

# Maryland Wing News

Official monthly publication of  
Maryland Wing 33, Civil Air Patrol

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## THE SQUADRONS

### WESTERN MARYLAND SQUADRON 331

**Maj. Arthur Lyem, Commanding**

**THE CUMBERLAND FLIGHTS:** CAP officers in cooperation with the high school superintendent and principals have recruited 100 cadets from 15-18 years of age including ACERS, comprising the various high schools in this area. Pre-flight training and drill, including sound movies, are being given to the cadets every Monday night from 8-10 at the State Armory. Lts. W. Brenaman, B. Miltenberger, W. Berg and G. Williams are supervising the cadet flights.

Lt. E. Metzger, AAF, a B17 bomber pilot and former CAP member gave an interesting talk at one of our recent Friday night CAP meetings on his flight missions over Germany.

A lecture was given to CAP members, in the Federal Building, by C. Lathrop from the Ballistics Laboratory on Radio and Radio Transmitters, while Lt. G. Williams continued Morse Code classes.

CAP Cadet John Williams passed his mental and physical exams and was sworn in as an ACER.

Mike Smith, Air Corps, a former CAP cadet and a B24 bomber pilot was killed recently in a crash, including the entire crew.

The L-2 has been kept busy on Sunday afternoons giving indoctrination flights to cadets. Pilots were: Berg, Brenaman and Lyem.

Ten sound films on aircraft structure and actual aerial combat have been the main interest at our regular weekly CAP meetings.

Training Officer, Lt. Brenaman, was instrumental in an airplane model exhibition at the local library.

Lt. Harry Flook, AAF and a B17 pilot, another of our former CAP Cadets is now bombing Germany.

**THE HAGERSTOWN FLIGHTS:** Hagerstown has reorganized the classes of instruction during the past month. The Cadets have started on the Manual furnished by National Headquarters, Warrant Officer Glenn Zuck instructor. CAP classes are Aircraft Maintenance and Service, Instructor Warrant Officer Lester Querry. Meteorology, Corp. Paul Settles, Instructor.

Corp. Paul Settles secured his private ticket. Cadet Wolfkill soloed and is now building up time for his private tests.

Flight activities have been a flight to Cumberland, Md.; Formation Flight;

Simulated Crash and First Aid Transport Patrol. Suffice to say "the injured" arrived in sufficient time for the successful administration of therapy.

The flights were represented in formation flying over Hagerstown on Armistice Day.

Our former CAP Corp. Emma L. Twyford, now Private of the WACS stationed in Kansas with the ATC, visited with us recently and gave a talk on her experience in routine duty in the WACS.

The L2 has been doing yeoman service and is now in Middletown, Pa. for check.

**THE FREDERICK FLIGHTS:** Practical navigation experience was given CAP Cadets of Frederick Flight, Sunday, August 27, and during the week of September 23 to 30. Using an L-2-M of the Hagerstown Flights, the Frederick Cadets put into practice recent knowledge acquired in navigation classes capably instructed by Warrant Officer Marilynn Himes and J. W. Honeysett, CAP.

Since the last issue of the NEWS, four members have been added to the Cadet roster of Frederick Flight. They are Charles Hayward, Odell Covell, Louis Hargett and Edward Etchison. All Cadets are making commendable progress in their current courses in navigation, and are given opportunity to fly courses they plot.

As new members come into the Flight, we must also say "So long" to others who answer our country's call. Recent addition to the group of service men from the Frederick Flight is Ed Free who progressed quite rapidly in navigation during his membership in CAP, securing his private, commercial and instructor's rating while a member of the Frederick Flight. Ed is now in Naval service.

**THE TANEYTOWN FLIGHTS:** No news.

2nd Lt. W. F. Crider,  
Sq. Intelligence Officer.

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### \* BALTIMORE SQUADRON 332

**Maj. J. A. Pfeiffer, Commanding**

Alan Bevier flew Mr. Wallace of the Department of Tidal Fisheries over certain of the oyster beds in the Chesapeake. The weather was bad in the morning, but Alan took off at the first possible moment and the mission was successful. Mr. Wallace, on what we believe was his first trip, seemed surprised at the area visible from a plane.

We are all glad to hear that Jane Plant is out of the hospital in England.



**PHIPPS, H. E., 1st Lieut. CAP.** Training Officer Baltimore Squadron 332. Born December 11, 1913, at Baltimore, Maryland. Graduated Baltimore Polytechnic Institute in 1931. Worked as drug clerk for several years, then became oil burner service man for local concern in 1936, later becoming service manager. Began flying in 1939 at Logan Field, Baltimore. Joined CAP in December, 1941, becoming Personnel Officer of Logan Squadron the following summer. In November, 1942, was accepted for active duty and served as pilot at Coastal Patrol Base #2, Rehoboth Beach, Delaware, until the close of operations August 31, 1943. During this period, Lt. Phipps put in more than 500 hours in over-water operations. He is now employed by the Army Air Forces as a Procurement Inspector.

# CIVIL AIR PATROL

AN AUXILIARY OF THE U.S. ARMY AIR FORCES

## Maryland Wing News

WING 33

NOV./DEC. 1944



### ECHOES FROM THE EDITOR

#### CAP FLIGHT PROFICIENCY PROGRAM

National Headquarters has been preparing and is putting into effect on January 1, 1945, a Flight Proficiency Program comprising numerous practical Flight Missions ranging from one to three hours. The purpose of this program is to develop and maintain a high level of proficiency among CAP flight personnel and insure an adequate pool of qualified pilots and observers available to meet the continuing official demands upon local units for CAP flight services and special emergency missions.

All flight personnel eligible for the program will be required to have satisfactorily completed all basic and advanced CAP pre-flight training courses; hold currently effective FCC Restricted Radio Telephone operator's permits, and must hold currently effective CAA Pilot's Certificates of Private Pilot or higher. Special certificates will be issued by Headquarters, 32d AAF Base Unit (CAP), New York, N. Y., to all CAP pilots and observers who satisfactorily complete the flight proficiency program, which will require from 50-75 hours of flying over a period of 9-12 months.

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#### RECENT SHIFT IN AAF COMMAND ASSIGNMENT

Brig. General Wm. W. Welsh has been appointed as assistant chief of air staff, training, handling in the Headquarters of the Army Air Forces the CAP matters and Liaison between the National Commander, 32d AAF Base Unit (CAP) and General Arnold.

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#### ATTENTION

Active CAP members who must be in possession of the (ARMY) identification card are no longer required to wear red shoulder loops and sleeve braid on their uniforms.

### MARYLAND AND DISTRICT OF COLUMBIA WING TIPS

#### C. A. P. Profiles



REYNOLDS, N. EDMUNDSON, Captain CAP, Cadet Liaison Officer of Maryland 33 and Baltimore Squadron 332.

Born May 13, 1897, at Philadelphia, Pa. First solo was at Rutherford Field in Baltimore, Maryland, in 1934. Obtained seaplane rating at Whipp's Seaplane Base in Glenburnie, Maryland, in 1941, and now has several hundred flying hours. CAP enlistment was in March, 1942. Captaincy since October, 1944.

In civilian life, he is an engineer for the Telephone Company, a member of the A.I.E.E. and a registered electrical engineer of Maryland. He received his technical education at Drexel Institute, Philadelphia, Pa., and the American University at Beaune, France.

During World War I, he spent nearly two years in France in the Signal Corps as signalling instructor and operating

(Continued on page 2, column 1)

### WING STAFF ACTIVITIES

#### WING STAFF MEETING

In order to be able to attend the dedication of the new \$1,000,000 Martinsburg Airport in nearby West Virginia, a wing staff meeting and dinner was held on Friday night, November 3, at the Shenandoah Hotel in Martinsburg. Approximately 25 CAP staff officers of the Maryland Wing and Squadrons were represented, most of whom flew to this occasion. Lt. Col. A. C. Hyde presided. The visiting officers were entertained at a dance.

The following afternoon, Saturday, November 4, the Maryland CAP pilots and members attended the dedication of the airport. Speaking at the ceremonies, Robert P. Patterson, Undersecretary of War, said that the landing strip will receive men from ships and planes to whom the sounds of battle were night mares of reality only a few days and hours past. These wounded service veterans are returned to this country for treatment at the nearby Newton D. Baker Army General Hospital. Col. Edgar S. Gorrell, ATC, Washington, D. C., and Rep. J. Randolph also spoke.

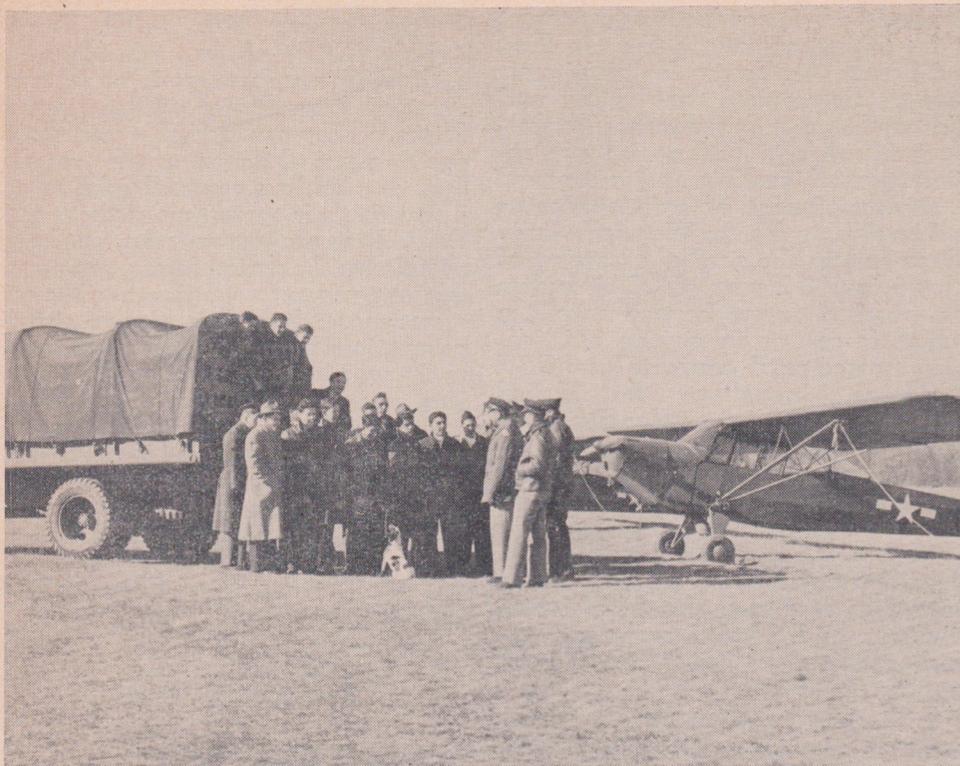
The dedication was preceded by an aircraft demonstration, including a presentation of the amazing new Fairchild boomtail cargo plane, C-82 and all types privately owned CAP planes and Army liaison aircraft.

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#### AAF LIAISON AIRPLANES

Besides Indoctrination Flights, check flights and transportation of official CAP and Army personnel in connection with CAP and cadet activities, Army airplanes allocated to CAP will not be used for flight instruction purposes, nor will said airplanes be used in the performance of search missions except in cases of emergency when privately-owned CAP aircraft are not available for the performance of the Missing-Aircraft Search Service.

— KEEP'EM FLYING! —



#### INDOCTRINATION FLIGHTS

CAP Cadets and Air Corps Reservists are ready for their first familiarization rides in L-2 Army aircraft at the Capital Squadron Base, near Washington, D. C.

Jane, who was an original member of Baltimore Squadron, has been ferrying fighters for the British in England. She was in heavy transition, and, in fact, was flying a fourteen-place job when the plane crashed and burned. The reason for the crash is unknown.

Congratulations to Capt. Bill Ridenour. Bill has been promoted to Supervisor with CAA for the First Region with headquarters in New York. We all will be sorry to see Bill leave us but are glad for him, he deserves the promotion. The Captain extended an invitation to all members to look him up in New York.

The Squadron was host at Westminster to a Pennsylvania Group Flight made up of planes from Harrisburg, York and Lancaster. The welcome mat is out to anyone wishing to take a nice flight—drop in to visit awhile.

Lts. Miller, Schloss, Synodinos and Rob McCleary visited Wings Field at Philadelphia and report much CAP activity.

"Buff" Miller flew to Terra Haute in her Cub Coupe.

Congratulations to Lenore Eaton and Ben Wallace on their Privates.

Twenty-four Cadets were recently sworn in after completing the five week training course under Sgt. Katzen.

1st Lt. E. S. Robertson,  
Sq. Intelligence Officer.

#### CAPITAL SQUADRON 334 Capt. W. R. Lake, Commanding

Separate basic-training classes for CAP members were initiated in September. Orientation by Lt. Essex and Lt. Saunders, and Military Courtesy and Discipline by Sgt. Smith. The two subjects are presented differently than the corresponding Cadet classes. The Cadet classes include extensive discussion of the Capital Squadron Cadet Corps' organization; Cadet discipline and classroom conduct, and similar topics not required of the CAP members.

Air activity at Schrom Airbase has been continuous.

During the past few months a great interest in actual flying has risen among the Cadets. As a result, over twenty Cadets have started to take flying lessons at nearby airfields, and already thirteen have soloed. They are: David Yaukey, Mable Lee, Helen Lee, Joanne Ruse, Kenneth Sachlis, Helen Scott, Robert Milburn, John Dixon, Anna Snider, Vivian Stein, Robert Toole, Frank Grant, Millard Allen, Marj. Volker, Marvin Stokely, Dorothy Solinsky, Ruth Johnson and Richard McNutt.

Three Cadets pooled to buy a 50 h.p. Lycoming engine, Aeronca Chief. They are: Kenneth Sachlis, Joe Felkirk and Vivian Stein.

The new Army Liaison officer in charge of the Baltimore office, Major Parmale, AAF, visited the Squadron.

Lt. S. Minoli won his instructor's rating in October and is now instructing at Schrom airport.

The Squadron was represented at an Aviation Conference conducted by the Public School Board of the District of Columbia, reviewing the Aviation course taught in the District High Schools with the aim to broaden its scope.

Photography, First Aid, Orientation, Theory of Flight, Military Drill, Meteorology, War Department Restricted Films and air-base activities comprised the recent twice-weekly training program.

2nd Lt. M. S. Essex,  
Sq. Intelligence Officer.

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#### READY FOR RECONVERSION

Aviation, whether it be military, commercial or private, has been conceived and developed by civilians. In America, we have kept our backlog replenished; we have kept civilian aviation in existence during the war. Thus, we are ready for the period of reconversion which must follow.

That phase of the patrol of blasting the enemy subs has past. Now that the miracle of expansion of the air forces has been realized, General Arnold has assigned to CAP other jobs which will not only be continued during the war but far into the future. Successful performance on its military missions made CAP an official agency of the U. S. Army Air Forces.

One of the most important jobs of CAP now is the pre-flight training of young people. The work of our members in Civil Air Patrol was not finished with the Coastal Air Patrol. Even now it has only begun. Somewhere near where you live, there is a unit of the CAP, made up of citizens who are giving their own time, buying their own uniforms, and flying their own planes. If it is a little unit, composed largely of high-school-age cadets and their instructors, do not conclude that their job is a small one. Think in terms of similar units in hundreds of other communities and visualize the mass effect. These people, with the expanding job ahead of them, have earned their place by their work in the war and by their solid accomplishments in the future.

These words are part of an editorial recently published by Col. Earle L. Johnson, Air Corps, National CAP Commander.

# PROP WASH

MEMORANDUM)  
No. 95-44)

WAR DEPARTMENT  
Washington 25, D. C.,  
23 August 1944

## CIVIL AIR PATROL ARMY AIR FORCES AUXILIARY

1. It is desired to clarify certain misconceptions which have arisen at various points throughout the country as to the status of Civil Air Patrol members and the nature of the activities in which they are engaged.

2. Civil Air Patrol, an auxiliary of the Army Air Forces, is an official AAF agency. The purpose of Civil Air Patrol is to organize public-spirited citizens of civil aviation into a volunteer, semi-military organization; to give them supplementary training in military and allied subjects (except flight training); and to supervise the utilization of their skills and equipment in the war effort. The CAP organization consists of 48 State wings with local groups, squadrons, and flights organized throughout each State. The entire organization is administered through a National Headquarters staff located at 500 Fifth Avenue, New York 18, New York, composed of AAF officers assigned to that duty.

3. Civil Air Patrol was established on 1 December 1941 and has performed many useful services for the armed forces, including 18 months of anti-submarine operations over the coastal shipping lanes in the Eastern and Gulf sea frontiers from Canada to Mexico, southern liaison patrol on the Mexican border, exercise of aircraft warning systems, camouflage observations, courier missions, radar flight tests, and numerous emergency operations. On these missions, approximately 50,000,000 miles have been flown and over 50 CAP personnel have been killed. At

present, CAP is conducting tow target and tracking operations for the First and Fourth Air Forces for anti-aircraft gunnery training of the Eastern and Western Defense Commands; is operating for the AAF a Nation-wide missing-aircraft search service; and is engaged in the recruitment of aviation cadets and applicants for the Women's Army Corps and in the preflight training of 15, 16, and 17 year old CAP cadets for possible future service with the armed forces or in civilian aviation. Also, trained crash crews of local CAP squadrons throughout the United States are available for volunteer emergency aircraft crash assistance. In addition to services performed for the War Department, Civil Air Patrol also performs emergency missions for other Federal agencies, State Governments, and private industries engaged in the war effort, such as the patrol of forest, pipelines, and flooded areas and the transportation of critical parts and supplies.

4. Members of Civil Air Patrol engaged in the performance of official missions (although acting as civilian volunteers) are required to wear uniforms and insignia authorized by The Adjutant General, which are the same (officers and enlisted men) as those of the Army Air Forces, with the following distinctive exceptions: red shoulder loops on outer garments and red piping on garrison caps for both officers and enlisted personnel; red sleeve braid on officers' uniforms and red background for grade insignia of enlisted personnel; silver CAP buttons and insignia, including CAP insignia; silver CAP pilot and observer insignia; and CAP shoulder patch.

(EDITOR'S NOTE: The removal of red shoulder loops and sleeve braid to be replaced with standard Army loops and braid has since been authorized by the War Department according to Col. Earle

L. Johnson, Air Corps, National Commander, 32d. AAF Base Unit (CAP) of Nov. 16, 1944.)

5. CAP members are in no instance deferred from service with the armed forces. They are ineligible because of age or physical factors or the fact that they are holding essential jobs in addition to their spare time activity with CAP. They are persons who, not being eligible for the armed forces, are nevertheless anxious to contribute to the war effort more than their regular civilian occupations permit. They serve voluntarily without any pay for their services, sometimes receiving allowances to cover their operations and subsistence costs but often standing the expenses of such costs themselves.

(AG 324.5 (1 Aug 44)

By order of the Secretary of War:  
G. C. MARSHALL,  
Chief of Staff.

OFFICIAL:

J. A. ULIO,  
Major General,  
The Adjutant General

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## COMMENDATION FOR AAF NEWS CLIPPINGS

Following is a letter in part received by the H.Q. 32d. AAF Base Unit (CAP) from Col. William Westlake, in charge of the Air Forces Group of the War Department Bureau of Public Relations:

"Will you please pass on to all the units of the Civil Air Patrol an expression of gratitude for the most valuable service which they have rendered combat personnel of the Army Air Forces by a steady supply of newspaper clippings about the men overseas. As you know, we sort these clippings out according to Air Forces and send them overseas to the public relations officers concerned. To all the many expressions from the combat theatres are added our own vote of thanks and earnest plea that the service will continue unabated."

## MARYLAND WING STAFF

Wing Commander . . . . .	Lt. Col. A. C. Hyde
Executive Officer . . . . .	Maj. E. J. DeVore
Training Officer . . . . .	Maj. J. A. Pfeiffer
Intelligence Officer . . . . .	Maj. Arthur Lyem
Operations Officer . . . . .	Maj. E. R. Simpson
Medical Officer . . . . .	Capt. R. K. Thompson
Engineering Officer . . . . .	Maj. R. H. Depew
Communications Officer . . . . .	Capt. W. S. Ridenour
Cadet Liaison Officer . . . . .	Capt. N. E. Reynolds
Transportation Officer . . . . .	Capt. J. A. Wales
Personnel Officer . . . . .	1st Lt. Margaret McMinimy
Asst. Intelligence Officer . . . . .	1st Lt. Marjorie M. Craft
Adjutant and Secretary . . . . .	2nd Lt. Mary E. Roemer
Staff Photographer . . . . .	Sgt. B. F. Scribner

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