Let us adopt as our motto: “Know what you talk about — don't talk about what you know.”

## LET'S RETAIN OUR SENSE OF PROPORTION . . .

One scene in that great picture “Mrs. Miniver” seems to stand out in my memory above the rest. In that scene a young buck is impressing upon his girl the unfairness of fighting the war for the English “upper class,” although the picture points out that this condition had been changing since before the war began. His remarks, however, are brought to an abrupt end when the weaker sex replied, “Admittedly so, but does that mean we should lose our sense of humor?”

We of the CAP going about our daily lives, too, should not lose our sense of humor — or proportion. Daily we hear remarks criticizing our higher command, our Presi-

dent, our Government. Let's keep in mind the overall picture as it actually is. By far the majority of the men connected with our war effort are sincere in trying to do a job and get this nasty business over with as soon as possible. Let's stay with them and keep our heads clear for the serious work which lies ahead.

## COMMANDER'S COMMENTS .

One important function of the Civil Air Patrol which we frequently overlook is the training of personnel for service in the Armed Forces of our country. I do not know offhand how many of the individuals who made up the original membership of Group 514 are now in the Army or Navy but the number is large.

During the past several weeks I have heard from quite a few of these boys, through personal contacts and through correspondence, and in every instance they have told me how much their CAP activities have helped them in connection with their full-time service to our country.

George Hines, our able and energetic Adjutant, is the most recent member of our organization to enter the Army Air Forces. I am very sure that the training and experience George received in CAP will stand him in good stead in the future.

While services in the Armed Forces may seem a long way off to many of us, none of us knows what the future may bring forth. I definitely feel that we should all keep before us the thought that the training and experience we are getting in connection with CAP activities may make us of more real value to our country later on. That's another good reason for taking our training very seriously.

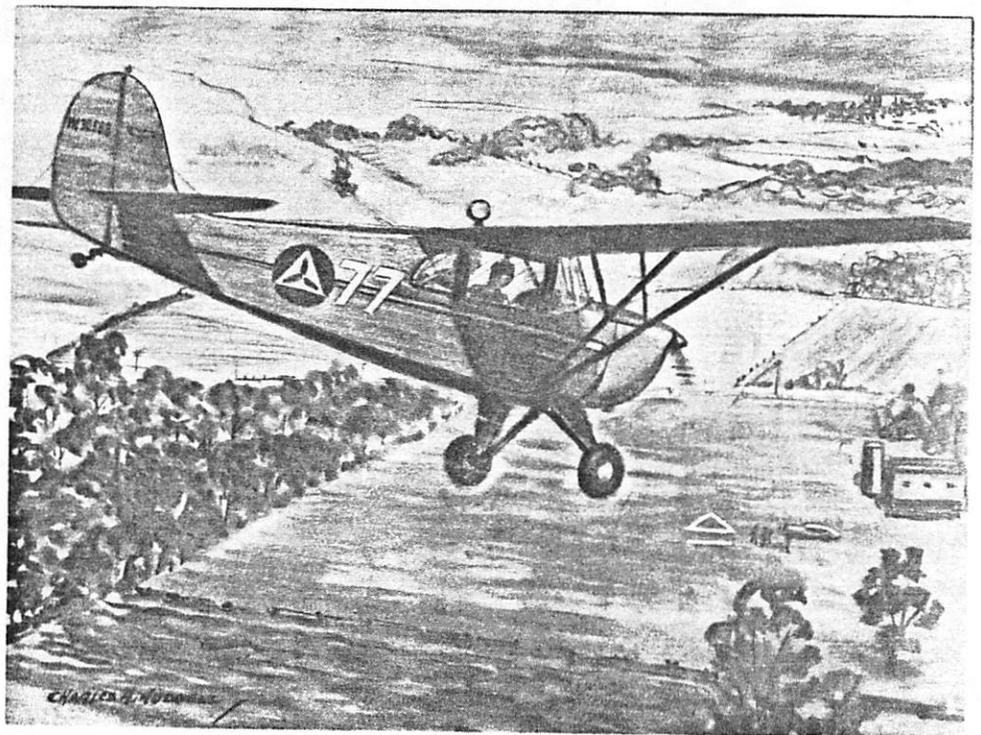
## BLOOD DONORS . . . . .

Although far from being 100%, a sufficient number of blood donors' registration blanks were returned to warrant the setting aside of a special “Civil Air Patrol Blood Donors Day.” The date will be September 15th, and those members who returned the cards are already being notified of the exact hour of their appointment.

This project was actually carried out through the efforts of the Cleveland Junior Chamber of Commerce and their Blood Donors Committee, a job well done.

If commendations are in order, they can well read, “For assistance to our armed forces over and above the ordinary call of Civil Air Patrol duty.” Congratulations, men, on your fine attitude.

*A typical CAP practice mission. The pilot is bringing his plane over the signal laid out by the ground crew below. The pattern conforms to a duplicate carried by the pilot — it may mean a word, sentence, or whole paragraph. If he is able to read it he will bank to the right and the panels will be changed to form a new pattern; if unable he will bank to the left and try again. (The plane, incidentally, belongs to Commander Ted Byron of 514-4.)*



## FROM PAINTER TO PILOT . .

Working in quiet seclusion as a member of Group 514, drilling, attending classes and performing missions along with other fellow CAP enthusiasts, is one of the most nationally famous men in the aviation picture today. His fame, however, does not lie in being connected with the aviation industry as we commonly think of it, but rather in the setting forth of the aviation scenes he views from day to day, on canvas, the portraying in livid colors and dramatic detail the finished product of hundreds of hours of engineering and scientific planning. This man is Charles Hubbell, famous as a painter of aviation scenes, and a member of 514-4.

We suspected, rightly so, that behind Charlie's modest personality lay a story of great interest. With this in mind we took the elevator in Cleveland's N.B.C. Building to the 17th floor where Charlie was found in his unimposing but tastefully furnished studio overlooking Lake Erie.

When Charlie Hubbell was ten and living in Lakewood, a magazine dealer brought home an aviation booklet and gave it to the boy — this, much to the dealer's lasting sorrow. He was plagued from week to week for succeeding issues, but that single booklet wakened the aviation enthusiast who today is nationally recognized as the country's premier painter of airplanes.

At sixteen, Hubbell designed an airplane and built the framework as a manual training project at Lakewood High School. Fortunately, he now admits, his lack of funds did not permit him to buy a motor, and so the project was abandoned. A model hanging in his studio

anteroom is the reincarnation of that sixteen-year-old boy's idea of what an airplane should have been and actually is built from the same plans conceived years before.

No doubt the most widely known airplane paintings are to be found on the Thompson Products, Inc. calendar, which since 1937 has yearly produced twelve of Hubbell's paintings. All of this requires a great deal of research, since Hubbell insists that his paintings be minutely accurate down to the last rivet. He has in his files books on aviation and magazines and periodicals dating back to aviation's very early days. Hundreds of drawings, prints and sketches are on file and many are consulted in order to produce a single painting.

The pictures have found their way into all parts of the world. Ernst Udet, the famed German flyer (recently deceased from unknown causes in Germany) had one of the Hubbells, and Charlie showed with particular pride a letter, written in German, commending him for his work. Another owner is Gerd Achgelis, who it is now believed is producing planes for the German staff. Still another has found its way into the possession of R. L. R. Atcherly, famed English flyer. And as his paintings scatter, so does his fame. Last year he spent some time in Washington supervising the establishment of a permanent exhibit of fifty-five of his paintings in the historical Smithsonian Institute.

An ardent CAP enthusiast, he designed the insignia being used by Squadron No. 4 and as a pilot himself, he well deserves to talk about aviation as a career. He now has about 500 hours to his credit and reminisces very fondly on how he "swapped" paintings for his first flying lessons.

## GENERALLY SPEAKING . . .



National headquarters has purposely asked us to withhold writing of our own excellent activities along the coast. However, a recent trip made by two members of our Group staff certainly deserves reporting in a very general sort of way. The members, George Rager and Chan Roland, spent

a good number of days looking over the coastal situation in order to enable Cleveland to produce the type of personnel which could be most readily assimilated into the active duty organization.

Leaving Cleveland, they traveled more than 1600 miles in a single week by thumbing rides, using the rails, and even by water. They were greatly impressed by the very efficient military manner in which all of our bases are operated. They found that the populace all along the coast recognized the work which CAP was doing and as a result even found it difficult to buy their own lunches and dinners. At one base they found a canteen operated by the Red Cross Motor Auxiliary which served \$1.50 dinners to the boys at a net cost of only 30 cents. On another occasion they had extreme difficulty convincing an elderly lady that there was no need for her to sacrifice her chair on the Cleveland-bound train simply because she thought it would be "doing her share to aid her country."

A bit of humor also crept into their trip when George was almost thrown into the Clink because he started an argument with a red cap over their bags when Chan actually had them in his possession. It seems that an M.P., not fully cognizant of the situation, had a hard time seeing it George's way.

It can be said, too, that at another base their uniforms were instantly recognized and the M.P.s actually offered them the use of their staff car after asking for their credentials.

The two men returned with valuable information which is already being incorporated in Group 514's training program. Our goal — to have all of our members trained and ready to answer the active duty call upon a moment's notice.

## COURIER SERVICE . . . . .

*(Continued from page 1)*

plete costs of a month's operation covered in advance. About the middle of August, five planes with pilots and a Station Commander began service.

This station's traffic is intended to go as far west as Minneapolis with a chain of relay stations acting as relay points. For example, Pittsburgh also is setting up a station and under this arrangement, York would carry the cargo to Pittsburgh, Pittsburgh to Cleveland, and thence

on to Minneapolis. A station also is in operation at Buffalo and it is probable that some of their traffic will go to Dayton probably via Erie and Akron.

Cleveland is actually "in process" in setting up the preliminary details surrounding such a station. It may be expected that very shortly the feasibility of such a project here in Cleveland will be recognized.

## WITH THE LADYBIRDS . . . . .

"I've been waiting for a long time to get in the dark with this group," exclaimed Group Communications Officer Lehman upon beginning to instruct Squadron 1 on the use of blinkers for sending International Morse Code. Mr. Lehman stated that this type of communication is a very valuable asset when the enemy is at close range and two allied ships wish to signal to each other. As an example of this principle, he cited a ship on coastal patrol which had sighted an enemy submarine and wished to communicate the message to a CAP coastal patrol plane for rapid transmission to a base of operations.

Squadron 1 has had instruction on the receiving and sending of code from Mr. Lehman throughout the summer on Tuesday evenings at the Hotel Cleveland. With this new innovation in the line of training, however, the group has become a "flash light" brigade. Each member brings a flashlight to class and blinker code is the only language spoken. Plans have been made to hold several outdoor evening classes at the airport in order to acclimate the group to receiving messages under actual out-of-doors conditions.

## THE BEST FLIGHT . . . . .

The best flight in Group 514 — that is the goal of Ted Hanna, leader of Flight "B" of Squadron No. 2, who has been reading the directive for flight leaders and mixing in a few ideas of his own.

"We hope to make Flight B the best attended and the most active flight on Cleveland Airport," says Ted.

The directive suggests that flight leaders should have a good idea of the experience and qualifications of the members of the flight.

To carry this out Hanna has had members of Flight "B" fill out questionnaires which he devised. In addition to routine information about ages, addresses and kinds of aeronautic licenses, if any, the questionnaires inquire on what hours of every day of the week flight members are available for duty calls, whether they own automobiles and how many miles are left in their tires, what hobbies they have and what missions they have completed.

Ted is keeping an attendance record for the flight, and when members don't show up he telephones them to find out why. He is also checking the member's service records to see how they stand in their training courses.

Deputy leader of Flight "B" is Horace Tuttle.



## FIELD-STRIPPING OF SIDE ARMS AND FORMAL INSPECTION . . . . .

of the Army's .45 Colt automatic is the latest course added to the long curriculum for members of Group 514. Left — The 11 parts of the gun are studied by (left to right) Miss Irene Petretzky, Miss Marie Peck and Mrs. Charlotte McDowell, members of the all-girl Squadron 1. Right — Jerome W. Moss and E. F. DaLuge stand inspection by Carl Knoch, the class instructor, who is preparing his class of 11 men and women to serve as instructors for the balance of the Group.

## SQUADRON THREE'S TRAINING PROGRAM . . . . .

Commander C. B. Potter's Squadron No. 3 recently inaugurated a new system of training whereby the three-hour Thursday night meeting is devoted wholly to classroom work and the three-hour Sunday period exclusively to flying.

Operations Officer Pete Lewis, assisted by Ray Kromer, schedule available airplanes each Sunday morning and explain just what is required by each of the training directives. Adjutant Don Fairchild and Jack Pierce make it their business to see that each of the airplanes is manned by a qualified crew and that they are adequately informed as to pertinent information concerning the performance qualifications of that particular ship. This is important because many of the training missions have a direct bearing on the ship's airspeed, gasoline consumption and compass performance.



A typical mission under this plan was flown Sunday, August 23, a terrain familiarization problem. Assigned to Mansfield Airport as the new base, ten ships took off from Cleveland and arrived at Mansfield shortly before noon. There they received a cordial welcome from the Mansfield CAP and were assigned 30 mile radius segments of 45 degrees emanating from that airport. Each pilot-observer team was instructed by Ray Kromer to "make a sketch showing all outstanding cultural and geographic landmarks which would be important to a pilot attempting to orient himself under adverse conditions." This was to be accomplished by each observer with the aid of the pilot.

All ships arrived back at the home 'port without incident and all personnel were enthusiastic in their comment as to the success and ultimate value of the training.

## HONOR GUARD . . . . .

On August 12th, an army transport landed at Cleveland's Municipal Airport carrying Undersecretary of War Patterson, who was in Cleveland to present the joint Army-Navy Award to the White Motor Company.

He was met immediately upon alighting from his plane by an honor guard made up of six members of Group 514, all, of course, in uniform. The Group also placed an automobile at the Secretary's disposal, and transported him to the White Motor Company for his address.

During the program a formation flight of CAP aircraft circled overhead, and the Secretary's airplane was guarded by uniformed members of CAP from the time of its arrival until its departure.



## NATIONAL COMMANDER

Earle L. Johnson

### CLEVELANDER HEADS NATIONAL CAP . . . . .

Major Earle L. Johnson, national commander of the fast-moving Civil Air Patrol, is one of "Cleveland's own" and one of the foremost men in the country with regard to the furtherance of civilian aviation.

Back in July, 1939, Commander Johnson, then chairman of the Come-to-Cleveland Committee and an official of the Leisy Brewing Company, was appointed State Director of Aeronautics by Gov. John W. Bricker. His first actual contact with State Aeronautics was made during his three terms in the State House as representative from Lake County. During that time he assisted David S. Ingalls prepare the Ohio Aviation code and later managed Ingalls' 1932 campaign for Governor. As a member of the Legislature, Johnson first learned to fly, later securing his transport license, and also served as a Director of the Cleveland National Air Races. Under his direction the status of the State's Airports, Mechanics and Hangars took on added significance and number with direct reference to the National Defense Program.

Late in September, 1940, State Director of Aeronautics pointed out that the country needed not only pilots but more of the things mentioned above. To bear out this statement, Johnson stated that there were but 1548 Class 1 Airports (runways at least 1,500 feet long), only 245 Class 2 Airports (runways 2,500 - 3,500 feet long), only 28 Class 3 Airports (runways 3,500 - 4,500 feet long) and only 3 Class 4 Airports (runways 4,500 feet long or more) in the country, with one of these being the Cleveland Airport. The same condition exists with regard to hangars, he pointed out, "because there is hardly an airport in the country that does not have to store one or more of its planes outdoors."

For every plane in the country one pilot is required, whereas each military airplane needs four mechanics to keep it in the air. In an attempt to alleviate this particular situation within the State, Johnson spent a goodly

... to build airports. "There is this one thing  
an airport will be in the same class as a city of 50,000  
ago without a railroad station," he said.

As a portion of his task to make the Civil Air  
aviation-minded, Johnson succeeded in having a total of  
612 cities mark their names in cooperation plans. This  
was in September, 1940.

Early in December, 1941, State Director Johnson was  
named as one of the 35 Wing Commanders of the national  
Civil Air Patrol, then in the process of selecting, training  
and disciplining civilian aviation personnel. In the  
middle of January, 1942, after a trip to National Headquarters,  
Johnson was able to announce that the State  
of Ohio had enlisted more personnel in the CAP than any  
other State in the Union.

Several weeks after his appointment as Wing Commander  
for Ohio, Johnson went to Washington as Executive  
Officer for the National CAP Organization and  
several weeks later was made National Commander with  
the rank of Major in the Army Air Corps of the United  
States.

Under his leadership CAP, although not officially part  
of OCD, has established coastal bases where active duty  
flying and heroic work is the order of the day. We will learn  
a lot more about this after the creation of Coastlines. In  
the meantime, Major Johnson continues his executive  
work at Washington with frequent trips to his home in  
Cleveland.

### CAP IN THE ARMED FORCES .

Virtually every week another familiar face disappears  
from the ranks of 514 as Uncle Sam calls more men  
into armed or semi-military service. Today there are 40  
on detached service, and more are planning to go in the  
near future.

We have, at present, 28 men in the Army, 10 in  
Coastal Patrol, 5 in the Navy, 3 taking instruction in  
fresher courses, 1 in government work, and a temporary  
member with the WAAC.

The Coastal Command is, of course, most closely  
affiliated with 514 activities. Those on patrol "some-  
where on the coast" include William Barber, Curtis  
Black, Bernard Cohen, Duane Frazier, Carl Kark,  
Emmett Pedley, Frank Slough, Frank Wetzel, James  
Willoughby and Walter Young.

These men, together with other members on detached  
service, have stepped from our ranks into duties even  
closer associated with the war effort. Their safe return  
when victory is achieved is the wish of each of us they  
have left behind to carry on.

## ADJUTANT LEAVES FOR ACTIVE DUTY . . . . .

Although it is being used quite often as a phrase these days, we can think of no better way to express our feelings than to say, "Group 514's loss is Uncle Sam's gain."

Our amiable, easy going, but efficient Adjutant, George Hines, is leaving 514 for active duty as a First Lieutenant with the Army Air Corp. Sunday, August 30th, at a special assembly of all the Group Staff, George said his goodbyes, and was presented with a scroll expressing the Staff's appreciation for his very fine work and signed by each member. He was also presented with a regulation pen and pencil set.

Back in the very earliest part of January, when CAP was just getting under way, at the Cleveland Airport, George received his appointment to the Group Staff as Aide to the Adjutant. Subsequently, when Neely Leake was promoted to the Executive Officer's position, George received the Adjutant's appointment, where he has performed admirably ever since.

The Group's best wishes will go with our former Adjutant wherever he goes, as there is a certain intangible portion of CAP in Cleveland that is — George Hines.

## HEADQUARTERS RENOVATES

Resplendent in its new coat of paint, our Headquarters now almost defies our descriptive powers. The walls are painted in two shades of green, with the baseboards, stair rails and stairs in dark mahogany. All of this color ties in excellently with the grey venetian blinds.

Group 514 is very much indebted to a number of different people and organizations for the transformation. The William Downey Company did the actual painting with materials supplied by the Glidden Company, and through the efforts of Mr. Courtney Ward of the Painters Union, a certain amount of overtime labor was permitted. We also can't forget the fact that the Gulf Refining Company is providing us with these excellent headquarters.

## DRILL TEAM . . . . .

Under the category of "things-being-worked-on" is the matter of a Civil Air Patrol drill team.

A number of organizations have requested that the CAP form some sort of a marching organization for various events and parades. All of 514's Squadrons have had more than their required amount of drilling and it is felt that with this drilling as a background an excellent team can be worked out. Watch for more on this later.

## MOBILIZATION CHART . . . . .

No doubt the latest addition to our roster of "ideas-to-get-things-done" is a very efficient-looking "Mobilization Chart," which hangs at one end of the Group classroom. This chart, developed and designed by Group Staff Officer Harry Webb with the assistance of Miss Judie Strider of Squadron No. 1, provides the answer to the complicated problem of quick mobilization.

The chart (actually made up of four separate divisions) shows in detail the breakdown of our entire personnel, together with the phone numbers of those responsible for the contacting of the membership at large. For example, Commander Joyce, immediately upon receipt of an "alert" from the Airport Tower or other authority, would have only to make three phone calls in order to start the ball rolling. The Commander's calls would be put through to his Training and Operations Officer, and his Communications and Executive Officers. They in turn would make three, seven and twelve calls respectively and then themselves head for the airport. This procedure would be repeated until even the most remote member of Group 514 had been contacted. Under this arrangement too, it can be seen that all of the officers would be the first to arrive at the airport, thereby enabling them to become acquainted with the problem and be ready to receive their Squadron members upon their arrival.

The extent and detail with which this plan was drawn up can be realized even more fully when it is pointed out that the chart calls for those members living on Cleveland's west side to call those members living on the east side, in order to give them a head-start (the west side, of course, being closer to the airport, thereby taking less time for the trip).

It is a great, thoroughly thought-out, typical CAP undertaking. Its baptism of fire is still to take place, but we have an idea it will be soon — quite soon.

## CAMOUFLAGE LECTURE . . . . .

On Wednesday evening, September 2, 110 members of Group 514, largely from Squadrons 1 and 2, met at Cleveland's Art Museum to hear a lecture on the art of protective concealment delivered by Mr. Milton Fox.

Mr. Fox is well qualified to act in this capacity as he has studied camouflage with the Army at Fort Belvoir, Virginia, and has been found successfully qualified to lecture before the Chemical Warfare Division in Washington. He is also Chairman of the Cuyahoga County Camouflage Committee.

Owing to the fact that the lecture was somewhat long for one evening, it will be continued at the same place at 8 o'clock next Wednesday evening, September 9. All interested are cordially invited to attend.



## C. A. PETE SAYS:

First of all we're really intrigued by that bit of descriptive reporting appearing in a local paper, said a soldier as he descended from his jeep, "T'wont be long and I'll have a cauliflower rear!" ... Geo. Rager rating newspaper space because he happened to "share a ride" with two strangers one of whom turned out to be Ralph Novak of OWI ... We haven't heard much about a previous query over a CAP ball downtown some day in the near future, pleasure?, sure but also a swell way to get better acquainted, and keep up the morale — might even throw it with Group 511 (who incidentally are pretty much on the ball themselves) ... Couldn't help but notice how aptly those gals, Charlotte McDowell, Marie Peck, Irene Petresky and Helen Aro, handled them thar shooting irons in the automatic class ... Instructor Carl Knoch also deserves commendation for his fine teaching of the class ... We hear, too, that another member of the Ladybirds is darning wind socks now, used to be the gals stayed at home and darned them, times sure change ... Can't figure out where all this extra publicity comes from ... The Columbus Dispatch gave 514 credit for finding an abandoned \$55,000 R. R. track although this actually was done in over in Indiana, also the Wing gives us credit for passing out identification bracelets — we're still in the dark as to who is actually doing that ... Reported that Camille Hanson is now a WAAC of Des Moines, Iowa ... Thanks to Mark Emsley for his comments, we'll run a roster of officers in a later issue ... Headquarters asked us to remind all personnel of the "no cameras" rule, seems that they confiscated two during the past week ... We learn that George Scragg has recently been appointed editor of "The Beam," national publication of the "QB" (Quiet Birdmen) organization ... Buzz Blackmore, Group Intelligence, leaving for Georgian Bay for a three-week fishing trip ... Our monthly CAPosies to Burton Riley of Squadron three for the swell tri-colored paintings of the CAP insignia which identify HQ.

## CROSS COUNTRY . . . . .

Courier service actually seems to be sweeping the country these days and doing a fine job. Our national news letter reports the Jamestown, New York, Squadron as flying a shipment of urgently needed parts to a plane at Buffalo, which in turn relayed it to Detroit, thereby keeping in operation a vitally essential assembly line of the Packard Motor Company.

Birmingham, Alabama, cooperated in a spectacular civilian defense demonstration. Fifty planes of the Alabama wing converged upon that city to drop more than 6,000 "bombs" over business and industrial districts. Tagged with red and yellow streamers to mark them as incendiaries or high explosive missiles, the "bombs" kept the ground personnel busy simulating every step in extinguishing the bombs with sawdust, water, etc.

Portland, Maine, reports that CAP planes have been exercising the army searchlight crews with night flights for spotting practice.

More and more wings, groups and squadrons appear to be coming out with their own bulletins. Pennsylvania's name is the KEYSTONE WING SLIP. Our own 514 News was given special commendation by national headquarters for its August composite picture of CAP activities.

Charlottesville, Virginia, Squadron worked out a plan whereby planes and pilots will be on call to units of the local medical profession. Packages have been developed for plasma containers for dropping from planes without parachutes. The "Daily Progress" of that city aptly describes CAP as being the "spearhead of American civilian fighting power."

North Springfield, Vermont, aided the local sheriff and his posse in rounding up a fugitive from the county hoosegow.

Group 511 of Willoughby held a very excellent full scale maneuver on August 9 at Perry Airport. Forty planes and 200 personnel took part in the event which drew over 1,000 spectators who found the program interesting enough to hold them for the entire day. Mansfield's Squadron 5 "bombed" Lorain and Amherst, Ohio, with 20,000 leaflets in a demonstration for Navy Day.

