

OFFICE OF CIVILIAN DEFENSE
CIVIL AIR PATROL

TRAINING DIRECTIVE)
NO. 23

NATIONAL HEADQUARTERS
WASHINGTON, MARCH 26, 1942

BASIC FLIGHT TRAINING MISSIONS

1. General

Basic Flight Training Missions are intended for the training of Pilot-Observer Teams. Pilots executing these missions should have officially logged a minimum of 50 hours flying time as pilots.

2. Text

An outline of Basic Flight Training Missions is presented in the following pages. The Operations Officer will work out the details for each of these missions, making such changes as local terrain, flying restrictions, etc., may necessitate.

3. Distribution

Copies of this Directive will be distributed on the basis of four copies per Headquarters.

4. Requirement

All Pilots having at least 50 hours flying time and all Observers are required to take this course unless already thoroughly qualified by past training and experience.

5. Observance of Civil Air Regulations

All flying will be done in accordance with the requirements of the Civil Air Regulations. Permission will be obtained from the Civil Aeronautics Administration for the performance of any missions that may require a waiver.

6. Operations Orders

The Operations Officer will issue an Operations Order for each of these training missions.

7. Report

a. Operations Reports covering each mission will be submitted by the Pilot. In addition, Pilot-Observer Reports will be

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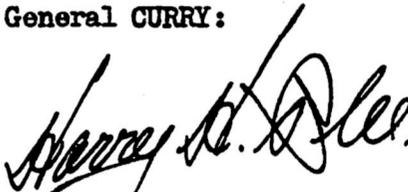
submitted on all Observation and Reconnaissance Missions.

b. Special emphasis will be placed upon thoroughness and accuracy of observation and upon accuracy and clarity in the preparation of reports.

8. Team-work

Maximum efficiency is obtained from crews whose members are accustomed to working together as a team. Hence, a special effort should be made to have the same Pilot and Observer assigned together on Flight Missions in order to develop team-work.

By Command of Major General CURRY:



HARRY H. BLEE
Colonel, Air Corps
Training & Operations Officer

BASIC FLIGHT TRAINING MISSIONS
SUMMARY

1. Patrol Mission (FTM-13)
2. Bombing Practice (FTM-14)
3. Rescue Mission (FTM-15)
4. Dropping Supplies by Parachutes (FTM-16)
5. Highway Traffic Control (FTM-17)
6. Blackout Observance (FTM-18)
7. Training of Anti-Aircraft Personnel (FTM-19)
8. Panel Reading (FTM-20)
9. Radio Communications (FTM-21)
10. Forest Patrol (FTM-22)

DESCRIPTION

1. Patrol Mission (FTM-13)

The purpose of this mission is to simulate the type of work done in flying a border patrol or coast patrol mission. State or county borders or a waterfront may be used. The Pilot-Observer Team will fly along a prescribed section of this border, keeping well to one side of the border while still close enough to keep it under close watch. Distinctive markers should be placed along this line at points unknown to the Pilot and Observer. Description and location of each marker will be given in the Pilot-Observer Report. Such markers may be an automobile in an unusual location, cloth strips,, a smudge pot, or anything else out of the ordinary.

2. Bombing Practice (FTM-14)

This mission is designed to develop accuracy in dropping bombs on a target from a plane flying at low altitudes and to develop skill in handling the plane at such altitudes. From an altitude of

not less than 200 feet above the ground, one-pound paper bags of flour or similar material will be dropped on a designated target. The Observer will release the bags when the plane is in level flight. Up-, down- and cross-wind approaches will be made. A waiver will be obtained from the Field Inspector of the Civil Aeronautics Administration before carrying out the mission, and special care will be exercised to insure the safety of operations.

3. Rescue Mission (FTM-15)

This mission will be executed by Pilot-Observer Teams in a manner similar to the Rescue Mission (FTM-9) for the primary stage pilots, but at points considerably farther away from the base air-drome than those used in the primary stage. The supposed scene of the accident should be possibly 50 miles away from the base. The Observer, with the assistance of the Pilot, will prepare a sketch or marked map showing the best route to be followed to the scene of the accident by rescue crews that might be dispatched from the nearest community.

4. Dropping Supplies by Parachutes (FTM-16)

In this mission, objects are dropped by parachute on a target, thus simulating the supplying of isolated areas by such means. The parachutes used will be from three to six feet in diameter and will be dropped both from a minimum altitude of 200 feet and from an altitude of 1000 feet or higher. Special care will be exercised to prevent fouling of the parachute on the tail surfaces of the airplane. Waiver must be obtained from the Field Inspector of the Civil Aeronautics Administration before undertaking this mission and all precautions for the safety of operations will be rigidly observed.

5. Highway Traffic Control (FTM-17)

The problem in the Traffic Control Mission is to determine the best means of re-routing highway traffic in the event that a crucial section of a highway is destroyed. The Pilot-Observer Team will be assigned to fly over a vital section of a principal highway which is presumed to have been destroyed. Bridges, intersections with other highways, railroad crossings, etc., may be used as the section which is assumed to be impassable. After arriving at the designated point, the Pilot-Observer Team will prepare a sketch showing the best means of re-routing traffic to bypass the "destroyed" section. In certain defense areas, where critical highway structures are under guard, it will be necessary to obtain permission from the guarding authority before undertaking the mission. In such cases recognition signals with ground troops should be arranged.

6. Blackout Observance (FTM-18)

This mission contemplates cooperation with local defense committees in observing and reporting upon the effectiveness of practice blackouts. Such missions may include observation and reports by Pilot-Observer Teams and the ferrying of local officials for observation purposes.

7. Training of Anti-Aircraft Personnel (FTM-19)

When the commanders of anti-aircraft units so desire, Civil Air Patrol units may cooperate with them by performing "tracking" missions for the training of anti-aircraft personnel. In such missions, a plane is flown at given altitudes over specified courses while the ground personnel practice training their detectors and guns on the plane as a target. Close liaison with the anti-aircraft units is necessary for best results.

8. Panel Reading (FTM-20)

The Panel Reading Mission simulates military missions on which messages are given airmen in flight by means of signal panels laid on the ground. Strips of cloth four feet wide and twelve feet long will be used as panels. They will be laid down singly or in combination to form numerals (1, 2, 3, 4, etc.) or symbols (crosses, squares, triangles, etc.) to each of which a definite meaning will be ascribed in accordance with a prearranged code. For example: A square may mean to return to point of departure, while the numeral 2 may mean that reinforcements are needed. Panel Reading Missions may also include the dropping of messages.

9. Radio Communications (FTM-21)

Flights will be carried out in connection with the course on Aviation Communications. See Training Directive No. 22, Where possible, training will be included in both voice and international code communication and also in orientation by use of loop antenna. Special care will be exercised to observe all FCC and CAA regulations pertaining to radio communications.

10. Forest Patrol (FTM-22)

Forest Patrol Missions should be conducted in cooperation with Federal or State forestry departments. During the off-fire season, practice may well be conducted in an effort to familiarize Pilots and Observers with the terrain over which they might be called upon to execute missions during the fire season. Fire wardens will generally welcome an opportunity to fly on these missions to study routes of access and egress to danger areas and also to instruct the Pilot in this type of work.