



KEYSTONE



WING



SLIP

OFFICIAL PUBLICATION
PENNSYLVANIA WING

CIVIL AIR PATROL

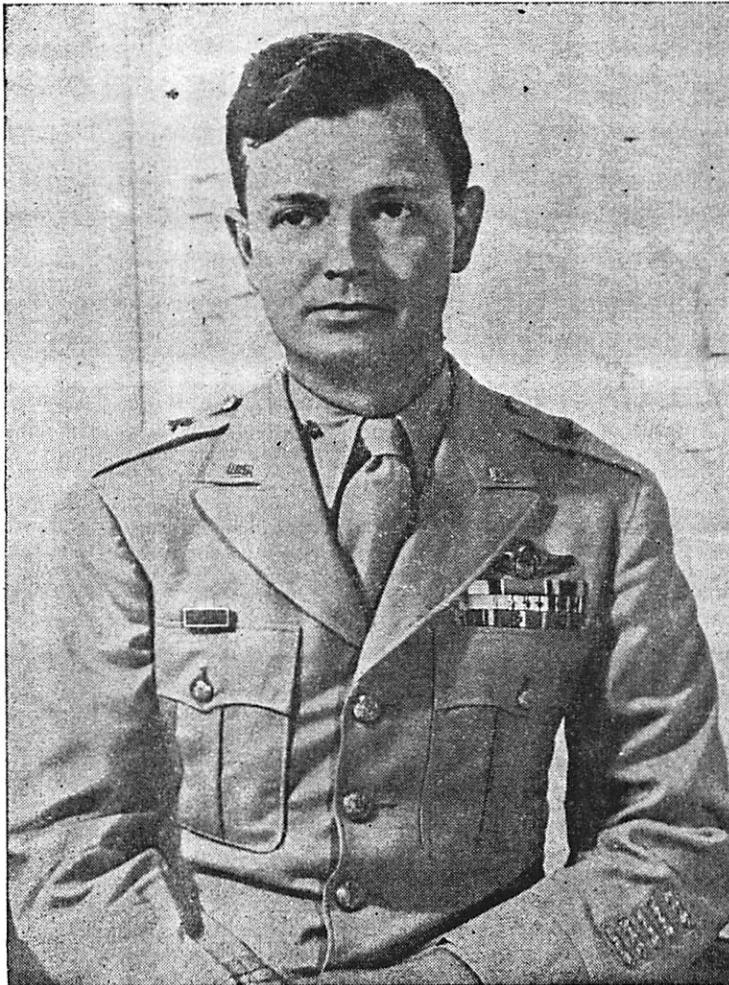
AUXILIARY OF THE ARMY AIR FORCES

LT. COL. CARL A. REBER
COMMANDER

Vol. 6

READING, PA., MARCH, 1947

No. 3



GENERAL FREDERIC SMITH NAMED CAP COMMANDER

Brig. Gen. Frederic H. Smith, Jr., chief of the Strategic Air Command, with headquarters at Andrews Field, Md. has assumed the post of National Commander of the Civil Air Patrol. Gen. Smith succeeds the late Col. Earle E. Johnson whose death occurred in an airplane crash at Cleveland on February 16. In appointing General Smith, Gen. Carl Spaatz, AAF Commander, praised the war-time record of the Civil Air Patrol. Gen. Smith is one of the youngest generals in the AAF, being 38 years of age, and has had 17 years of service with the Army. Upon his graduation from West Point in 1929, he was commissioned in the Field Artillery and transferred to the Army Air Corps a year later. The General received his flying training at Kelly and Brooks Fields in Texas and later was assigned to various bases of the Air Corps located in the United States and in the Panama Canal Zone prior to the war.

After Pearl Harbor, General Smith served for two years as deputy chief of staff in the Southwest Pacific and later chief of staff of the 5th Air Force. In Feb. 1944 he became chief of operations for the American component of the Allied Expeditionary Force, in the ETO. Returning to the U. S., he was deputy chief of Air Staff for a short time and then returned to the Pacific as commanding general of the 1st Fighter Command. After the close of the war, he was assigned to AAF headquarters in Washington, D. C.

We reprint here a letter written by General Smith to Col. Reber:

32 ND AAF BASE UNIT

NATIONAL HEADQUARTERS CIVIL AIR PATROL
BOLLING FIELD
WASHINGTON 20, D. C.

27 February 1947.

Lt. Col. Carl A. Reber, Comdg.
Pennsylvania Wing, Civil Air Patrol
Post Office Building
Reading, Pennsylvania.

Dear Colonel Reber:

It is with a feeling of great pride not unmixed with sadness that I assume command of the splendid organization to which my predecessor, General Earle Johnson, gave so much. Its growth, its aims, and its place in the nation's air structure, both for peace and for war, is one which he and you have created in the face of many difficulties and discouragements. I assure you of my appreciation of its importance both now and in the future.

I tell you most frankly that I feel it no light task to assume the responsibilities so ably carried by General Johnson; nor do I assume my adequacy to discharge them as he did. I do assure you, however, that with your support, I shall do all of which I am capable toward the realization of what you and he have stood for during the past years.

Colonel Harry Blee and Colonel George Stone are helping me to get my feet on the ground, and I hope very soon to be able to pay you a visit and discuss with you the many things for which we are fighting.

Sincerely yours,

F. H. SMITH, JR.
Brigadier General, U. S. A.,
National Commander.

Promotions and Appointments

Lt. Colonel Ralph Earle, CAP 3-1-209, Philadelphia, Pa. has been relieved of his assignment of Eastern Coordinating Officer and has been appointed Consultant to the National Commander, effective 21 February 1947.

William D. Mason, CAP-3-1-1479, Philadelphia, Pa. has been appointed to the grade of Lt. Colonel, to serve as Consultant to the National Commander, effective 21 February 1947.

James F. Marx, CAP 3-1-6327, first Assistant District Attorney Berks Co. Penna. has been commissioned in the grade of Second Lieutenant to serve as Legal Officer on the Wing Staff. Lt. Marx is a radio ham of many years experience and will assist in setting up the Wing Communications network. His SCR522 VHF was the first CAP set to go on the air. (Amateur Freq)

SQUADRON 35

Lt. Francis M. Wilkinson, training officer of Squadron 35, C. A. P. has announced that enlistments in the Cadets will be closed until March 18, 1947. All boys and girls between the ages of 15 and 18 who are interested in joining the Cadets will be placed on a waiting list until that time. It is the intention of the training officer to admit a new flight of no less than 50 members in March, composed principally of boys and girls from a particular high school. The current group of new enlistees contains a large group from Shillington High School. Plans are being made to form a flight made up entirely of Shillington Cadets.

Capt. Raymond P. Dunkelberger, commanding officer of Squadron 35, Reading, Pa., announced the promotion of Robert Moyer to Private First Class at the regular meeting in the Southern Junior High School. PFC Moyer became a Civil Air Patrol Cadet in August, 1945. Capt. Dunkelberger also announced the promotion of Sgt. Betty Jo Larson, Squadron Public Relations Officer, to Warrant Officer.

KEYSTONE WING SLIP

Official Publication of the Pennsylvania Wing, Civil Air Patrol

Published Monthly. Free distribution to qualified persons. All communications should be sent to: PRO, Wing Headquarters, Pennsylvania Wing, Civil Air Patrol, P. O. Bldg., Reading, Pa.

Vol. 6 MARCH, 1947 No. 3

PENNSYLVANIA WING STAFF CIVIL AIR PATROL

Wing Commander	.....Lt. Col. Carl A. Reber
Training Officer	.....Lt. Col. Philip F. Neuweiler
Intelligence Officer	.....Capt. J. C. Murphy
Medical Officer	.....Maj. Temple Fay
Communications Officer	.....Maj. Samuel Fraim
Public Relations Officer	.....Capt. Frances Nolde
Asst. Training Officer	.....Capt. Richard S. Justice
Deputy Intelligence Officer	.....Capt. Clifford Ball
Asst. Communications Officer	.....Capt. John N. Weaver
Fiscal Officer	.....Lt. Bradley B. Evans
Legal Officer	.....Lt. James F. Marx
AAF-CAP Liaison Officer	.....Major George A. Davisson, Jr.
AAF-CAP Liaison Assistant	.....M/Sgt. Raymond A. Prits, Sr.
Wing Secretary	.....Elizabeth L. Zilmer
Group 1 Commander	.....Lt. Col. Charles B. Rich, Philadelphia, Pa.
Group 2 Commander	.....Major Arthur W. Glose, Allentown, Pa.
Group 3 Commander	.....Major E. C. Sichel, West Reading, Pa.
Group 4 Commander	.....Major J. L. Holmes, Jr., Williamsport, Pa.
Group 5 Commander	.....Capt. Leslie W. Bartlett, Oil City, Pa.
Group 6 Commander	.....Major E. K. Long, Pittsburgh, Pa.

GROUP 1 NEWS

SQUADRON 13—Memorial Service for Col. Earle L. Johnson, AAF National Commander of Civil Air Patrol, was held by members of Flight B at the Major John C. Groff Memorial Armory, West Chester, Thursday evening, 27 February 1947. The services had been arranged for Thursday, February 20th, but had to be postponed due to the snow storm which accounted for a small turn-out of personnel.

Captain H. R. Berry, Malvern, Commanding Officer of Squadron, of which Flight B is a part, came over from Norristown to conduct the service. With the entire personnel standing at attention Captain Berry read an eulogy in which he stated that in the passing of Col. Johnson the entire cause of aviation and of national security had suffered a major loss.

Facing west, the Flight presented arms while Bobby Quann blew taps.

Chester County wildlife got its first square meal in a week, Thursday, 27 February 1947. At least, game protectors and friends of the feathered and furry denizens of the county's snow-blanketed fields and wood did their best to put "manna from heaven" within reach. Using a plane owned by "Dutch" Twyford, of Oxford, which was furnished through the Civil Air Patrol and piloted by a CAP pilot, District Game Protector Peter J. Filkosky dumped nearly a ton of feed to appease the hunger of wildlife birds and animals in remote and otherwise inaccessible regions of the county.

The plane, equipped with ski runners, was used after virtually every other method of feeding failed. Last week, Filkosky, who lives at Kennett Square, became concerned about the predicament of game birds and animals un-

Cont. Col. 4

This issue of the Wing Slip has been made possible by the sponsorship of Group 3 who secured the advertisements appearing on page 4.

THIRTY-FIVE LINK TRAINERS ASSIGNED TO PENNA. WING OF CAP

Capt. C. Lee Artley, Group 4 Supply Officer is at present on temporary duty at Kelly Field, Texas representing all Groups of the Pennsylvania Wing in the matter of taking possession of and arranging for the transportation of twenty-four Link Trainers allocated to units of this Wing. The eleven remaining Link Trainers are located at Olmsted Field, Middletown, Pa.

So as to insure an equal distribution of the transportation cost of the trainers, all Units receiving Links from Kelly Field will advise Headquarters of the shipping cost and the total of all shipping costs will then be divided by 35, so as to obtain the average cost per trainer. Units picking up trainers at Olmsted Field will pay this average cost into a kitty and the Units whose transportation charges were higher than average will have the difference refunded.

Surplus aircraft currently being offered for sale by the War Assets Administration is now available to CAP Units as an Educational Institution at forty percent discount.

CAP Cadets To Be Credited With Aviation Training

The War Department has recognized pre-flight or aviation training of Civil Air Patrol Cadets. In Tech. Manual 12-425 (Change VI) appears the following.

"For Civil Air Patrol Cadets hereafter enlisted or inducted into the Army, a notation will be entered in 'Remarks' that a course in Civil Air Patrol training has been completed. Example: 'Civil Air Patrol training compl. 1 Oct. 46.'"

(AG 201.39 (1 Oct. 46)).

BY ORDER OF THE SECRETARY OF WAR.

NEWS AND DOINGS OF GROUP 6 PENNA. WING

The new address of Group 6 Headquarters will be Hunt Armory, 324 Emerson Avenue, Pittsburgh 6, Penna. All correspondence after 15 March 1947 should be sent to the above address.

Recent promotions included; Helen Paul, 1st Lt., John Lang, 2nd Lt., Earl I. Schall, 2nd Lt., and Albert Steele, 2nd Lt.

Squadron 61 announces the appointment of Lt. James B. Crawford as Commander of Squadron 61. The Squadron Commander vacancy occurred when Capt. Victor C. Best was made Group 6 Communications Officer.

Visitors from other Squadrons are welcome to come to the Group 6 social held on the second Friday of each month at the Hunt Armory.

Group 6 is anxiously awaiting the arrival of the Link Trainers for their Training Program!!!

On Sunday, 9 March 1947 Officers of the 6th Group, in cooperation with the Pittsburgh Aero Club, flew on a Sunday Dinner flight to Erie Aviation Country Club. Included were; Capt. V. C. Best, Lts. J. B. Ladley, H. S. Sloan, and C. W. Merydith. Major E. K. Long planned on going but was unable to take off due to motor trouble. The trip was a success and a wonderful turkey dinner was had at the Club. Approximately twenty-five planes participated. This included several of the newer makes of airplanes such as the North American (Navion), the Republic (Sea Bee), and the Stinson (150) and various other types. It was a very good turn-out considering the day was a marginal one (low ceiling, fog and snow flurries). More such joint flights are planned for the near future.

Group 6 has appointed a committee to study and submit means for the raising of funds which may be used to further Flight Training and take care of current expenses. It would be appreciated if other Groups having ideas along these lines would forward them to the 6th Group.

Group 6 wishes to extend their best wishes and good luck to Evelyn McElhany on her new position with The American Oil Company. She has been the Group 6 Secretary since September, 1946. Evelyn is leaving the CAP to go with another company as of 11 March 1947. The secretarial duties will again be handled by Lt. Pearl P. Nelson, who is returning after a seven month leave of absence. So Congratulations to Evelyn and Welcome to Pearl!!!

C. W. Merydith,
1st Lt., P. R. O.,
Group 6.

More on Sqdn. 35

Dr. Fred H. Kunzig has joined the teaching staff of Squadron 35, Civil Air Patrol. Dr. Kunzig is instructing the Cadets in Theory of flight. He received his Private Pilot's license on July 4, 1945, and has flown more than 500 hours, much of which is cross country. He also has some night time to his credit. Dr. Kunzig owns his own airplane, a Cessna 140, which is hangared at Madeira Airport. He recently was among the group of pilots that flew to Miami, Florida, where he attended the Miami Air Show, spending a total of two weeks in that locality.

Cont. From Col. 1

able to obtain food because of the deep snow. He met with Boy Scouts and sportsmen in different localities, distributed feed furnished by the State Game Commission, and tried to organize feeding parties. However, the plan failed. Many sportsmen, with snow-shoveling troubles of their own, were uninterested. Boy Scouts helped, but in most cases it was impossible to penetrate to the regions where wildlife flourished in the greatest numbers. Filkosky then tried to obtain an airplane, but found that all airports were snow-covered, and planes were grounded because of take-off and landing hazards.

Captain H. R. Berry, Commanding Officer of Squadron 13, Civil Air Patrol, came to Filkosky's rescue with the Twyford-owned plane. With Lieut. Harry Krauss of Oxford, a CAP flier, at the controls, Filkosky took to the air from Coatesville Airport. In several trips, he and Lieut. Krauss dropped nearly a ton of feed—mostly corn on the ear, mixed with scratch feed—in 15-lb. paper bags. Most of the food was dropped over the Barrens below Oxford, Sandy Hill, Hopewell, the game preserve in the northern part of the county, and in the foothills of the Welsh Mountains.

Miss Regina M. Hynes, of Chester, who from July 1943 to Sept. 1946 served as a Lieutenant in the U. S. Navy, has enlisted in Squadron 13. She has been assigned to Flight B, as Flight Leader as well as personnel officer and instructor of the All-Girl Section of that Flight.

Prior to entering the service, Miss Hynes was a member of the faculty of the Chester High School to which she has returned. In addition to teaching classes in mathematics and science, she teaches night classes in physics in the Accelerated Veterans Training Program. She will carry the comparable Navy rank into Civil Air Patrol which is that of Captain, when enlistment application is approved by National Hdq.

Mr. Donald H. Lambert, formerly a Staff Sergeant in the Army Air Force, attached to the Photographic Section of the 8th Air Force in the European Theatre of Operations has enlisted in Squadron 13, and will be assigned to a program soon to be inaugurated by CAP in locating suitable sites for the air markings of towns and cities over the entire country.

Mr. Richard W. Ridgeway, Malvern, recently returned from a year in Fukuoka, Japan, as a Sergeant with the 38th Air Engineering Squadron, AAF, also enlisted in Flight B, Squadron 13. Before enlisting in the Air Corps in 1943, Ridgeway was a CAP Cadet. Of the 80 Cadets in Sqd. 13 at that time, he was one of two Cadets selected by the AAF for specialized training.

Squadron 13, Civil Air Patrol Group I, came to the aid of the Germantown Police on Saturday, 1 March 1947, by making an aerial search of an area in which an eight year old boy had been missing since Friday evening. The boy disappeared after learning that his mother was going to whip him for a misdemeanor. He ran out into the woods. Efforts by the local Police proved fruitless Friday, and the plane joined the search Saturday morning, flying in mist and snow to try and locate the missing youth. The search proved futile, however, as the boy was later located on the porch of a nearby relative wrapped up in a laundry bag, beneath the cushions of a chair.

SQUADRON 14—Hi Mac! Hi Sid! How often have we heard these names called! M/Sgt. James McAleer and T/Sgt. Sidney Sklar have served continuously and faithfully in Sqd. 14 for over three years. Every air show, every meeting, every important event, you'll find Mac and Sid right smack in the middle of things. Two inseparable friends who have also contributed their share of observer time in flying missions. We'd like to take time out not just to say thanks for your loyal service in CAP, but to also express the hope you'll be with us for a long time to come.

Sgt. Copenhaver has taken over M/Sgt. McAleer's post of First Sergeant of Sqd. 14. We know he will fill the post well.

2nd Lt. Theodore Cochran, newly appointed Leader of Flight E, and recently commended by Captain Rose for his fine services, has started things rolling again at our separate flight. We are looking to Lt. Cochran for lots of action and renewed spirit in Flight E. Several social events are scheduled for this Flight, more of which will be heard later on.

W/O David McElroy apparently has turned camera-fiend. He brought with him a bee-ootiful flashbulb camera one meeting night and snapped several pictures of both cadets and officers.

Lt. Jacqueline Connolly has gone south and is working for T. W. A. Br-rr-rr, don't we wish we were there now! Her adjutant's duties have been taken over by W/O Eleanor Metz and able assistant Sgt. Margaret Borek—all flight adjutants, Helen Harris, Frances Hahn, Jean Berry, and Virginia Herwegh are cooperating wonderfully.

Squadron 14 Rides the Air Waves—Sqd. 14 took to the air lanes over Station WFIL on Saturday morning, March 1st, between 7 a. m. and 9:30 a. m., on two different shows. The first was LeRoy Miller's fabulous morning program in which ten cadets participated. Sgt. Louis Martini of the Public Relations Staff of this Sqd. presented to this well-known Phila. disk-joker, a recording of "Open the Door Richard". It was LeRoy's 34th (?) birthday. Those who participated in the "cause" were Pvts. Dean Mokastet, David Brass, and John Myers, Sgts. John Nesbitt, Edward Wiley, Ruth Karosic, T/Sgt. Sidney Sklar, and M/Sgt. James McAleer. Throughout the program, LeRoy Miller was surrounded by CAP Cadets.

When LeRoy's show was over, the cadets ventured over to Studio A, the teen-age time show. Two of the cadets had an opportunity to participate on

this quiz show. From a crowd of approximately 150, Sgt. Ruth Karosic and Pvt. David Brass were chosen to try out for prizes. The first prize among the girl contestants, won by Ruth Karosic was a beautiful necklace. David Brass came in second among the fellows, only one point behind a lad from Frankford High School—his prize was a set of Dorsey recordings.

Major H. H. Sidwell, Executive Officer, and Captain John H. Gaskill, Adjutant of Group I, visited Sqd. 14 during February. They viewed and discussed Sqd. activities.

Group I, Penna Wing, in order to raise needed funds to cover operational expenses is chancing off a Piper Super Cruiser. The airplane is presently being displayed at the Phila. Boat & Sportsmen's Show, Convention Hall, Philadelphia which began 28 February and continued until 8 March 1947; the second show will run from 24 March to 29 March. The airplane will be awarded to the lucky ticket holder on 29 March. Cadets selling tickets at the show or elsewhere are given 10% commission on each ticket sold. Ten Cadets from Squadron 12 encircled the plane on Saturday and both tickets and pencils were flying all afternoon. Able assistants from Squadrons 13 and 14 also sold tickets throughout the week.

CAP COOPERATES WITH AMERICAN RED CROSS

One of the important phases of the Civil Air Patrol post-war program is organization for emergency service. In developing this phase to the fullest extent, CAP and the American Red Cross have worked out a plan of co-operation intended as a foundation upon which local participation may be developed between these two organizations.

It has been recommended that each CAP Unit Commander contact the chairman of the Red Cross chapter in his community in order to determine to what extent the two organizations can cooperate in planning for emergency service. Each CAP commander is requested to keep a roster of CAP aircraft owners and pilots in his area whose services and equipment will be available in time of disaster or other emergency. It is anticipated that there will be many opportunities for cooperation which will be mutually beneficial to the Civil Air

(Cont. Next Col.)

INITIATIVE

The information contained in this article is especially directed to the personnel of those CAP units which are always unable to participate or cooperate in certain programs or projects because: "We don't have any money" "We can't afford to do it" "Oh yes we would like one of those but where is the cash coming from"?

In six hours members and friends of Ashland Flight, Fourth Group, collected seven and a half tons of scrap paper and netted a profit of \$159.00! In that time they had already trucked the paper ten miles away and had the cash in hand.

The build-up which preceded the drive included announcements by local radio stations and three front page newspaper articles within the space of the week preceding the date of the drive. The promise of a party at a later date brought a 100% attendance of cadets, 25, each one with a "helper" who was not a cadet member, and 7 adults.

Ashland is not a large town, population slightly over 7000, and six trucks of assorted sizes provided free of charge by the senior members of the Flight were sufficient for the job. As a "bonus" each cadet and friend who helped on the job was given a ride to the disposal plant. Not at all to be overlooked was the fact that good "public relations" picked out the place with the highest price to sell the paper.

With the exception of a dance held over a year ago this is the first time the Ashland Flight has made any appeal to the public for funds for its work. Finances in the unit are handled mainly through a "dues system for both cadets and senior members. There are no "sugar daddies" in the outfit and this system has worked out well. The Cadet Rifle Club runs itself with those who shoot being charged cost price for ammunition and targets. The outfit does not own any planes but it has purchased a considerable amount of radio and aeronautical equipment. Perhaps the most interesting of which is a "turret trainer"; this one with mock-up guns and being wired for sound. WAA was the answer to the last one.

Patrol and to the Red Cross.

A table of Procedures and Practices has been set up by which these services can be immediately authorized by the CAP Unit Commanders and which will expedite the services wherever necessary.

Communications

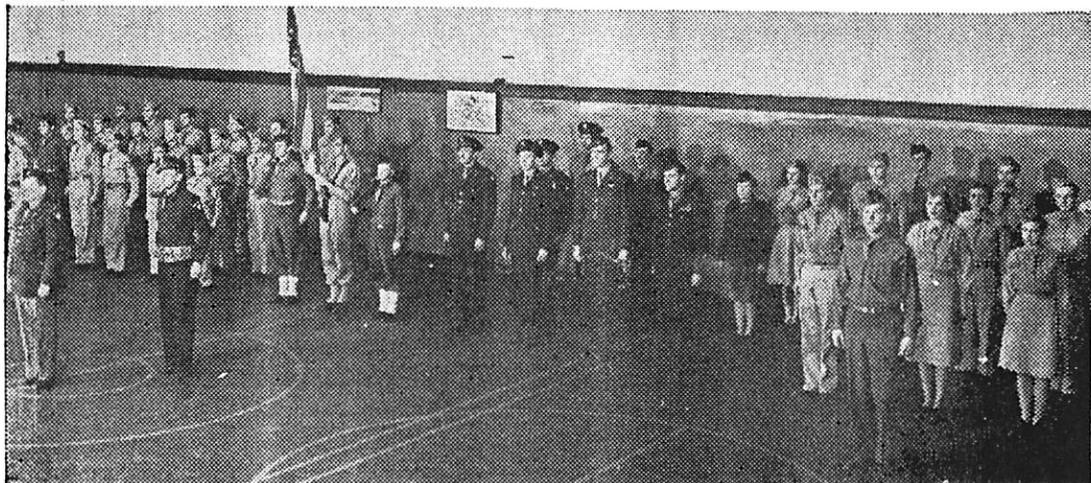
The communications picture during the past month has contained both some bright spots and some dark ones. The darkest spot has been the inability of some units to contact qualified communications personnel and get them working on the equipment already in the possession of the units. The brightest spot is the fact that some units are all set to go as soon as FCC comes across with the necessary station licenses. Another bright spot concerns several units whose personnel have already taken the examinations and received Restricted Radiotelephone Permits from FCC Field Offices. And the brightest thing about it is that the major portion of these Operator Licenses have gone to CADETS.

It may seem foolish for us to have to say it, but Commanding Officers of units, will you "pretty please" see that your COMMUNICATIONS OFFICER gets all the communications literature that comes addressed to you? We know at least one communications officer who had not even been told the CAP radio frequencies we have been granted for our use. COMMANDING OFFICERS, communications bulletins, letters and the like come addressed to YOU. PASS THEM ALONG.

The supply picture during the past month has turned up some needed auxiliary items such as headsets and microphones. More are on the way and still more needed items have not yet been found. A truck trailer with some electronic equipment in it was secured by Wing Headquarters. Several units have radar outfits on the way to them with lots of electronic equipment in them. The units purchased the outfits from WAA. Still other units have made purchases of needed auxiliary equipment from WAA and commercial channels. Quite a few units have the necessary "crystals" for both channels. Whether or not you want to wait and see if and when needed equipment can be secured for you is entirely up to the unit. But no one said you have to WAIT. Those units that are "on the ball" will be on the air. The rest of you will just WAIT. Remember no promises of any equipment will be made until it is in our hands.

It looks like our supplementary amateur net-work on 80 meter CW will materialize before long. That is if we can push some of the other work out of the road long enough to tune a receiver and grab the "bug". Commanders interested in trying their units into this net-work through established amateur radio stations in your city should contact the Asst. Wing Communications Officer directly. The "ham" call is W3HK. 73.

Captain John Weaver,
Asst. Com. O.



Left:
Scene of Memorial Service for Gen. Johnson by Ashland group.

Aviation Consultants, Inc.

FACTORY
DEALERS

For

Avion

America's Finest 4-Place Personal Airplane

G. I. Flight Training School . . . All Courses

READING MUNICIPAL AIRPORT

Tel. 3-5255

QUINLAN PRETZEL CO.

Originators of the Famous
BUTTER PRETZEL



MADE IN READING, PA.

Everything Musical

. Anything Musical



MALARKEY'S

Pottsville

GIRLS! If You Want Richard to Open That Door—Better Have
"MATCHING LIPS AND FINGER TIPS"

—by—

REVLON

and a

COLD WAVE by Helene Curtis

Call Your Favorite Beauty Shop Today

DISTRIBUTED BY

SCHOENEMAN & SON

Allentown

Pottsville

Reading

Berks County Trust Company

Airplane Financing

35-43 North Sixth Street, Reading, Pennsylvania

Member Federal Deposit Insurance Corporation

Kutztown Air Service, Inc. Cessna Sales and Service

Government Approved School GI Training

KUTZTOWN AIRPARK

KUTZTOWN, PA.

• Suppliers of alloys to the famous
names of the aviation industry—

- FAIRCHILD PACKET
- RANGER ENGINE
- LYCOMING ENGINE
- GLENN MARTIN

EMPIRE STEEL CASTINGS INC.

Carbon • Alloy • Stainless Steel Castings

JASLOW'S

ARMY AND NAVY STORES

*Sports, Work, Military Clothes
and Accessories*

READING, PA.

805 Penn St. Phone 3-2662

CHAMBERSBURG, PA.

123 S. Main St. Phone 885-M

AUTOMOTIVE SERVICE, INC.

READING, PA.

Distributor of

CITY SERVICE

PETROLEUM PRODUCTS