

Wing and Group Commanders: This is the time that will tell whether the Civil Air Patrol is tough enough to take it. A long, hard grind of work is starting.

A few units have wartime assignments and are doing them well. The job of the rest is to train and practice. That is no less a test of their patriotism.

Most of the men are buckling down to it. But some aren't finding the Patrol exciting enough with no bombs falling or paratroops to spot. Some are pulling down the morale of their outfits by eternally complaining about the new regulations instead of pitching in and making the most of things as they are.

They'd better be glad there is time to train and prepare; time to learn the teamwork needed in real emergency. And they had better be glad they are granted an opportunity to fly at all.

Our keynote from now on out is MEN AT WORK. Remember we are not training as individuals but as units; hard-hitting, disciplined units to function with wartime efficiency. There is no place in this picture for the prima donna, the belly-acher, the grandstander, or the fellow who wants to fly for fun and won't do his part in the ground work. Our units on the West Coast, though grounded, are carrying on with their schooling, determined to be ready if the call comes to them. Let their spirit be an example to all.

Here are the vital jobs the Patrol must now do:

1. Training. Discipline; coordination; specialized skill; military secrecy. These are hard lessons that must be learned and practiced again and again until every last man knows them. Training directives already announced encompass 230 hours as a minimum even to approach full proficiency.

2. Airports. Keep them open. Most fields can carry on if a few men volunteer for guard duty. Anyone not interested enough to stand his turn doesn't belong in the air or in the Patrol.

3. Regulations. Help enforce them. The war dictated the present rules. CAA made them as lenient as possible. Infractions will place all civil aviation in jeopardy. CAP must police its own ranks and be hard-boiled.

4. Civil Defense. Cooperate. Awaiting opportunities for direct work with the armed forces, each unit can aid the civil defenses of its area wherever the use of planes or the experience of airmen can help.

There is work for all; important work as the foundation of higher services to come. When a CAP meeting is called, BE THERE. Every unit must be alerted and stay on the alert at full operating strength. When an order is given, carry it out promptly and smartly. It will take the unflagging effort of every man to make each unit ready.

We are counting on you to build an organization in which every member will be proud to play a part. -- EARLE L. JOHNSON, EXECUTIVE OFFICER.

ENLISTMENTS—CAP enlistment applications received in Washington now total 32,575, a number equivalent to 32.9% of the total civilian pilot population of the continental United States. Of these, more than 29,000 service records have been mailed back to the Wing Commanders. Thus it is evident that the machinery of Washington clearance is functioning efficiently and routine delays are not holding back the fast manning of units out in the States.

In total registrants, New York is first with 2,689 and Ohio is second with 2,018. In percentages, the Delaware Wing is first with a membership equivalent to 87.7% of the pilot population of the State. New Hampshire comes second with 73%. Next in order are Nevada, Maine, Indiana, and Kentucky, all over 60%. Figures for all States follow:

Ala.	412	42.2	Me.	339	63.8	Ohio	2018	47.5
Ariz.	239	32.3	Md.	438	37.9	Okla.	716	27.4
Ark.	419	33.2	Mass.	606	24.0	Ore.	600	37.5
Calif.	1913	15.9	Mich.	1956	51.2	Pa.	1814	33.9
Colo.	248	16.6	Minn.	792	35.2	R. I.	160	42.4
Conn.	507	54.6	Mass.	112	14.5	S. C.	479	45.4
Del.	229	87.7	Mo.	910	28.4	S. D.	232	36.0
Fla.	675	27.0	Mont.	391	46.1	Tenn.	599	36.4
Ga.	587	37.9	Nebr.	350	25.6	Texas	1170	17.1
Ida.	318	42.0	Nev.	161	68.5	Utah	358	38.5
Ill.	1798	35.7	N. H.	299	73.0	Vt.	107	35.7
Ind.	1279	62.1	N. J.	927	36.4	Va.	237	16.3
Iowa	924	40.1	N. M.	219	35.9	Wash.	689	27.4
Kans.	766	31.9	N. Y.	2689	36.4	W. Va.	382	33.9
Ky.	392	60.4	N. C.	523	37.0	Wisc.	730	43.2
La.	625	42.2	N. D.	129	20.3	Wyo.	112	28.3

CAP ON TREASURE HUNT—A treasure hunt, 1942 style, is being conducted among the junkyards of the country to locate scrap material vitally needed for war production. The Illinois Wing of the Civil Air Patrol has received an urgent request from the War Production Board as to the collection of salvage metal.

CAP pilots have been asked to fly over the entire State of Illinois to locate every group of three or more junk automobiles and clusters of abandoned farm machinery. Accuracy is required to spot every junk pile and to give full directions so that ground crews can find each one.

Under instructions issued by R. K. Belt, Wing Adjutant, each Group Commander will divide his area and give each Squadron a section commensurate with the Squadron strength. Squadron Commanders are directed to assign sub-sections to their Flight Leaders with the advice of staff Operations Officers. Each pilot shall be responsible for the preparation of a detailed written report by his observer to be forwarded promptly to Wing Headquarters. Reports will cover the kind, quantity, and whereabouts of each junk pile.

No time limit has been set. The mission is a test of how fast the units can go into action. Performance of the mission does not excuse the violation of any laws or Army or Civil Air Regulations.

Other CAP Wings may well do the same job after checking with WPB officials charged with the salvage work in their areas.

OPERATIONS ORDERS--From now on, all CAP flight missions must be under formal operations orders signed by the Operations Officer of the unit or his deputy. Protection under the master CAP insurance policies, credit toward CAP training requirements, and reimbursement of expenses will be denied on flights not so authorized.

• Training Directive No. 15 covers the procedure which has been made as simple as possible. It is important that orders be clear, complete and concise to avoid confusion.

AIR DISCIPLINE--The necessity for strict observance of wartime regulations is stressed in Operations Directive No. 4. Pilots are cautioned that, with their planes bearing CAP insignia, they must rigidly live up to their responsibilities as Patrol members. On surveillance and search missions, the operations orders are not a permit for hedge-hopping and unnecessary aerobatics. Although certain missions, including pick-up message training, will require low flying, such flying must be cleared with CAA Inspectors and Airport Managers. Unit commanders are instructed to take prompt disciplinary action against any personnel under their command who break regulations or engage in dareless flying.

MERGER IN GEORGIA--The Air Force of the Georgia State GUard has been merged into the Civil Air Patrol and will function in the future as the CAP after a conference between officers of the two services. The consolidation brings some 200 new pilots into Squadrons of the CAP. The merger, Georgia Wing Commander Winship Nunnally pointed out, will avoid duplication of personnel and additional work which was placed upon the members of both organizations. The Georgia Air Force is known as a well drilled outfit and the addition of these good flyers into the ranks of CAP is mighty welcome.

CAA CONFERENCE --A meeting of CAA regional men was recently held in Washington to discuss operations under the emergency regulations. Rules governing designated airports were the principal topic. National officers of the CAP sat in and found the CAA representatives keenly interested in Patrol problems and ready to cooperate. As a result of the pooling of information from the various regions, the CAA men will go back to their posts with new information which can be helpful in adjusting local situations.

AIR RAID REHEARSAL--A full-dress mock air raid has been conducted at Portland, Me., with the assistance of CAP planes which took off to "defend the city." The test showed the need for much larger civilian defense forces and an appeal was broadcast for volunteers. "Bridges were bombed out, incendiary and high explosive bombs wrecked buildings and killed and wounded citizens, one section of the area was choked from gas attack, and saboteurs were active as 'enemy' planes swooped down", according to the Portland PRESS-HERALD account of simulated damage.

WEATHER INFORMATION--CAP pilots and officers are receiving weather information on the same basis as airline personnel, in line with an official letter sent by the Weather Bureau to all its stations. With weather data classed as military information, CAP is taking every precaution to protect secrecy. Weather stations receive current lists of local CAP members to whom data can be given.

WARM-UP MEETING-- A dinner meeting to acquaint pilots and aviation enthusiasts with the purposes of the CAP was held in Knoxville recently. More than 200 pilots from Tennessee and adjacent States within a 200-mile radius attended. Held at the call of Guy McNeil under the auspices of the Tennessee Valley Air Tour Club, the meeting was addressed by Col. Harry H. Blee, CAP Operations Officer, Capt. George Noland, Regional Commander, and other Patrol officers.

FROM THE PAPERS--Here are more excerpts from newspapers across the country telling of the work of State and local CAP units, with some good pointers on what to do and how to do it:

"The Civil Air Patrol launched a rapid survey Wednesday to list all men ages 27 to 45 in the 8th Corps Area who have held private licenses from the CAA during the last five years, George Haddaway, Wing Executive Officer, reported. The survey is expected to reveal between 3,000 and 4,000 pilots or former pilots who are now too old for military flying but who will be extremely valuable in civilian flight work, thus releasing many military pilots for combat duty." -- Dallas, Texas, TIMES-HERALD.

"With 26,000 Americans enlisted in the Civil Air Patrol, there doesn't seem to be much excuse for letting Japan get away with an attack such as was staged at Santa Barbara....These civilian airmen form a mighty defense reserve which will have to be reckoned with before that Japanese admiral carries out his boast of dictating the peace in the White House."--Rock Island, Ill., ARGUS.

"Reports that planes had been flying illegally at one or two points in Kansas brought a sharp warning from J. Howard Wilcox, Wing Commander of the Civil Air Patrol....He emphasized that though the rules might seem stringent to the flyers, they are necessary to prevent sabotage and the mapping of important points by aerial photography.... If unidentified planes are found flying, information will be cleared through squadron and group intelligence officers and relayed to the wing office. Wilcox hastened to rid the work of any semblance of tattling. 'It's going to be good practice in air intelligence', he said, 'and it is vital and necessary as a wartime measure.'"--Wichita, Kans., BEACON.

"Pontiac Chapter of the National Aeronautic Association voted Thursday evening to spend up to \$400 to equip members joining the newly organized Civil Air Patrol with regulation uniforms. Dr. H. A. Miller, chapter president, said practically every member has signified his intention of enlisting."--Pontiac, Mich., PRESS.

"The Rhode Island Wing of the Civil Air Patrol is standing by on orders of Maj. Gill Robb Wilson, Regional CAP Commander at New York, to undertake any military mission assigned to it at a moment's notice."--Pawtucket, R.I., TIMES.

"Pilots of the CAP will have an opportunity Monday night to qualify for third class radio operator's certificates without which they cannot use 2-way radio hookups in flying. ... Harold E. Cobb, Commander of Group 3, has received word that a representative of the Federal Communications Commission will be at the Extension School of Syracuse University to examine pilots."--Syracuse, N.Y., HERALD-AMERICAN.

PILOTS' MANUALS--The Government Printing Office advises that the supply is running low on Civil Aeronautics Bulletin No. 24 (Practical Air Navigation, \$1.00) and No. 25 (Meteorology for Pilots, 75¢). Since reservations cannot be made for future delivery, CAP members wanting these useful publications are advised to place orders with Superintendent of Documents, Government Printing Office, Washington, D. C. Cash must be sent with orders.