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100 MEMBERS MAKE MANZANAR MISSION SUCCESS

October was certainly a month of activity for Los Angeles Squadron Five. The flying month began with a two-day practice mission at Manzanar. Nearly a hundred members of the squadron participated in this maneuver in which nearly 80 hours were flown.

The flying program so meticulously arranged by Lt. Hesseldenz had to be changed somewhat because of the winds which blew up to 55 miles per hour during the two day affair. First to test the elements on Saturday were Lt. Kaufmann, who piloted Cadet PEGGY MAST through a rough and rugged half hour flight. Then one by one the rest of the pilots bravely took to the air.

Dr. PETRITZ, our flying Medical Officer, thought conditions were too tame and spent the rest of the afternoon doing acrobatic flying which took strange shapes in the face of the strong winds.

Sgt. RIGGS and Lt. HESSELDENZ flew in from Los Angeles and had a lesson in meteorology after flying under a Cumulo-Nimbus cloud. With throttle wide open and the nose of their ship pointed acutely downward, they found themselves being lifted at a dangerously rapid rate. A short time later they were literally tossed out the top of the cloud with no other damage than a hole in the top of the cockpit where inertia, gravity, fabric and JOHNNIE'S head all met at the same time.

SGT. BUSH and PFC GEORGIE WHITE too made the trip by air and soon found themselves grounded at the Lancaster Army Air Base where they were treated royally until the weather permitted the continuance of their flight Sunday morning. On Sunday this Squadron competed with Los Angeles Squadron 2 on a simulated bombing mission in which a 150-foot submarine, painted on the desert was bombed from 200 feet. One hundred and fifty bombs were dropped on and around the submarine. Credit for "sinking" the sub goes to Los Angeles Squadron 2 and the pilots and observers of that Squadron deserve nothing but the highest praise for their sportsmanship and precision. They not only won the contest, but scored nearly twice the number of points we did.

On Saturday night the Squadron par-



MANZANAR MISSION IN BRIEF (1) Lt. MEL FAGET poses proudly in front of club ship, (2) Lts. HARRY HUTCHENS, JOHNIE HESSELDENZ, Pvt. PAUL McCLURE, Sgt. JACK WILLIAMS, Lt. JOE KAUFMANN talk over some plans for the day, (3) CADET SHIRLEY WRIGHT receives some first aid from Lts. PETRITZ and JEAN DEL VAL, (4) Lt. JOE KAUFMANN prepares to go for the first ride of the day, (5) JACKIE "SHINDIG" MYHAND gets some "dual" instruction, (6) military courtesies despite high winds. Lt. BRUBAKER and WARRANT OFFICER JACKIE MYHAND. JACKIE! Your slips showing, (7) Lt. GENE MEREDITH. Dancing yet?, (8) Arriving at Manzanar are Pvt. MYRON STUART, Warrant Officer AIMEE DEL VAL, Pvt. JEAN STUART, Lt. JEAN DEL VAL.

ticipated in a windy weiner roast and then retired to the Military Police barracks for the night.

An "L3B" Army Liaison Aircraft was assigned to this Squadron for the month of October and was first based at the Glendale Army Air Base, but operation from that base was found to be impractical,

largely because of the inaccessibility of the base to Cadets living in the Hollywood area and secondly because of the time wasted in taxiing at this large field.

The ship was later flown from the Culver City air port with much greater success. Three practice mission were called during the remainder of this month.

Executive Officer



Born on the 30th of July 1893 at Millersburg, Ohio, Lt. Walter E. Mast, Squadron Executive Officer, received the greater portion of his education in that State. He attended the University of Illinois until the beginning of World War I, but with the entrance of the United States into that conflict, young Mr. Mast soon found himself appointed Aviation Cadet in what was then known as the Signal Corps, a forerunner of the present day Army Air Force. He received his flight training at Carruthers Field, Fort Worth, Texas and earned his wings after 7 hours and 20 minutes of Solo time and was sent overseas as a "full-fledged" Combat Pilot. Strange as it may seem, the outstanding experience in his career overseas did not take place in the air, but aboard the transport on the way to France during a U-boat attack when a torpedo cut across the bow of the ship, missing it by a hairs-breadth. Lt. Mast assures us that the submarine was literally shot out of the water before a second torpedo could be launched.

After receiving further training at Issoudun, France, he was subsequently appointed a Flight Leader in the First Aero Squadron and spent the balance of the War in pursuit and reconnaissance flight.

Flying then somewhat differed from the present day method, instruments were practically unheard of, and of course there were no parachutes. Pilots frequently equipped themselves with empty beer and wine bottles and used them to bombard the enemy in an effort to break his prop. His first introduction to a compass came, oddly enough, sometime after the Armistice was declared when Lt. Mast flew for five hours through a blinding snow storm to emerge

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Service Notes

CORPORAL L. W. McINTOSH has been seen in town recently on furlough from training at the infantry school at Fort Roberts, California.

CLARENCE, affectionately known as "STINKY" STOECKER, is now parading with brand new Ensign's stripes on his sleeves. He returned to his first love, the Merchant Marine.

DEE WALSTON writes his recommendation and endorsement for the CAP by saying that he feels nothing has helped him as much as the training he received in the CAP and he is certain that all promotions etc., can be credited to his CAP background.

"BLACKIE" GOLDSTEIN, former CAPC Transportation Officer has just entered the service as a cadet. He is stationed at the University of Utah and seems satisfied with the fact that the girls at the University outnumber the boys 10 to 1. Write him: HERMAN C. GOLDSTEIN, ASN 792-34996, SCU 3922, University of Utah, Salt Lake City, Utah.

Cadet Doings

It seems that a few of the cadets have been having a time for themselves lately. Starting off with a bang last month there was a party given HARRIET (HAP) WARNE, then a roller skating party followed. Later there was a dinner and a dance given by NORMA LEE (BLINKIE) BLINK. Those attending were BOBBY OAKS dancing the light fantastic with BOB (SOFA) DAVENPORT, "HAP" WARNE drinking "Cokes" with ROY WALLACK, "BLINKIE" BLINK having fun with ED LUBIN, DIANE PITMAN laughing with BOB HOWARD, STEPHANIE GEORGE with "hep to the jive" RAY FAXON, PATTY DODDS with that woman hater (oops misprint) GENE HASKELL, PEGGY MAST with that ooh! what a man BILL BALDRY. Others attending were PAT BERGER, EARL MITCHELL, LEE (PEACHES) BRILL and PAUL GOLAND.

Under way now are plans for a few slumber parties (sorry boys, these are just for the girls). Other parties will be given as soon as our party geniuses can develop plans for them.

New CAPC Name

In line with the Civil Air Patrol being changed from an auxiliary to an actual component of the Army Air Forces, the name of National Headquarters has been changed to 32d AAF Base Unit.

Promotions

October was quite a month for promotions in Squadron Five with the following advancements:

Warrant Officer HARRY HUTCHINS was transferred to Intelligence with the rank of 2nd Lieutenant.

Warrant Officer L. J. BRUBAKER filled the vacancy left by Lt. HUTCHINS and is now depositing the ashes of his Corona-Coronas on the Personnel Officer's desk.

Warrant Officers WILLIAM P. HUFFMAN and JOHN S. HESSELDENZ, Flight Leaders of Flights "A" and "B" respectively, were advanced to the rank of 2nd Lieutenant.

Sergeant MELVIN W. SMITH, Assistant Training Officer, was promoted to the rank of Warrant Officer as Assistant Flight Leader, Flight "B."

Sergeant C. J. ROSBERT, our Flying Tiger, took on new responsibilities as Warrant Officer and Assistant Flight Leader, Flight "C."

For nearly a year Warrant Officer AIMEE GAUTHIER DEL VAL boasted the only commission among the fair sex of our squadron. Last month however, saw the addition of two officers from among the women with the promotion of sergeants BETTY DEWAR and JACQUELINE MYHAND to Warrant Officers with the function of Assistant Flight Leaders of Flights "D" and "E" respectively.

Because of changed working conditions, resignations were tendered by our Intelligence Officer, P. M. BROWNE and Engineering Officer R. B. LOCKWOOD. Credit should go to these members who, feeling they were no longer able to do justice to their office, resigned their commissions but requested to remain with the squadron as rank and file members.

CAPC Gossip

Having a wonderful time at a barbecue and dance at HAP WARNE'S house last Friday were: NORMA LEE BLINK, LEE BRILL, PAT BERGER, EARL (CAPC COMMANDER himself) MITCHELL, ROY WALLACK, STEPHANIE GEORGE, ED YOUNG, BOBBIE OAKES, BOB DAVENPORT, BILL BAWLDREY, DICK RITTER, and PAUL GOLAND. The same gang tried out all the rides at Ocean Park the following Sunday. (Naturally they missed the tunnel of love).

Did you know that ED YOUNG has passed all the tests for the Army Air Forces, and was sworn in last Thursday, September 14? He is on the inactive list until February when he expects to be sent to college by the Army. Congratulations, ED, and our best wishes.

DON'T FORGET! Get your tickets NOW for the first Anniversary Military Ball

Cadets Win New Competitive Drill

Los Angeles Squadron Five Cadets have done it again. Last month they won the drill competition for the second consecutive time.

This time, however, they were up against some really tough competition from the other Squadrons and by an uncomfortably narrow margin nosed out the San Fernando Squadron which placed second. Squadron Five will by no means be able to rest on its laurels in future competition. They can't continue to win unless further improvement is made which, from their last exhibition, will be difficult to do.

For the last drill, Cadet Commander Earl Mitchel served as Commander of troops and Staff-Sergeant LEE BRILL was Cadet Squadron Commander.

During the drill Sgt. BRILL made an error but by quick thinking and knowing his drill pulled the Squadron out of the difficulty very nicely. The Air Force Officers present at the drill commended Lt. Kaufmann on the Cadet Squadron and particularly on Sgt. BRILL's ability, saying that he is excellent officer material.

Those who won the pennant for us this time were: ROBERT DAVENPORT, HARVEY WEINTRAUB, LEE BRILL, DICK LEVY, ALVEN RIEGER, LESLEY SPIVAK, STANLEY WEINER, PAUL GOLAND, EUGENE SHOEMAKER, WILLIAM PATTERSON, WALTER MCCLURE, DEANE HUNGERFORD, GENE HASKELL, ROY WALLICK, EDWARD YOUNG, DON WYRICK, GLEN MacINTIRE, DICK SCHAFFER, DON SCHUMAN, L. PORTER, BOBBY OAKES, PATTY DODDS, NORMA BLINK, PEARL DIAMOND, HARRIETTE WARNE, INGA SCHAEFFER, and MURIEL BROWN.

New Cadet Office

In our estimation, our Cadet office is the best in Los Angeles. One of the main features is the gun rack, which contains the two-color guard guns and eight unfinished guns which will be used for the drill team. Another feature is the rack used for the M.P. arm bands and billy clubs.

As you glance toward the double windows facing Melrose Avenue, you see an artistically constructed fence, which divides the portion of the office that is occupied by Lt. MEREDITH and the Cadet Commander, from the rest of the office.

On inspecting the office further, you see posters and information relative to aircraft. A typewriter stand nestles comfortably in a niche in the wall, and several desks used by CAP and Cadet officers may be seen around. However, several more desks are needed and we would appreciate the use of any desks which are not being used.

Message From Cadet Commander

The private of the Civil Air Patrol Cadets is actually the backbone of the cadet Squadron. Upon how well the private responds is how well the Squadron will respond as a whole. The staff officers are actually working for the cadets. It is the duty of the staff officers to unify and coordinate the efforts of the squadron so that the private may receive a larger quantity and better quality of training. The more the majority of the squadron assists the staff officers in this effort, the better the squadron will benefit by its opportunities. The duty of every member of the squadron is to do his utmost for the betterment of the squadron. At the present time, Los Angeles Squadron 5 is the best squadron in the 1st group and probably in the California wing. When a cadet officer asks you to take care of some detail, it will help the squadron if you follow his orders.

In the auditorium of Fairfax High School, there is a great deal of talking during the showing of training films. It is true that these films do not contain the drama and suspense of your favorite Saturday matinee serial, but nevertheless they do have a great deal of valuable information in them. This information might save your life some day. Out of respect to the present cadets who will eventually be members of the Armed Forces and whom these training films will benefit, please do not talk or whisper during the showing of these films. Wait until you are outside. It is impossible for us to know who does the talking, so we must leave it up to your honor code, which, by the way you should acquaint yourself with.

For those who think that the last paragraph is not important, let us remember that one of the most inspiring slogans we can use is ". . . GOT TO BE DAMNED SURE NO BOY'S GHOST WILL EVER SAY, 'IF ONLY YOUR TRAINING PROGRAM HAD DONE ITS JOB . . .'"

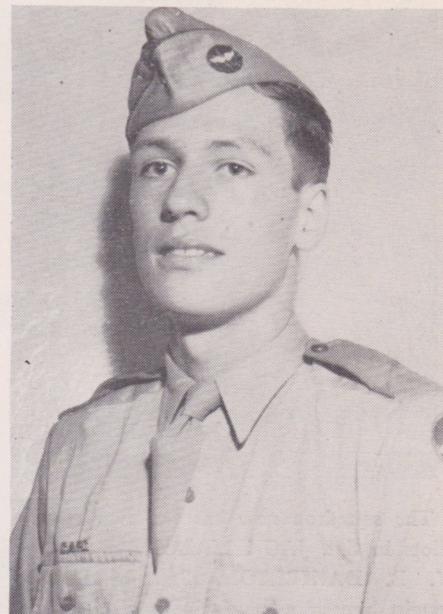
CAPC Gossip

The Cadets who are around their office get a great deal of amusement over the typewriter situation. It is like going before the ration board—you see throngs of frantic-eyed staff officers and Cadets, all trying to get the use of that one "little" black typewriter. This allows only a limited amount of work to be done, besides adding to the tasks of our medical officer who has to treat the wounds inflicted in the mad rush for that machine.

So won't someone loan us a machine with 61 keys, and put an end to the suffering and inconvenience. You'll get credit besides the return of your typewriter.

ANNIVERSARY MILITARY BALL!

Cadet Commander



Seen a skyscraper lately? We - - ll, "he's" right here in CAPC, and to this writer's estimation, that's a good-looking skyscraper. If you haven't discovered already, I'm referring to our own Sgt. EARL F. MITCHELL, Cadet Commander.

Sgt. Mitchell was born March 4, 1928 in that eventful city, Kansas City, Missouri. He wasn't very fond of this city, so he decided to look Chicago over. There he remained for six years, giving him plenty of time to look around. At the end of that period, he returned to his homeland. His father was a chemical salesman, but couldn't sell his towering son on the same career, for the Sgt. longed to fly some day. Although he didn't have the opportunity to fly until he became a member of CAPC, he always knew someday he would realize his ambition to do so.

At the present time, he attends Fairfax High School, and is in the eleventh grade. Majors: English, Spanish and German. Que dice, Sgt.?

Sgt. MITCHELL became a member of CAPC a year ago. It seems he had tried very hard to join before that time, but the squadrons were not accepting members under sixteen years of age. Prior to his rating as Cadet Commander, he was Cadet Intelligence Officer. He deserves a lot of credit for performing his duties as Commander of the Cadets, so capably.

He plans on joining the Army Air Forces, if it's possible, and in order to attain that end, he is taking an increased program at high school in order to graduate six months earlier.

Sgt. MITCHELL would not reveal any information about his love life, but this writer will wager he keeps a number of hearts fluttering. How about a few phone numbers, Sgt.?

New Pilots



The squadron now has two new student pilots in Sgt. JACK MALONEY and Sgt. W. E. DANIELSON. Sgt. MALONEY bought himself a new ship so he could get his license without the trouble of looking one up every time he wanted to do a few minutes flying. From then on he and Sgt. DANIELSON worked together for their student ticket. Nice going fellows and let us know when you get your private license.

BUY WAR BONDS

Flight Proficiency Training Program

A new Flight Proficiency Program has been announced recently by National Headquarters.

Tentative plans are for the program to call for 36 to 48 thoroughly practical flight missions. Each mission will call for from 1 to 3 hours flying time for pilot-observer teams depending on the nature of the mission. This will mean a total of 50 to 75 hours flying over a period of 9 to 12 months.

To qualify members must (a) have satisfactorily completed or to have passed a prescribed written examination upon, all the basic and advanced CAP Preflight training courses set forth in Training Directive No. 34, that headquarters, 13 October, 1944, except Aircraft Identification and International Morse Code; and (b) to hold a currently effective Federal Communications Commission Restricted Radiotelephone Operator Permit. All pilots will be required to hold currently effective Civil Aeronautics Administration Airman Certificates of the grade of Private Pilot or higher with rating records attached covering the aircraft to be operated in the accomplishment of the program. Special certificates will be issued by National Headquarters to all CAP pilots and observers who satisfactorily complete the Flight Proficiency Program.

WEAR YOUR UNIFORM

Executive Officer

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only half-a-mile from his objective. He has insisted on a compass ever since.

Lt. Mast points with pride to his cr-t-while flying companion, Lt. Arthur E. Eastbrook who is now Brigadier General in Command of the Santa Ana Army Air Base. After remaining in Germany with the Army of Occupation he was ultimately discharged from the army in August, 1919.

His discharge however, did not dampen his enthusiasm for flying. He became an airport owner and operator and took part in many barnstorming and photographic missions while holding a Commercial Pilot's license.

Anyone knowing Lt. Mast will realize why a charming young lady travelled all the way from Hollywood to Ohio to marry him. Perhaps the lady in question had something to do with his disposing of the airport in 1924 and moving to California a year later.

Lt. Mast enrolled with Civil Air Patrol in November, 1943, and was commissioned 2nd Lt. in June 1944. He now holds a Student Pilot's License (having failed to renew his Commercial on time) and is ready to take the Private Test in order to resume flying.

Present occupation: Insurance Executive. Hobby: Aviation—he's a Helicopter fan; Plans for the Future—to have his own plane, piloted by none other than his daughter Peggy, who is a member of CAPC.

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