

Wing and Group Commanders: During the past week fast progress continued in CAP organization, training directives, and cooperative plans for new missions. One of the most interesting developments is our new plan for quick selection of specially skilled personnel to fill the many calls which will come to the Patrol.

Thus far, the requests have been sufficiently localized so that a Wing Commander could fill them through his personal knowledge of the men in his outfit. The armed services have been finding out that they can get just the type of people they want by asking the Patrol, much faster than through a general call. Besides on confidential missions a general call couldn't be issued.

But as national enrollment in CAP grows to many thousands, the cataloging of all their skills and aptitudes becomes a superhuman task. So we are putting a mechanical brain to work.

CAP ROSTER--Detailed information from the CAP enlistment blanks is being tabulated on punched cards. It is possible to set forth a great many important facts such as a member's educational background, profession, flying experience, flight ratings, type of terrain flown, hobbies, special skills, and other details.

Now suppose there comes a frantic rush inquiry for a man who can pilot a 2-motor plane, is experienced in flying over coastal areas, is a night flyer, can speak Dutch, and is an expert photographer. The CAP cards go through the sorting machine at the rate of 400 per minute. Out come the dozen or hundred in the whole country which fit these specifications.

Then the application blanks can be pulled for a further selection. One man is overweight. Another has physical defects. Another is serving on an important war job. The search narrows down to the one man most available. All in a few hours, he is selected, notified, and gets on his way. And the mechanical brain keeps the secret of his assignment.

Throughout the country, men of all types of skills from pilots in the last war to fledgling airmen are eager to be called for the jobs they can best do. Through the CAP roster cards, they are assured that the call will not be long in coming when the machine is set for their special combination of talents.

TRAINING AND OPERATIONS DIRECTIVES--Eight new training directives are now in preparation and will be forwarded as rapidly as completed, it is announced by Col. Harry H. Blee, Training and Operations Officer. They cover: flight training missions; terrain familiarization; aerial navigation; meteorology; observation and reconnaissance aviation; crash procedure; airport protection; and military leadership and command.

The following operations directives also will be issued within the next few days: numbering CAP units; display of CAP insignia on aircraft; table of organization for CAP squadrons; rating requirements for CAP pilots; and rating requirements for CAP observers.

SECRET MISSIONS--We will sound off early and often on the subject of secrecy. As soon as possible, directives will be sent to Intelligence Officers of Wings, Groups, and Squadrons. It will be among their duties to know the type of information that is in the clear and that which is restricted so they can function to prevent unauthorized statements and leaks. Thus far, although newspapers have revealed some things we would have preferred to keep confidential, there have been no serious incidents. But as the Patrol is organized and goes more and more on military missions, confidences must be strictly observed.

Especially avoid discussing operations, even with fellow officers. Don't even tell an officer of the Army about operations, unless his work requires that he have the information.

The location, strength, and disposition of our own and allied Army and Navy forces are secret. Don't talk about your missions in collaboration with the armed forces or for civilian protection, except for routine exercises. Don't talk about what you saw. Never send radio or phone messages in the clear about our forces. That's just what the enemy wants to know.

Suppose an observer on shore patrol sees a large vessel and radios its position. Wouldn't an enemy sub lurking off the coast want to know just that?

PILOT LICENSES EXTENDED--CAA recently granted a 90-day extension to all private pilot certificates expiring between now and April 18. Inspectors, it was explained, are too rushed now to handle renewals.

AIRWORTHINESS OF PLANES--A similar extension has been granted as to airworthiness certificates for planes. Despite this, plane owners should lose no time in having check-ups made by an A and E mechanic to be sure that all CAP aircraft are in A-1 condition for any missions to which they may be assigned.

If the time for major engine overhaul is close at hand, don't wait. Do it now to be sure there will be no delay in replacing worn parts. Don't wait to fly the last few hours before the time is up.

Windshields in particular should be replaced if they are becoming cloudy or scratched. Observers must have clear vision. Planes should be hoisted up and undercarriage fittings checked for play. This will help save wear on tires. Now's the time to go over every airplane from prop to rudder.

MYSTERIOUS AIRCRAFT--Acting on reports of mysterious night flights of aircraft in a midwestern area, Lt. Col. Floyd E. Evans, commanding the 5th and 6th CAP Regions, called upon his Wing Commanders to circulate newspaper notices throughout their states asking citizens to report flights after dark to the nearest police station or sheriff's office. State and local police were asked to help through their facilities, using their squad cars and radio to locate the landing field and apprehend the plane crew. It was further suggested that police communicate with nearest CAA officials.

The flights ceased on the issuance of publicity. From the reports, it appeared that an autogiro had been operating from an undesignated landing area.

THE WEEK'S TALLY--CAP enlistment applications received in Washington now total 24,146. Of these, 17,411 service records already have been mailed back to the Wing Commanders certifying that the applicants are all in the clear so far as Washington is concerned and may be enrolled in their units.

New York leads the States with 1,975 applications. Ohio, until recently in first place despite its smaller population, is second with 1,531.

Percentage figures showing the ratio of applications to pilot population have been revised on the new CAA pilot compilation as of Jan. 1. On this basis, Delaware leads with 61.3%, closely followed by New Hampshire and Maine. The national average is 24.4%. The week's figures follow:

	Applicants	%		Applicants	%		Applicants	%
Ala.	344	35.2	Me.	297	55.8	Ohio	1531	37.2
Ariz.	201	27.2	Md.	346	30.0	Okla.	424	16.2
Ark.	250	19.9	Mass.	490	19.4	Ore.	461	23.7
Calif.	1447	12.0	Mich.	1470	33.5	Pa.	1449	27.0
Colo.	204	13.6	Minn.	499	22.2	R. I.	105	27.3
Conn.	418	45.0	Miss.	69	3.9	S. C.	363	34.9
Del.	160	61.3	Mo.	653	20.4	S. D.	175	27.2
Fla.	501	20.0	Mont.	356	42.0	Tenn.	392	23.3
Ga.	363	23.4	Nebr.	233	21.1	Texas	310	11.3
Ida.	230	30.4	Nev.	39	37.9	Utah	229	24.6
Ill.	1348	26.3	N. H.	240	53.6	Vt.	69	23.0
Ind.	929	45.0	N. J.	602	26.7	Va.	133	12.6
Iowa	609	30.0	N. K.	170	27.8	Wash.	532	21.1
Kans.	473	19.7	N. Y.	1975	26.7	W. Va.	290	25.7
Ky.	322	49.6	N. C.	411	29.1	Wisc.	516	30.5
La.	466	31.5	N. D.	93	14.6	Wyo.	34	2.12

RIPLEY WRITING DIRECTIVES--Newest addition to headquarters is Charles B. Ripley who is joining the staff of Col. Blee to write training directives and literature. Up to now, Mr. Ripley has authored the excellent Aero News Letter, published by the Engineering Department of Aero Insurance Underwriters with fine CAP coverage and practical training advice which has helped the units get into action.

SLACKS VERSUS CULOTTES--Acting Supply Officer Harry R. Playford has been faced with the perplexing problem of recommending for women CAP members a practical and attractive flying uniform. One lady member writes:

"Our squadron believes that slacks are more practical than culottes and less incumbering to girls climbing in and out of planes and wearing parachutes. We have never seen any girl wear culottes while flying. Slacks and jodphurs have always been the dress."

But another 99'er risks to protest:

"Most girls and women look horrible in slacks, no matter how well tailored, unless they are John Powers' models. If the women in CAP are to wear uniforms, why don't you include an optional culotte (divided skirt) which is just as practical for flying and a lot more sightly on the ground."

Although the official ladies' uniform will be culottes for street wear, a squadron may select its own flying uniform subject to headquarters approval. The District Squadron, based at Congressional Airport in nearby Maryland, has voted for coveralls.

APPLICATIONS ARE CONFIDENTIAL--Wing Commanders will instruct all units that all information contained in application blanks is confidential and must not be given out to anyone except to officers of the Army, Navy, and CAP. A memorandum, GM-6, has been issued by Maj. Gen. Curry.

DISASTER RELIEF--Several CAP units are stressing disaster relief work in their programs. The Los Angeles County Squadron has been preparing a number of parachute packs of food, medicine, and signal material including white cloth panels to be displayed on the ground in code letters indicating what aid is needed.

The Texas Wing has a small ambulance plane especially designed for CAP work. The ship will carry a pilot and one passenger. In Seattle, a CAP doctor is ready to land or parachute on the scene of airplane crashes, with folding operating table and surgical instruments. He is assisted by two smoke jumpers trained in forest fire fighting from airplanes in the Rockies.

SEAPLANES--A seaplane unit is being formed in Miami. Pilots at the Embury-Riddle seaplane base are enlisting in CAP and 12 seaplanes are available for service. Lt. Van H. Burgin, manager of the base, stated that the unit can do patrol duty, "relieving the Coast Guard, Army, and Navy on routine assignments so they can devote their time to more valuable work."

WOMEN IN CAP--The important role of women in the Patrol was emphasized in a recent statement by Maj. Gen. John F. Curry, National Commander, as follows:

"There will be absolutely no discrimination as to race, creed, color, or sex in the Civil Air Patrol. Each member is to be accepted and assigned to duties strictly on the basis of his or her experience and record of performance.

"There must be no doubt in the minds of our gallant women flyers that they are needed and, in my opinion, indispensable to the full success of the CAP. A great part of the progress made in organizing civilian aviation under the Civil Air Patrol has been due to the volunteer help given by women flyers--members of the Women Flyers of America and the Ninety-Nines."

AIR YOUTH BROADCAST--The work of the CAP was dramatized in the regular N A A Air Youth Broadcast last Saturday over the Red Network of NBC. Gill Robb Wilson, consultant to the National Commander, was guest speaker.

NON-FLYING PERSONNEL--The place of non-flying personnel in CAP should be de-emphasized at this stage. The main job now is to get the pilots' applications cleared in Washington and a flood of additional applications would clog the machinery. Later on, steps can be taken to recruit the types of non-flying personnel most needed.

OFFICERS' UNIFORM COLORS--CAP uniforms will be a two-tone outfit, with a dark brown blouse (coat) and lighter brown trousers. An overseas cap will be worn, of the same material and the same two tones. All has been designed by the Army Quartermaster Corps and approved by the War Department.