

CORNHUSKER CAP NEWS

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March, 1943

WPB Freezing Order Affects CAP Program

A new pattern for Civil Air Patrol activities is framed by the recent WPB order (L-262) freezing aircraft of 500 horsepower and less.

The order forbids sale, lease, trading, renting, giving or delivering single-engine aircraft, or any interest therein, without special permission from the WPB. The purpose is to preserve aircraft, parts, accessories, gas and oil.

Continuing active-duty missions of CAP authorized by national headquarters—such as the courier and coastal patrol services—proceed as usual, and the order seems to assure an adequate supply of planes for these purposes. But planes placed in this service are considered as being there for the duration. And once a plane is taken off the service, it is subject to requisitioning by whatever governmental agencies have power to requisition, just as are the planes that have not been signed on.

More planes than can be used have been offered for the Nebraska courier service. Only one stand-by is permitted for each three planes in active service.

Non-recurrent paid missions, such as carrying army personnel or vital shipment for a war plant, require the permission of national headquarters in Washington. The same is true of unpaid emergency volunteer missions, such as searching for lost aircraft or engaging in disaster relief.

Plane owners can continue to fly in their own ships as before. So can flying club members who own a plane jointly.

The most serious aspect for members of the CAP is the ban on the lending of aircraft. "This," says a bulletin from national headquarters "could be interpreted to mean that a person who does not hold title or part interest in a plane cannot buy flying time for instruction or any other purpose. But temporary permission for CAP members to rent CAP planes for purposes of bona-fide student instruction has been granted until April 1. Whether a case can be made for continuance beyond that date will depend to no small extent on how each local CAP unit uses the privilege."

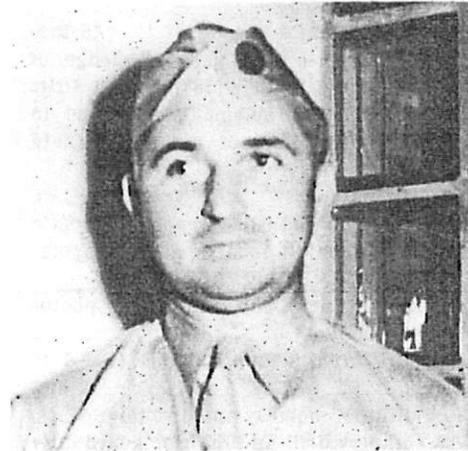
CAP PLANE BLANKS READY

Wing headquarters has sent A blanks, for planes to be signed for active duty, and B blanks, for all other CAP planes to all owners of which it has a record. Those owners who have not yet filled out blanks may get them from Maj. Harry B. Sidles, wing commander.

COMMUNICATIONS COURSES WRITTEN BY CAPT. BURKE

The NEWS' series of wing staff members this month deals in interesting, intimate—we won't say breath-taking details—about the life and letters of Capt. Harry Burke, wing-communications officer.

An old-timer in the young business of commercial radio broadcasting, Burke struck his first blow for aviation in the late twenties when he headed a committee which raised the funds for the first office building at the Norfolk, Neb., airport. He was active in other aviation affairs, and continued that interest when he came to



Capt. Harry Burke.

Omaha in 1931. Among other things, he broadcast descriptions of the Omaha air races of 1932-33-34. When the CAP was organized in January 1942, he was appointed communications officer on A. R. Burnham's group staff, and three months later was asked to accept the communications post on the wing staff. Among his achievements is the preparation of course of lessons on code communication, for all members of the wing. Burke taught one course in this last fall and will start another class of 51 members

(Continued on Page 3)

Add Kearney-Salina Courier Service Run

The most important recent development in the courier service operated by the Nebraska wing is addition of a daily round trip between Kearney, Neb. and Salina, Kansas, a total distance of 300 miles per day.

With the addition of this new schedule, the operation of the Omaha-Topeka run has been turned over to the Topeka base. However the plane continues to base at Omaha.

Use of the courier service by the army air force is increasing by leaps and bounds. In a single day recently planes of the Nebraska wing carried a total of 420 pounds to and fro from one air base. While this is not a typical figure, it goes to illustrate how the service is being used.

Nor are all the thrilling adventures reported by CAP pilots confined to the coastal patrol. Nebraskans are having their share, flying above the midwestern plains in mid-winter, with light planes and a little more equipment than the new law requires.

New pilots recently assigned to CAP courier duty include 2nd Lts. Paul C. Deklotz, of Lincoln and James Rotella of Omaha. Others remaining on duty include Capt. Vic M. Schroeder of Omaha, 1st Lts. C. F. Larsen of Grand Island and Ray Ramsey of Lincoln, and 2nd Lts. T. J. Lockwood of Gehring and O. H. Bergstrom of North Platte.

ARTHUR BALDWIN NEW FREMONT COMMANDER

The Fremont squadron of the Civil Air Patrol was "activated" at a public meeting attended by wing staff on February 18.

Arthur Baldwin, sportsman-pilot and real estate and insurance man, is the new commander. Baldwin is immediate past president of the Fremont Chamber of Commerce. He has selected Bob McDonald, Fremont merchant, as his executive officer and expects to announce other staff members right away.

The Fremont squadron got off to a good start a year ago, but its ranks were soon riddled by departures for military service, so for the past several months it has been inactive.

CORNHUSKER CAP NEWS

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WISE WORDS TO CAP CADETS

(Editor's Note: This is a first of a series addressed to CAP cadets of Nebraska wing by the wing medical officer.)

By Dr. J.A. Tamisiea

Cadets of the Nebraska wing are now on the threshold of the life of which almost every American boy dreams.

Through ground classes, CAP cadets are to have their first introduction to aviation.

To soar in the air like a bird, to be no longer held to the three dimension world of your ancestors, the very thought is thrilling to you and you are to be congratulated because you are willing to do the necessary studying and sacrificing to obtain your objective. Your country needs pilots and still more pilots. But bear in mind that to be a pilot you have a long hard road ahead of you, and to successfully attain this ambition you must do a lot of things that are not work or study, but just good clean living.

To be a pilot one must have a strong body. You are still very young and your entire future health and life will be governed by the habits that you form while you are still young, so form only good clean habits. Drinking alcoholic beverages is one thing that a pilot must never do. Drinking does things to your nervous system that can never be corrected. It has been the rule of the United Air Lines since the beginning that no pilot can drink, and as these are the finest pilots we have it is easy for you to see that this is a very good rule to follow. Smoking does you no good at any time but more harm to the ones that have not yet reached full manhood. If you must smoke, wait until you are at least 21.

Above all, take good care of your eyes. To be a pilot one must have good vision, so do not abuse your eyes by reading fine print or by reading in bed. Do not do any more reading by artificial light than you must do in order to keep up your school work. Always do such reading with the light reflected over your shoulder on the reading matter, and never read with the glare of the light in your eyes.

COURIER SERVICE PILOT QUALIFICATIONS STATED

The experience gained in three months' operation of courier service has made it evident that definite qualifications for pilots serving in this capacity must be set out, according to Wing Operations Officer Schroeder.

Consequently Captain Schroeder announces that, effective immediately, any pilot signed on for the service must meet the following qualifications.

(1) Must have proper Civil Air Patrol credentials, and be an active member in good standing.

(2) Must be a certificated pilot of private or commercial grade (instructor Ratings cannot be accepted) together with a medical certificate dated within 30 days of the date of application.

(3) Must have a minimum of 150 solo flying hours, of which at least 50 hours must be solo cross country.

(4) Must have completed C.A.P. Ground School work as required in the following Training Directives:

(a) Navigation, 15 hrs.

Emphasis on a thorough knowledge of the Computer (both slide rule and Drift Grid Slide on problems encountered in flight), and radius of action alternate airport problems.

(b) Meteorology, 15 hrs.
 Emphasis on sequence reports, synoptic maps, winds aloft reports, and extrapolation.

(c) Elementary map and aerial photograph reading 5 hrs.

(d) Air corps communications (FM 1-45 8 hrs.

(e) Military courtesy and discipline 3 hrs.

(f) Infantry drill and interior guard duty 20 hrs.

(g) Operations orders 1 hr.

(h) General service of aircraft, including general aerodynamics with emphasis on load factors, 5 hrs.

(i) CIVIL AIR REGULATIONS, up to date. 5 hrs.

Tactics and technique of air reconnaissance and observation 10 hrs.

Certification of completion of the required subjects must be made by your Squadron Adjutant, showing starting and completion dates, hours, grades and names of Instructor for each subject. This is to accompany application for active duty.

EXCEPTION: If applicant can show that above subjects have not been taught or completed in his squadron, or that he has become a member since they were taught, he may take written examinations on subjects for which full credit has not been earned in C.A.P. classes. Such examinations will be the equivalent to those prepared in the Nebraska C.A.P. Outline Courses. They may be taken at 538 Insurance Bldg., Omaha, Nebraska, office of the Wing Operations Officer, by appointment only.

Pilots will be signed on for a minimum of four weeks, to assure the Second Air Force efficient and competent service.

Pilots holding commissions in their squadron, prior to signing for active duty will retain their rank. Those not commissioned prior to active duty will be given the rank of Second Lieutenant C.A.P. while serving as Courier Service Pilot.

In addition to Courier Service, the Coastal Patrol Task Forces, and the Liaison Border Patrol, offer opportunities to pilots properly qualified. If you are not ready now, get started and keep busy until you have mastered necessary qualifications.

AWARD ARMY AIR MEDAL TO INTREPID CAP PAIR

The coveted Army Air Medal was awarded to civilians for the first time when, on February 17, President Roosevelt bestowed the military honor on two CAP pilots of the coastal patrol.

The men honored were Maj. Hugh E. Sharp, Wilmington, Del., commander of a CAP coastal patrol base, and Edmond I. Edwards, Newark, Del., who was then a CAP lieutenant but now is a navy ensign.

The event came as the result of an accident last July, when a CAP coastal patrol plane fell into the ocean. The location of the plane was accurately reported by other CAP fliers. Maj. Sharp and Lt. Edwards flew an amphibian to the rescue. In seas so rough that they broke one of the plane's floats, they landed and rescued Lt. Henry C. Cross, Columbus, O., whose back was broken. His companion, Lt. Charles E. Shelfus, could not be found.

NEW FLIGHT AT CHADRON PLUNGES INTO CLASSWORK

The Nebraska wing welcomes a new flight at Chadron, where a start is being made with approximately 20 members.

The group has already plunged into such studies as meteorology and navigation, code transmission and Civil Air Regulations.

Among the "Charter Members" are Ralph Ormesher, Emma Gorr, Phil B. Shuey, Richard Klein, Wendall Gorr, Ivan Ellis, Don Covic, George Koakum, George Babcock, Cornella Babcock, Marie Gorr, Viola Ormesher and Phil Brooks.

Blair Flight Signs 38 -- Believe it or not

To prove that a unit can really be built in the courier service operated by the Nebraska wing is addition of a daily round their recruiting problem.

About two months ago, when gasoline rationing made it a hardship for the members there to attend meetings and missions of Squadron 761-2 at Omaha, a decision was made to organize a flight at Blair. At that time there were four members of CAP in this locality. Now under the able direction of Acting 2nd Lieutenant C. D. Howard, medical officer of squadron 761-2, together with the assistance of Acting Sergeants B. M. Reech and W. M. Wilson, this unit has grown to a total membership of 38 active members.

With this organization well formed and operating adjunct to Squadron 761-2, all training is being conducted by means of separate classes and drill sessions. This group of 38 patriotic citizens is going to give many squadrons through-out the state a mark at which to shoot.

Lt. Leonard Heinsen.

Crete Squadron Plans Membership Drive

Squadron No. 761-3 of Crete, Nebraska has been meeting regularly during the winter, most of the time being spent on ground training.

The men's and women's gymnasiums of Doane College have been available for continued work in drill, directed by members Hromas and Sager.

Recent directives completed by the group included the technique of aerial reconnaissance, given by Flight Training Officer David Osterhout. Army organization material was presented by A.L. Johnson Jr., executive officer. The directive on "Protective Concealment" was introduced Tuesday night by Lois Boien, a senior at Doane College and a private pilot. This will be continued next week by Norma Adams of the Crete Airport.

A feed was held recently following a regular meeting, and plans made for a membership drive.

Mae Sharp, former school teacher of Crete and active member of the Crete squadron, has entered the women's pilot training program at Houston, Texas. This is expected to culminate in duty with the WAFS.

—Ruth E. Johnson

Lt. H. S. King, formerly adjutant of 761-1, has been commissioned as a first lieutenant in the army.

Omahan's Help (?) Dig a Foundation



After a brief period of this, CAP members got a better idea.

The frost in the ground extended to a depth of four feet, but members of both Omaha squadrons blissfully and blithely donned their working clothes and responded to Airport Superintendent William Milner's request for help in digging trenches for the foundations of the two CAP buildings which are to be located next to the Municipal airport.

Yes, blissfully and blithely, they took up their picks and shovels, and made like ditch diggers. But it didn't last long. They found that the picks bounced right off the

frozen earth, and the shovels could move only the earth that the picks loosened.

So S. J. King, adjutant for the first squadron, had a better idea. He took his problem to J. E. Davidson, president of the Nebraska Power company, and chairman of the Omaha Civilian Defense council. A couple of days later a power company compressor and crew were on the scene and, with some CAP and airport help, the job was done in a hurry.

Though he wouldn't think of doing so, Mr. Davidson might have said: "Never send a boy to do a man's work, eh boys?"

COMMUNICATION COURSES WRITTEN BY CAPT. BURKE

(Continued from Page 1)

on March 3. The FCC has assigned him to conduct the examination of fliers who wish to operate a two-way radio equipment. He is active in flying.

A native of Central City, Neb., his family moved to Norfolk in 1910. He became classified advertising manager for the Daily News there and later manager of station WJAG. In 1931 he came to Omaha as an announcer for WOW. Later he became program manager and now he is assistant manager in charge of sales.

SURVEYS FLOODED ELKHORN

When rising waters of the Elkhorn river caused alarm over the safety of large stocks of seed at Waterloo, Nebraska, 2nd Lt. M. J. "Zach" Warren, intelligence officer for Squadron No. 761-1, answered a hurry-up call to fly a representative of the Waterloo seed interests up the Elkhorn.

His passenger was Amos Gramlich, himself a former flier. They went as far as West Point, where Gramlich said he was satisfied that the flood would not rise any higher.



Pictured are two Omahans, Nathan R. Wetherbee (left) and James Rotella, who have recently been assigned to courier service. (The News would like to run pictures of all courier pilots, if the latter would but supply them.)

A crash crew is to be trained at the Omaha Municipal airport. Dr. A.J. Cloyd, medical officer for 761-1 is recruiting members, and the class will have the assistance of William Milner, airport Superintendent.

Brig. Gen. Guy N. Henninger has informed the wing the CAP will be welcome to use the national guard camp at Ashland next summer for any assembly or training program that might be planned.

Scottsbluff Group Will Not Be Downed

The Nebraska wing of the C.A.P. is proud of the spirit shown by the Scottsbluff squadron, in its determination to carry on the good work, despite the fact that the war department has leased the Scottsbluff airport for an unannounced purpose.

Always one of the stand-out squadrons in the state, the Scottsbluff group are going ahead with their other work, even though they have not yet figured out a way to continue with their flight missions. The five C.A.P. planes have been dispersed to fields within 100 miles of Scottsbluff.

The squadron intelligence officer, Richard Everett, has sent The News this report:

The Scottsbluff Squadron has been very active since its founding. The foundation work of drill and curricular study has been well attended. Pilots and observers both have added up a good many hours in the air on actual flight missions.

The C.A.P. is making four Courier flights daily to and from the Scottsbluff Air Base. All pilots have lauded the fine cooperation given by Major Jeppson commanding officer of the Base.

Lt. T. J. Lockwood flies the Courier Service to Casper, Wyo., Base from the Scottsbluff Base daily. The Lieutenant, tells us some very thrilling stories concerning his daily jaunts to Casper. The air is extremely rough between Scottsbluff and Casper. The Lt., has landed in wind as strong as 51 m.p.h. with his 65 Luscombe. The courier service goes through in weather that some larger planes would hesitate to fly through.

The members of our squadron always look forward to receiving each copy of the News. We think you are doing a good job with it, and consequently are forwarding some financial support for this issue.

IN APPRECIATION

This issue of the Cornhusker C.A.P. News has been made possible through the financial assistance of a group of 10 public spirited individuals and firms, all but one from Scottsbluff:

Limit Market, Scottsbluff.
Stickney's Auto Supply, Scottsbluff.
Deaver Distributing Co., Scottsbluff.
Dutch Maid Baking Co., Scottsbluff.
Downey's Midwest Studio, Scottsbluff.
Radio Station KGKY, Scottsbluff.
Schmunk, Truck Lines, Scottsbluff.
Dr. A. L. Cooper, Scottsbluff.
R. Everett, Scottsbluff.
Lockwood Grader Co., Gering.

Form First Girl Cadet Unit in Nebraska



Here they are, the Civil Air Patrol Cadets, feminine gender. Front row, left to right: Dorothy Devine, Lt. Madeline Kranda, Sgt. Margaret Broderick and Marylin Walker.

Second row, Barbra Burke, Joan Huntzinger, Betty Kirk, Arlene Johnson, Mary Rosse, Doris Young.

Third row, Bonnie Walters, Eileen Means, Mary Kuppinger, Anne Scholtz, Bonnie Puckett and Mildred Drefs.

Cadets not pictured are: Margaret Cook, Marie Fischer, Virginia Hoyer and Elizabeth Leedom.

The Nebraska wing now has a girls unit of CAP cadets.

Organized on Wednesday night, January 20, at a meeting at the Commodore hotel, under sponsorship of Squadron No. 761-2, the group has been meeting each Wednesday night.

The cadets are highly enthusiastic over the training program that has been outlined to them and take pride in being identified as junior members of the Civil Air Patrol. Several of the cadets are already planning careers in aviation, one of them in the field of aeronautical engineering.

FRASER TO REPORT ON GASOLINE

Something to look forward to in the next issue of the Cornhusker CAP News will be the article by Capt. William A. Fraser, Jr., wing engineering, on how to get the most and best use out of the below-90-octane gasoline that is currently on the market.

WANTED: BOOKS, MAGAZINES

Much-wanted books and magazines for personnel at army air bases in this part of the country are being collected at the Omaha airport by Lt. Carl Lang, Operations Officer at Courier Base No. 76-1. They will be delivered to the bases by courier service.

All members of the Nebraska wing are urged to help out on this worthwhile effort.

To advertise what CAP is doing, Squadron No. 761-1 of Omaha has submitted to wing headquarters a sticker for use on all mail carried by the courier service.

BUY WAR BONDS AND STAMPS

Through the courtesy of the U.S. Signal Corps, the cadets were shown the film on Military Courtesy and Discipline, and other directives covered so far include Infantry Drill Regulations and Duties of Command and Staff Officers.

According to their instructors the girl cadets are proving excellent scholars.

The cadet training program is under the direction of Lt. Madeline Kranda and Sgts. Margaret Broderick and Alice Riss, with all squadron officers lending their cooperation.

Lt. Kranda.

DECREES SULPHA TREATMENT GROUNDS FLYING PERSONNEL

Lt. Col. John A. Tamisiea, Medical Officer for the Nebraska wing, has issued orders that no pilot, navigator, radio, operator, engineer or mechanic of the Nebraska wing shall be permitted to participate in the CAP flights while receiving sulfonamide therapy, or for six days after receiving the last dose of the drug. The order does not apply in the case of local application of the drug.

"The sulfonamide group of drugs have proven to be a potent therapeutic agent in the prevention and treatment of certain diseases," Dr. Tamisiea explained. "However the administration of these drugs may occasionally result in temporary mental confusion, visual disturbances, impaired sensory perceptions, coordination defects and other unfavorable manifestations.

"It is desired that all flying personnel inform any physician from whom they seek treatment about these provisions. This may affect his decision in the matter of treatment."