

CIVIL AIR PATROL
Auxiliary of the Army Air Forces
California Wing Headquarters
453 South Spring Street
Los Angeles 13, California

WING BULLETIN NO. I
3 Pages
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CALIFORNIA WING BULLETIN)

1 February 1945

NO. I)

ACTIVE ADULT AND CADET
MEMBERSHIP - 6873

MONTHLY WING BULLETIN:

This is the first of "WING BULLETINS" that we hope to periodically issue to ALL PERSONNEL in the California Wing. It will be the duty of all Units to keep this Headquarters informed of all Unit activities so that all Units can, from time to time, be mentioned.

YOUR CONDUCT MAKES OUR REPUTATION:

CAP is one of the greatest mediums for universal aviation education that has ever been in existence. The results of this "education" will be evidenced by the actions and activities of our members. On this we will be judged! We are concerned with "private flyers" and "private flying" generally. The lessons we have learned in CAP in courtesy, thoughtfulness, and discipline should be lived outside as well as inside the classroom.

Delays in the takeoff or arrival of CAP ships are nearly always relatively unimportant. Show your thoughtfulness and courtesy by ALWAYS remembering this. Let the scheduled airliners and military ships land and take off first; THEY ARE PRIORITY TRAFFIC!

This good sense and courtesy will pay big dividends in the long run. One thing that should definitely result from a realization of this duty on the part of CAP pilots and others is that they will see a "welcome" sign rather than a "not wanted" sign at busy air terminals.

SANTA MONICA SQUADRON:

Orchids to Lt. Tyler and his Santa Monica Squadron. The phenomenal growth of this Squadron, its activities, its excellent leadership, has been very gratifying. Staff Officers of other Units are always welcomed as guests of this Squadron. Enlisted personnel of other Units can make arrangements through their Unit Commanders to visit the Santa Monica Squadron. DO IT! It will enable you to carry back to your own Unit ideas and enthusiasm that will be really worth while.

FIRST GROUP CALIFORNIA:

On 17 December 1944, First Group put on a CAP demonstration at Vail Field, near Los Angeles. It was really something to behold! The scope, magnitude and success of this demonstration was that no Unit of CAP nationally could have bettered it. To Major Richard Dick, Group Commander, to his Staff, and to his Squadrons go the hearty and sincere commendation of this Headquarters for putting CAP on the map with thousands of people in this State who had never before been conscious of CAP.

ARMY "L" SHIPS:

Eight "L" ships for over 6000 active members of the California Wing just won't stretch far enough to go around. Captain Snow, Wing Operations Officer, and Lieutenant Zechiel, his able assistant, have had many headaches trying to do a fair and impartial job of ship assignment.

RIO HONDO SQUADRON (Formerly Vail Field Squadron):

This Squadron has recently changed its name to Rio Hondo Squadron. Lieutenant Chauncey Meadors, the Squadron Commander, has lived the history of CAP since December 1941. By this we mean, not only is he practically a "charter member" -- we also mean that he and his Unit have had a hand in nearly every activity of this Wing since its beginning. The activity of this Unit -- its progress and expansion recently gave rise to a report from Captain William G. O'Neill, AAF Training Liaison Officer, which was complimentary in the extreme to Lieutenant Meadors and his Squadron.

SECOND GROUP CALIFORNIA:

Lieutenant Thomas Fair Noblett, who has been on the Staff of Captain Howard Armstrong, Wing Area Officer in the San Francisco Bay Area, has been designated by this Headquarters as Commander of Second Group California having in its jurisdiction San Francisco Squadrons 1 and 2, and Golden Gate Squadron. In addition, other Squadrons are in the making in San Francisco which will place this area in the higher brackets of the Wing Expansion Program. An Officers training school is now being conducted from which the Staff of this new Group will be picked by Lt. Noblett.

OAKLAND SQUADRON:

If we wax sentimental in these pages over Oakland Squadron, you will just have to bear with us in our old age. "Bo" -- pardon me -- that is -- Captain Ray Bowman, Commanding Officer of Oakland Squadron, and the performance of his Unit and Staff Officers "get us that way". We understand that new Units under Oakland Squadron are in the making and we are looking forward to a Group Command in the East Bay Area that will continue on a wider scale the traditions and accomplishments of the Oakland Squadron.

SAN DIEGO SQUADRON:

Under the able leadership of Lt. Norman Larrabee, now Commander of San Diego Squadron, we are looking forward to great activity and expansion in this Unit. Already substantial progress has been made toward the excellent program now in the making by Lt. Larrabee and his Staff. Over 300 Adult and Cadet members are presently active.

SOUTH BAY SQUADRON (Redondo Beach):

Charles Holmes, Commander of this Unit, gives promise of developing one of the "greats" of the California Wing. Under his leadership, not only is this Unit "in the groove" on the regular CAP program, but arrangements in progress will,

when they can be announced in these pages, make many of the other Units in the Wing "green with envy". We are looking forward to making this announcement in the near future "with gestures".

SEARCH AND RESCUE:

This activity has kept Wing Operations and many of our Units very busy for the past few months. A subject of "military secrecy", we cannot give all of the information we would like to be able to report to you -- several hundred flying hours are involved.

You have read with interest many news articles in the public press in recent months on this subject. ALL OF THESE NEWS ITEMS WERE RELEASED BY THE U. S. ARMY AIR FORCES. THESE WERE NOT CAP RELEASES. We are not permitted to give any information for public release concerning our Search and Rescue work. Requests for information concerning this activity must be referred to the AAF Command in your area. There will be no exceptions with respect to this policy.

MONTHLY PROGRESS REPORTS:

The AAF requires them -- National Headquarters requires them -- WING MUST HAVE THEM on time. Now and simplified forms should insure prompt receipt by Wing by the 25th of each month.

GET BUSY WITH THE SCHOOLS IN YOUR AREA:

A letter from the State Department of Education dated 28 December 1944, and addressed to the Principals of all High Schools in the State, recommended "that schools give consideration to the projects offered by the Civil Air Patrol", and suggested several methods by which the schools might provide facilities for CAP.

As a result of this letter and efforts of Wing Staff, Pasadena and Glendale schools have arranged to give daytime classes as a part of the school program; credit is being given students toward graduation, only CAP Cadets are enrolled. Headquarters, storage space for files and "Class 26" material are being provided. Here is your opportunity for increased enrollment, added Instructors and quarters. CONTACT YOUR HIGH SCHOOL OR JUNIOR COLLEGE!

RADIO:

We have at long last received the F.C.C. radio station license (WERS) covering all Wing stations in the various Squadrons. The call letters are "KH7J". No operations of stations will be started until a Wing Bulletin from Captain Fred Christian, Wing Communications Officer, is received by the respective Squadrons and which will cover details.

WEARING OF UNIFORM:

Only CAP members who have completed the required twenty-five basic hours, and are in possession of the CAP Identification Card, issued by National Headquarters, are authorized to wear the CAP uniform. Unauthorized and illegal wearing of the CAP uniform constitutes a Federal offense punishable by fine and imprisonment. It is the Unit Commanders responsibility to enforce the proper wearing of uniforms.

THREE CIVIL AIR PATROL MEN GIVEN PROMOTIONS

Surprise promotions came to three officers of the California Wing of the Civil Air Patrol during an award ceremony and review of cadet and adult units yesterday on the Los Angeles High School athletic field.

Promotions were Capts. Theodore Laveson, personnel officer of the wing, and Richard Dick, commanding officer of the Los Angeles Group, to major, and 1st Lt. John McDonald, Los Angeles group executive officer, to captain.

Los Angeles Cadet Squadron 5 carried off top honors, winning a guidon in a drill contest of units of the first group. Los Angeles Squadron 1 took three awards, Squadron 2 was cited for completion of simulated mission No. 4, and Squadron 3 won ribbons for signal and efficiency.

The review of groups was designated to show the public the benefits of the C.A.P. training, said Maj. V. A. Kemmerrer,

intelligence officer. The review was by Lt. Col. Bertrand Rhine, wing commander, and Capt. W. G. O'Neill, staff officer of the Army Air Forces assigned by Gen. Arnold as liaison officer to the C.A.P.



Col. JOHNSON - U.S.A.F.F.



Group + Wing + Squadron OFFICERS



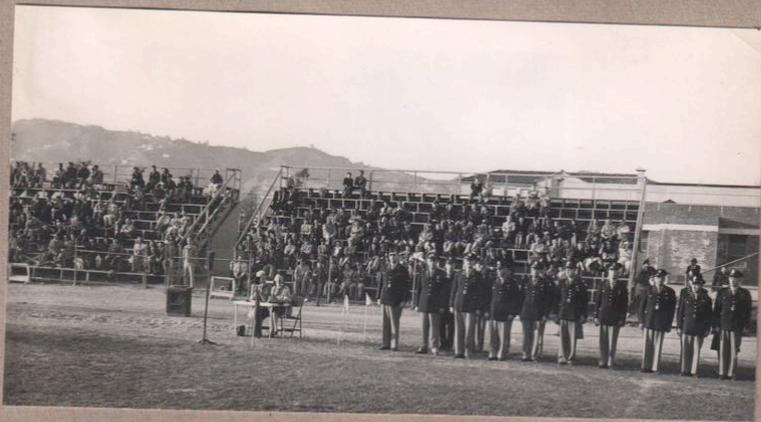
Col. JOHNSON + Comm. KAUFMANN



Col. Johnson speaks —



Viewing our cadets



Adult Spectators



MARGIE



GERRY



Betty Y.



HELEN



MARGIE



THE OBSERVER

OFFICIAL PUBLICATION LOS ANGELES SQUADRON FIVE

FIRST GROUP

CIVIL AIR PATROL

VOLUME ONE

FEBRUARY, 1945

NUMBER FIVE

SEARCH AND RESCUE MISSIONS

All of us have heard an occasional but closeted remark about CAP Search and Rescue Missions but few of us know much about them except that they are for qualified Pilots only and naturally constitute one of the active duty services of CAP for the Army Air Force.

From Commander Kaufmann, who participated in such a Mission recently comes the following story:

In the past many Pilots of this, and perhaps other Squadrons have been criticizing Search and Rescue Operations for seemingly calling the same personnel on most of the Missions. We have felt that we as Pilots were qualified and willing to contribute our time and experience along with those who have been called over and over on the Missions in the past, and could see no reason for being excluded.

One has but to go on duty once to appreciate the reason for all this. Captain SNOW, Wing Operations Officer, and his able assistant Lt. ZECHEL have the operations of these Missions so completely under control that it would be impossible for even the most skeptical to doubt their judgement.

The first impression the novice Rescue Pilot will receive is the systematic plotting of rescue areas, the complete control of out-going and incoming Aircraft and the fact that operations has the situation firmly in hand. They know where every pilot is at all times, when he is over-due, what area has been searched, how well it has been searched, they see to it that Mess and Quarters are arranged for, the gasoline is on hand and that your aircraft is in good flying condition. What is more important *they know the respective abilities of every pilot.*

The last is extremely important. When the novice first enters an Army Base he is under the impression that Operations will assign him an aircraft and tell him to go out and search. He will soon realize that such is not the case.

On my first Mission I had the good fortune to be assigned to Lt. PIERCE as an Observer. I was permitted to fly the aircraft for nearly one hour swaying in and out of canyon at what appeared to me, a recklessly low altitude. When Lt. PIERCE took

• CONTINUED ON PAGE 2, COL. 2

Colonel Johnson Reviews 1st Group



Reviewing Officers at the review for Colonel EARL JOHNSON, National Commander, are, Left to Right: Colonel JOHNSON, Lt. Colonel BERTRAND RHINE, California Wing Commander, Lt. Colonel SMETHILL, Commander Colorado Wing, and Major RICHARD DICK, Commander 1st Group, California Wing.

On Sunday, February 25, the Los Angeles Group was honored by a visit from the Civil Air Patrol National Commander Colonel EARLE JOHNSON.

Visiting Wing Commanders were Lt. Col. BEER, Commander of the Arizona Wing and Lt. Col. SMETHILL, Commander of the Colorado Wing.

Approximately 100 senior officers representing 47 Squadrons of the California Wing were present.

Cadets from 1st group and nearby Squadrons assembled and formed on the drill field. The Cadets of Los Angeles Squadron 3 gave an exhibition of the drill that won them the Efficiency award during the last Cadet competition drill.

At the completion of the Cadet drill, the officers retired to Squadron Five's Canteen for a buffet dinner, after which a business meeting was held in the Fairfax High School Auditorium during which Colonel JOHNSON discussed present and future activities of the Civil Air Patrol.

AIRPORT SURVEY

A survey of Los Angeles County is being conducted by units of 1st Group and Santa Monica Squadrons for the purpose of mapping existing airports and surveying undeveloped areas offering possibilities as airports or flight strips.

Personnel that will be needed to accomplish this work includes: Pilots, Observers, Crew chiefs, Mapmakers, Surveyors, Architects, Traffic Control Planners, Photographers, Meteorologists and Clerks.

Anyone who has not already indicated a desire to perform the types of work mentioned but who has time *and* ability to do such, should leave his name with the Operations Officer, Lt. HESSELDENZ.

BE A GOOD MEMBER . . .

PAY YOUR DUES
WEAR YOUR UNIFORM
ATTEND MEETINGS

MEDICAL OFFICER



LT. LOUIS J. PETRITZ

We of Squadron 5 are particularly proud of our Medical Officer, Lt. LOUIS J. PETRITZ. As Medical Officer, he is unbeatable in his willingness to work and serve, as a man, the smiling and ever-cheerful Doctor is perhaps one of the most liked members of the Staff.

Dr. PETRITZ was born at Anaconda, Montana, on the 15th day of January. He attended Holy Cross Academy, graduating with an AB. From 1914 to 1918 he studied Medicine at Northwestern University, stopping only long enough to serve with the Medical Corps of the Army during the latter period of World War I.

After serving the inevitable internship at the Cook County Hospital in Chicago, Dr. PETRITZ became an Instructor in Clinical Surgery at the Medical School of the University of Chicago, later serving in the same capacity at the Post Graduate Hospital in the same City.

From 1920 to 1922 he was associated as Field Director with the Rockefeller Foundation later becoming Director of Malaria Research and a member of the National Malaria Committee, until 1931.

Some time later the enterprising Doctor became the owner of the Lincoln Hospital at Rochele, Ill., and served in the capacity of Chief Surgeon there until his departure to California.

Apparently Dr. PETRITZ realized that there were other degrees available, so he promptly enrolled at Loyola University to add an LL.B. to the A.B. and M.D. he already possessed.

During all this busy career Lt. PETRITZ found time to take up flying. He received his Pilot's License in 1929, was an Aircraft Owner until the war grounded him and has today nearly 500 hours of time to his credit.

SEARCH MISSIONS . . .

• FROM PAGE 1

over my first lesson in Rescue Flying began. I must admit he gave me many an anxious moment but along with that, absolute confidence in his ability and mastery of the aircraft in narrow canyons, taking advantage of every up and downdraft and covering every inch of the terrain thoroughly.

When I got back to the Base I was convinced that I had much to learn. The good natured way which the "experts" analyzed my shortcomings and the well meant suggestions only added to my opinion of the men who have flown over a thousand hours of Rescue work without a mishap.

My second assignment took me to another Base. When I arrived, all arrangements had already been made and we were ready to operate. This time I was assigned to Lt. HASEY, an old-timer, who had flown the anti-submarine Patrol. Again I gained a great deal of experience from the cool, methodic pilot.

On the third day I flew an Observer with Lt. HUGHES, and learned about contours, rechecks and downdrafts.

Finally on my fourth day I was assigned as Pilot with a newcomer as my Observer.

Every inch of mountain searched during that day was certainly done the way PIERCE, HUGHES or HASEY would have done it and I for one am confident that it would not have been done efficiently without their coaching and patience.

One need go on only one Mission to appreciate the reason for having these old-timers like, SNOW, ZECHIEL, HEASEY, HUGHES, ED WITT, WEIDNER and PIERCE on hand. For it is their experience and coaching that will keep the Search Missions assigned to this Wing on the safe and thorough basis it has been up to date.

We feel particularly fortunate in having a good Medical Officer, but are equally proud of his background as a Pilot and his ability to understand Pilots.

The Cadets on the other hand are being served dually, by receiving the physical examination from the Doctor and spending practically every weekend on orientation Flights with the ever-ready Medical Officer at the controls.

Lt. PETRITZ is presently attached as Physician and Surgeon to the Los Angeles Fire Department.

He is married to a very lovely lady who is known to most of us for her pleasing smile and even more pleasing voice.

His favorite hobbies are, flying, fishing, skiing and hunting, not to mention spending his well-earned rest at Squadron Headquarters as Medico of this Unit.

The latest group to receive one year service ribbons consisted of J. J. MALONEY, H. HERZBERG, and S. PETTY.

CAPeople



S/SGT. GEORGE CRISPIN

Did you see that black eye! This C.A.P. Assistant Operations Officer will leave quite an impression on everyone with a shiner like that.

Yes, that 6 ft. 1 in. GEORGE CRISPIN, born in the "bug-eye" state (Ohio to you) is really one to cause confusion.

GEORGE, who is a section Leader under Lt. HESSELDENZ of Flight "B," was born in Cincinnati on June 4, 1915.

His education in the little two-story wooden school house in Cummington, Kentucky, ran as high as the ? grade.

We find Mr. CRISPIN has been interested in flying since he saw his first airplane in the sky. He did nothing about his interest in flying until he joined the Civil Air Patrol in June 1944. Since then he has flown in the club ship, Cubs and Luscombes at Vail Field and Culver City Airport.

JUNIOR, his nickname from the Commander, says he really felt fine on his first flight in a plane. One of these days he hopes to have one of his own, but will have to be satisfied with a motorcycle for the present.

During the week when he is not, at CAP headquarters, GEORGE works for the Santa Fe Railway where he is an engine foreman.

Sports seem to be quite popular with GEORGE. He is particularly fond of bowling, horseback riding and archery.

GEORGE is an attentive member of the CAP and has hopes of becoming a good flyer. To the membership GEORGE is known as the one-man volunteer. He has volunteered for more extra-curricular work than any other squad of men.

BUY
WAR BONDS

Trophy Awarded Squadron Five



Corporal MARGARET SHERO and Staff Sergeant RICHARD COE present 2nd place cup they went in bombing competition to Commander KAUFMANN for the Squadron.

Staff Sergeant BAILEY flew his Luscombe from a base in Bakersfield. The weather was so rough at times that dirt from the floor board filled the cabin. We suggest that "HAP" clean out his ship occasionally.

Incidentally "HAP" is returning to school in Berkeley next month. We all wish him the best of luck.

FLIGHT C

? ? ? ? ?

FLIGHT D

A meeting of all Flight "D" personnel was held at W/O BETTY DEWAR'S home Wednesday, 21 February 1945.

One of the highlights of the meeting was the appointment of officers within the Flight to correspond to the maning table set up for the Squadron. This procedure is meant to acquaint the members of the Flight with the functions of the various officers of the Squadron and give them a more active position in the Flight. The following members were appointed to the Flight "D" Staff:

- Pvt. J. ATKINS.....Intelligence Officer
- Pvt. N. TOLIN.....Finance Officer
- S/Sgt. G. WHITE...Transportation Officer
- Pvt. D. WARNE.....Adjutant
- Pvt. V. ANDREWS.....Personnel Officer
- Sgt. H. MURRAY...Photographic Officer
- Pvt. G. POSTRAMA...Inspection Officer
- Pvt. B. DAHMKE.....Flight Reporter

Assistant Flight Leader B. SEARLES and Sgt. H. MURRAY were appointed to make a book with pictures of all key personnel in the Squadron. This book will be shown to all new members assigned to Flight "D" to familiarize them with the people and their positions in the Squadron.

FLIGHT E

We're pointing with pride to the brand new commission presented to Assistant Flight Leader ALLENE TURNBOUGH. W/O TURNBOUGH, incidentally, can make with some very fine "hanger-flying" as a result of her first flying lesson. We can't believe that the gleam in her eye, when she mentions the trip, is just the result of learning the fundamentals of bank and turn, unless there were some maneuvers we haven't heard about.

If W/O JACKIE MYHAND appears to be walking with her head in the clouds, it's because she and her husband have been spending his 30-day furlough in Pine Bluff, Arkansas. Back from the Battle of the Philippines with a ribbon and a star (to cite just one of the major engagements he has seen), Signalman 1st/Class W. H. MYHAND received a much deserved furlough while his ship is in for repairs.

FLIGHT A

The increased noise level in the home of Pilot RALPH BEAL, of Flight "A," is due to the recent arrival of a son, RICHARD ALLEN BEAL. The date of arrival was none other than the memorable February 12, birth date of Abraham Lincoln. Data on the model is still restricted but the following information was obtained from a special press release:

Gross Weight.....Slightly over six pounds
Consumption.....? gallons per hour
Take offFrequent
ClimbStill restricted
RangeHigh "C" (Fortissimo)

Members of Flight "A" who received their one year service ribbons during the past month were: Acting W/O MALONEY, Sgt. HERZBERG, Sgt. SNYDER and Instructor DANIELSON.

"Ouch"-Flight "A" had but eleven members present at the parade grounds last Sunday. Let's step this attendance up!

We saw Lt. PERNER hobble into the canteen with a sprained ankle. Who handles the "Purple Hearts"?

We have noticed quite a few Flight "A" members attending the Commercial classes. This instruction is exceptionally valuable and is greatly appreciated by us all.

Dr. SORENSON and Sgt. SNYDER are getting quite a kick flying the Piper Cruiser these days.

FLIGHT B

W/O FRANK MARRA, of Flight "B" is on active duty service with the CAP tow target unit No. 7, 32nd Army Air Forces BASG Unit and is stationed at the Grand Central Air Terminal, Burbank, California.

It is his duty to tow a target while it is fired upon by Anti Aircraft Guns and fighter aircraft. He claims that at times the target is cut loose from the 1200 foot tow cable. Ah, the excitement and thrills. One of the most peculiar thrills is when the fighter planes come diving in to score a kill on the target.

MARRA has about completed the arrangements for us to have the use of the Fairfax High School Gymnasium where he plans to teach ambitious CAP members the secrets of Jiu-Jitsu.

This flight wishes to report that two of its members were kept busy with active duty during the past month.

W/O HAL GREINETZ, Squadron Engineering Officer, participated in a search mission flying out of "War Eagle Field." During one of his flights from this base, GREINETZ experienced such rough air that he still doesn't know which end is up.

At one time the plane he was flying dropped 7000 feet to 4000 feet in "snap" just that much time.

NEW MEMBERS

Newcomers to the Squadron during the month of February were: E. CARLTON, J. GRUSS, B. DAHMKE, J. ATKINS, G. WARNER, N. ORMALYES, W. NOVICK, S. NOVICK, M. ARTHUR, A. BROMFIELD, D. BOWER, M. BASLEY, J. ROBERTS, D. ANDERSON, E. FORD, M. BROWDER.

APPOINTMENTS

February was a particularly good month for members being given command and staff assignments. Those appointed were: W/O J. MYHAND to Leader of Flight "E," W/O B. DEWAR to Leader of Flight "D," D. CURTIS to Assistant Flight Leader of Flight "B," B. SEARLES to Assistant Leader of Flight "D," M. TURNBOUGH to Assistant Leader of Flight "E," W. BONNEY to Assistant Transportation Officer, L. CRISPIN to Assistant Training Officer, P. SHAW to Instructor.

PROMOTIONS

Promotions made during the month of February included: To Private First Class: D. M. ADAMTHWAITE, R. DOTY, J. P. COONEY, W. M. ELLIOT, N. HENNINGSEN, E. EAMES, R. THEDKA, C. WARNE, D. VON DRAKSA. To Corporal: W. ARFORD. To Sergeant: H. RYKER, L. CRISPIN, D. WHITCHURCH. To Staff Sergeant: R. COE, L. RIGGS, G. CRISPIN, M. GROSS.

Nazis!!!

Himmel! Ve iss raided! One reasonably quiet evening a woman was intently studying some paintings on display in an art store window when the stillness was shattered by the surprising but unintelligent shout, "ACHTUNG, FORWARDZ, MARSCH!"

Looking around she did as perfect a double take as any Hollywood director would expect from any actor. The reason was that there, in plain sight, were two perfectly uniformed and heavily armed Nazis goose stepping down Melrose Avenue and headed straight for the Fairfax High School.

This reporter was unable to make anything of her incoherent mumbling. The best statement to be obtained after some two hours of grueling interviewing was, "Nazis! High Command kidding! Men from Mars! Invaded! My G—, I mean Heavens! Where's my child?! Head for the hills! We loused the war!"

It is possible that by all this she meant that someone was kidding the high command and that we, not that Germans had been invaded. Her last statement was most likely meant to mean, "We've lost, so get the kids and hit for tall timber!"

The fact is that two of our cadets had been outfitted in the very latest thing in Nazi sniper suits in order to pull a joke on Captain KAUFMANN as he was explaining the recent changes in the Civil Air Patrol uniform.



Colonel JOHNSON and Captain KAUFMANN seem to be discussing something quite interesting at the dinner given at Squadron Five Headquarters following the review in honor of Colonel Johnson.

To date the changes that have been authorized are (1) the removal of the red shoulder straps, (2) the removal of the red piping on the overseas caps, and (3) the change of non-commissioned officer's chevrons from those with red background to those with the Army regulation black background.

At the March Dance given by the Squadron the Cadets will be the hosts to the adult members.

A surprise program is in store for the Squadron. THIS IS A PROGRAM THAT NO ONE CAN AFFORD TO MISS!

L. J. Brubaker
General Manager

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Asst. General Manager
M. C. Foss

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The OBSERVER

OFFICIAL PUBLICATION LOS ANGELES SQUADRON FIVE

FIRST GROUP

CIVIL AIR PATROL

VOLUME ONE

MARCH, 1945

NUMBER SIX

ORGANIZED CONFUSION

It is a calm evening and all is at peace except one little office. It is in this office that great military minds are deciding the fate of 193 innocent CAP Cadets.

Looking around the room we see some of the world's foremost militarists. At the head of the table we find their leader "OLD BLOOD AND GUTS" BRILL. At his right sits his noble assistant "PEACHES MITCHELL." On the opposite end of the table sits the head of the "Secret Service," Intelligence to you, ROBERT DAVENPORT.

Consulting the manual to find out whether he should sit down or not we find EDWARD "TECHNICAL DATA" LUBIN. Gazing wistfully out of the window at the feminine portion of the Squadron is ROY "OH THAT MAN" WALLACK. Sitting in the opposite corner discussing the overthrow of the present regime are GARY "FLASH BULB" FREUND, SHERMAN SELTZER and JEROME KARNO. All alone in another corner we see "HEINRICH" YOUNG, gleefully making out demerit slips.

BRILL rises and calls the group to order. The noise increases. A loud piercing scream is heard. What is it? Jumping to his feet WALLACK runs to the door and says in a deep masculine voice, "What's wrong?"

"I want my ID card," says a scrumptuous blonde Cadet. Slamming the door in her face ROY returns to the meeting.

The question brought up by GARY FREUND is whether Cadets should tie their left shoe lace first or their right shoe lace first. There is a great deal of discussion and it is decided that Cadets should wear button shoes. This quite naturally brings up the question as to whether or not button shoes are rationed.

Sgt. MITCHELL decides that it might be better to go bare-footed. Naturally everybody agrees. Stepping to the board, LUBIN demonstrates that going barefooted is most impractical. YOUNG suggests that all Cadets be required at least to wear shoes to the meetings. BRILL says there is no need to be formal.

CADETS STAGE DANCE



SAINT PATRICK'S DAY DANCE SNAPS—(1) Hero ALVIN REIGER and Heroine NORMA BLINK ride away after he's saved her from the villain. (2) Lt. and Mrs. MAST admire the "loving cups" they won in the Waltz Contest as Sgt. L. CRISPIN laughs with them. (3) Heroine's mother, HARRIETTE WARNE, pleads with villain, LESLIE SPIVAK, for return of the mortgage. (4) Hero embraces his future mother-in-law. Next he slugs her. (5) Villain prepares to saw heroine in two as he hears hero approaching. (6) Finale—Left to Right: ROY WALLACE, STANLEY WEINER, Sgt. L. CRISPIN, NORMA BLINK, LESLIE SPIVAK and ED LUBIN.

Supply Officer



LT. JEAN J. DEL VAL GAUTHIER

Our popular Supply Officer was born Jean J. Gauthier on November 17, 1891 in the famous city of Reims, France.

After completing basic school at St. Dominique in Paris he entered the University of Janson de Sailly, and graduated with a B.S. and B.A. degree.

Adventure beckoned and young Gauthier enrolled with the French Foreign Legion in Africa. When France went to war with Germany he managed to do his share in many branches of the service as Liaison Officer of the 14th Dragoons, with the 19th Transport and Supply unit, the 13th Artillery, the 27th Alpine Regiment and the 30th Escadrille of Aviation. He was wounded at Verdun and decorated on that historical battlefield as well as at San Michiel.

Lt. Gauthier, better known to the members of this Unit as Del Val, is the most decorated member of this Squadron, wearing not only the Croix de Guerre with palm, but eight other decorations.

In 1917 Lt. Del Val came to this Country and was attached to the U. S. Air Force as a Flight Instructor at Mineola Field, Long Island.

His career on the stage started with Sarah Bernhardt and Sacha Guitry in France and at the close of the war he entered the motion picture field. Having found time between his military careers in France to act, produce and direct with the French Pathé he was no novice. He was soon starred with such old time favorites as Marguerite Clarke, Lionel Barrymore and Marie Doro.

Later, much of his time was devoted to the stage where Lt. Del Val divided his time between Belasco Productions and Schubert musicals on Broadway, (it may surprise the readers that he possesses a beautiful singing voice). Eventually his talents were devoted to the playing of character roles, many with the immortal Rudolph Valentio.

Hollywood finally brought him to the coast where after free-lancing for more than three years he accepted a contract with Warner Bros. Studio.

The last three years have kept him busy making French versions of our best productions, but he manages to find time to play frequent character roles and perhaps has been seen by many of our members in such pictures as: SERGEANT YORK, FOR WHOM THE BELL TOLLS, SONG OF BERNADETTE, and many others.

Lt. DEL VAL has been attached to this Squadron since its inception, having been a member of the 1st Observation Squadron, Air Corps, CSG, which was the nucleus of Los Angeles Squadron Five. His favorite hobbies: painting and sculpture (he is an expert artist), flying, riding and tennis.

We all know the tall, gracious lady to whom the Lt. is married. For the uninformed she, too, is attached to Squadron Five with the rank of 2nd Lieutenant, as Assistant Adjutant.

We read our OBSERVER every month, enjoy it, perhaps criticize it here and there but give very little thought to the man who spends untold hours on editing, pasting up and arranging the work. The irony of the whole story is that he is unable to boast about his own work, as that sort of a comment may be considered unethical. Consider this a pat on the back, Sgt. WILL-COCKSON.

ST. PATRICK'S DAY CADET DANCE

The Saint Patricks Day Dance put on by Squadron Five Cadets certainly exceeded everyone's expectations by the attendance of over one hundred cadets and CAP members.

The Grand March, preceding the dance, was led by Captain and Mrs. KAUFMANN.

The music for the dance was furnished by records and sound equipment operated by Sgt. RAY FAON, BILL BALDRY and BOB HOWARD.

During the dance a waltz contest was won by Lt. and Mrs. MAST. They were presented with two very nice china "Loving Cups."

The community singing was in the spirit of Saint Patrick's Day with many good old Irish songs. Mrs. MAST furnished the accompaniment for the singing.

The high point of the evening was a real old-fashioned "meller-drama" in which the fair Heroine was saved from the clutches of the cruel, mortgage-holding villain by her true love.

Too much credit cannot be given Sgt. LAVERNE CRISPIN for being the "general manager" behind the dance.

BILL BURNSIDE did a really remarkable job with the decorations.

CAPeople . . .



VIVIAN ANDREWS

VIVIAN ANDREWS, better known to her friends as "VIVE," is five feet two, eyes of blue.

"VIVE" was born in sunny? San Francisco on December 23, 1925. As for schooling that is rather hard to go into. She really didn't stay in one school long enough to matter, so we find her at present still trying to graduate. She deserves a lot of credit for being so determined.

"VIVE" traveled a lot during her schooling years and went to school in Reno, Sacramento, Berkeley, and Los Angeles. VIVIAN became interester in aviation because planes and flying fascinated her. She joined the CAP July, 1944 and liked it very much. Her interest is so great that one of her highest ambitions is to be an ace pilot.

Miss ANDREWS is in Flight "D" under W/O DEWAR. Her reaction to flying in the "L" job was, "It was one of the biggest thrills of my life. "I've been up four times and am anxious to go up many more times."

This young lady nicked-named "BABY" lives with her mother and is the only child. She worked in defense, but has recently changed to the position of a doctor's assistant.

"VIV'S" special characteristics are her personality and ever-ready energy. She is always the life of the party and very athletic. Her preferred hobbies are bowling, horseback riding, dancing, writing forty service men, and collecting charms for her charm bracelet.

VIVIAN can not spend as much time with the CAP as she would like to, but as soon as time permits she experts to put all of her spare time into its activities.

The Cadet flight consisting entirely of members of the Hollywood Boy's Club is coming along in great style.

FLIGHT A

Lt. BILL HUFFMAN and W/O C. G. SHAW have been on the smoke survey sponsored by the Chamber of Commerce. W/O BARBARA SEARLES accompanied them on one flight. LT. HUFFMAN, W/O SEARLES and Private PERETZKY went on the third flight. In all three flights Dr. SORENSEN'S Cub Cruiser was used. Seemed they kind of liked the old boat. If they could only see where they were going and not where they had been—or have to crab the ship to see what was ahead! They are all very anxious to go again.

Our C.O., Captain KAUFMANN, flew the same plane to Mojave, and what do you think happened? Dame Nature got mad and blew so hard he had to ride a horse, or was it a dog, back.

Seems as if S/Sgt. H. Z. SNYDER is going to get greetings from the Commander-in-Chief soon—uh-huh, he is Number 1-A.

Flight "A" extends hearty congratulations to Section Leader W. R. ARFORD who received his Sergeant rating March 27th.

FLIGHT B

Due to circumstances beyond this Flight's control, First Sergeant GEORGE CRISPIN has been "greeted" by F.D.R. to join the boys, if found acceptable.

We hope, for the sake of the Flight, that some minor defect will be found by the Inspector who gives George his 100-hour check which will ground him. Of course our hard-working First Sergeant has his fingers crossed hoping that he will be accepted.

Private W. A. RUDOLPH has been ill the past few weeks. The gang in Flight "B" wishes him a speedy recovery so that he may continue his perfect attendance record.

Congrats to W. O. CLIFF SHAW, who has completed enough "Chilly" Observer hours to obtain his Observer's Rating. If anyone finds a portable heater let us know; we can make good use of it on Search Missions.

LT. HESSELDENZ, was "initiated" into the "secrets" of the manly art of Search and Rescue work, having been on active duty with the Fourth Air Force at the Victorville Base.

He recommends "Mother Sills, seasick pills" to overcome that uncertain feeling commonly known as Mal-de-Mer.

FLIGHT C

STANLEY PARETZKY earned some Observer's credit last Wednesday when he flew for the first time as a CAP member on one of the Chamber of Commerce's smoke surveys. Initiating him into aerial work were LT. HUFFMAN, Pilot, and W/O Barbara Searles, fellow observer.

FLIGHT D

Members of Flight "D" want to send their best wishes for a speedy recovery to NADIENNE TOLIN who was forced to miss several meetings because of an injured foot.

Have you noticed the far-away look in ELAINE FORD'S eyes? She had a ride in a C-54 Skymaster with several other reporters. Some Class, huh?

SGT. PHYLLIS SHAW, as can be noted by the natty new uniform she has just received Instructor's rating. We all know that PHYLLIS deserves the "boost" which was based on her background of several years in Medical School and over 13 years of Nursing. More power to her and her new job with the swell Medical Unit of the Squadron.

W/O B. DEWAR, gushing with pride in her Flight, informs us that attendance during the last month has been exceptionally good, and we feel with the esprit de Corps that Flight possesses, it is no small wonder.

Sgt. JILL MEREDITH has been transferred to 1st Group. Flight D regrets the loss, but wishes JILL all the luck possible in her new assignment.

Many advances in grade have been published in past months for members of this Flight, and we have it on the word of their Flight Leader that everyone deserved the promotions they got, and more.

FLIGHT E

Among the new promotions we are glad to have Section Leader PAMELA LACEY advanced from Private First Class to the rank of Corporal.

BETTY YAKE, Assistant Section Leader of Section two has been promoted to the rank of Private First Class.

We are sorry to hear that W/O JACKIE MYHAND has found it impossible to continue as Flight Leader of Flight "E." We, of this Flight will miss her fine leadership and "screwball" antics.

W/O ALLENE TURNBOUGH has been assigned Flight Leader of Flight "E."

If, at any time, you should happen to "crooze" by the C.A.P. offices you would more than likely see PAT COOK, JOAN HAUGHAWOUT, and MARGARET LUCE beating their brains (?) out with CLAY WILLCOCKSON trying to get "THE OBSERVER" printed on schedule.

BUY

WAR BONDS

SGT. FAXON JOINS ARMY

Cadet Commander LEE BRILL presents Sgt. RAY FAXON with an identification bracelet in behalf of the Squadron as a going-away present. RAY is entering the army.

SEARCH AND RESCUE MISSIONS

The month of March with its proverbially temperamental weather managed to live up to its notorious reputation by accounting for several lost Aircraft.

During the middle of the month after the passing of a series of Cold Fronts, Captain SNOW was frantically called to establish Search and Rescue Bases from one end of California to the other. With the customary efficiency six bases were set up at various parts of the state. Sixty-five Pilots and Observers went on active duty to search for the missing aircraft. The high wind made the search particularly hazardous and resulted in the loss of two lives of CAP Pilots.

Los Angeles Squadron five was well represented when the call for volunteers was broadcast. Captain KAUFMANN, LT. HUTCHENS and LT. PETRITZ were the first to volunteer only to be grounded by bad flying weather. Next came LT. MAST, Squadron Executive Officer, and LT. HESSELDENZ who were replaced by LT. FAGET and W. O. FOSS. For the last four this was their first Mission and we feel certain that their initiation at the Victorville Army Base was a good one, considering the turbulent air at that time.

PROMOTIONS

Promotions made during the month of March included: To Private First Class: CLYDE A. WARNE, CALLISTA F. WARNE, E. YAKE, G. C. WHITE, J. M. BRINTON. To Corporal: G. SMITH, P. LACEY, E. EAMES, R. THEDKA, D. VON DRASKA, W. M. ELLIOTT, R. A. DOTY, J. L. STURAL, J. P. COONEY, N. HENNINGSEN, W. M. BONNEY. To Sergeant: WILLIS ARFORD, MARGARET SHERO. To Warrant Officer: L. CRISPIN.



Cadet EARL MITCHELL demonstrates to W/O WYRICK how he soloed recently. The engine was not started to assure everyone that the "plane" would not leave the ground.

M/Sgt. EARL MITCHELL of the CAPC soloed last Monday at Santa Susanna. He took a Piper Cub up for three take-offs and landings while his instructor, Riggs, looked on. Congratulations, Earl. . . .

NEW MEMBERS

Newcomers to the Squadron during the month of March were: JOSEPH MORRIS, MILLICENT PARTEE, BEVERLY SHELTON, ANNA BETTY LEOPOLD, TONI STEIN, JERRY WEITZNER, JAMES H. PARSLEY, JR., ELAINE NADELL, CATHERINE A. MURPHY, IDA B. BELOFSKY, R. K. BENTON, JAMES H. O'BRIEN, MERLINE LAW, THOMAS F. BAILEY, WILLIAM R. RANDALL.

L. J. Brubaker
General Manager

HERE IS A SAFE BET

Asst. General Manager
M. C. Foss

18 to 1 Odds in your favor

One Stop in our modern service department affords you the services of these eighteen complete departments:

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| 1. Motor Repairs | 7. Tire Repairs | 13. Wrecker Service |
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AL. BORING, Service Manager

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L. J. Brubaker
General Manager

HERE IS A SAFE BET

Asst. General Manager
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AL. BORING, Service Manager

Our Squadron Song

I'M A GUY * WHO LIKES - TO PLAY AROUND,
ABOUT A MILE - OR TWO - ABOVE THE GROUND
I LIKE TO SPIN, AND LOOP AND FLY,
AND ROLL AROUND, UP IN THE SKY.

I WATCH THE CLOUDS BELOW ME SCOOT AROUND,
I SEE THE LITTLE MEN UPON THE GROUND,
I FILL MY LUNGS WITH FRAGRANT AIR,
WHILE I AM SOARING WAY UP THERE.

ROLL OUT A ~~REMA~~, RYAN
A WACO, A FLEET, OR A CUB,
I'M GOIN' FLYIN'
IF ONLY WITH WINGS ON A TUB.

I'M ONLY HAPPY,
WHEN I'M WAY UP IN THE SKY,
SO -- CRANK 'ER UP AND MAKE IT SNAPPY,
I WANNA FLY FLY, FLY.

CONTACT!

HEADQUARTERS
Los Angeles Squadron 5
Civil Air Patrol
700 North Fairfax Ave.,
Hollywood 46, California

PERSONNEL ORDER)
:)
NO. 10-45)

8 May 1945

1. The following appointments are
announced:

TO BE MADE FIRST SERGEANT:

Sgt. Willis Arford 9-1-5601

TO BE APPOINTED STAFF SERGEANT:

Sgt. Helen Murray ✓ 9-1-6378

TO BE APPOINTED SERGEANT:

Cpl. W.M. Bonney 9-1-6760

TO BE APPOINTED CORPORAL:

PFC Mark Brinton 9-1-6217
PFC C.A. Warne 9-1-6295

J.V. Kaufmann
J.V. KAUFMANN
Capt., CAP
Commander

DISTRIBUTION:

Sqdn. File (1)
Bulletin (1)
member concerned (1)

Pic is missing!



C A P
SQUADRON #5
FLIGHT MISSION

HERE IS WHAT WE HAVE ALL BEEN WAITING
FOR,A FLYING GET-TOGETHER AT THE RIVERSIDE
AIRPORT!

PRICES ARE RIGHT, \$7.00/HR. FOR O-80 HORSE-
POWER AND \$14.00/HR. FOR N-3-N'S, STINSONS, AND
PT-19. ALL INSTRUCTION \$3.00/HR.

BE SURE TO SIGN UP FOR A SWELL TIME ON
SATURDAY AND SUNDAY, MAY 5 AND 6. LISTS ARE
POSTED IN HEADQUARTERS CANTEEN FOR THOSE WISHING
TO ATTEND.

1945

LET'S ALL ATTEND. FOR THOSE WHO HAVE LICENSES,
HERE IS A CHANCE TO BRUSH UP. FOR THOSE WISHING
INSTRUCTION, NOW IS THE TIME TO GET IT.

THIS IS YOUR PARTY SO TAKE ADVANTAGE OF IT.

3000' minimum elevation over the city
of

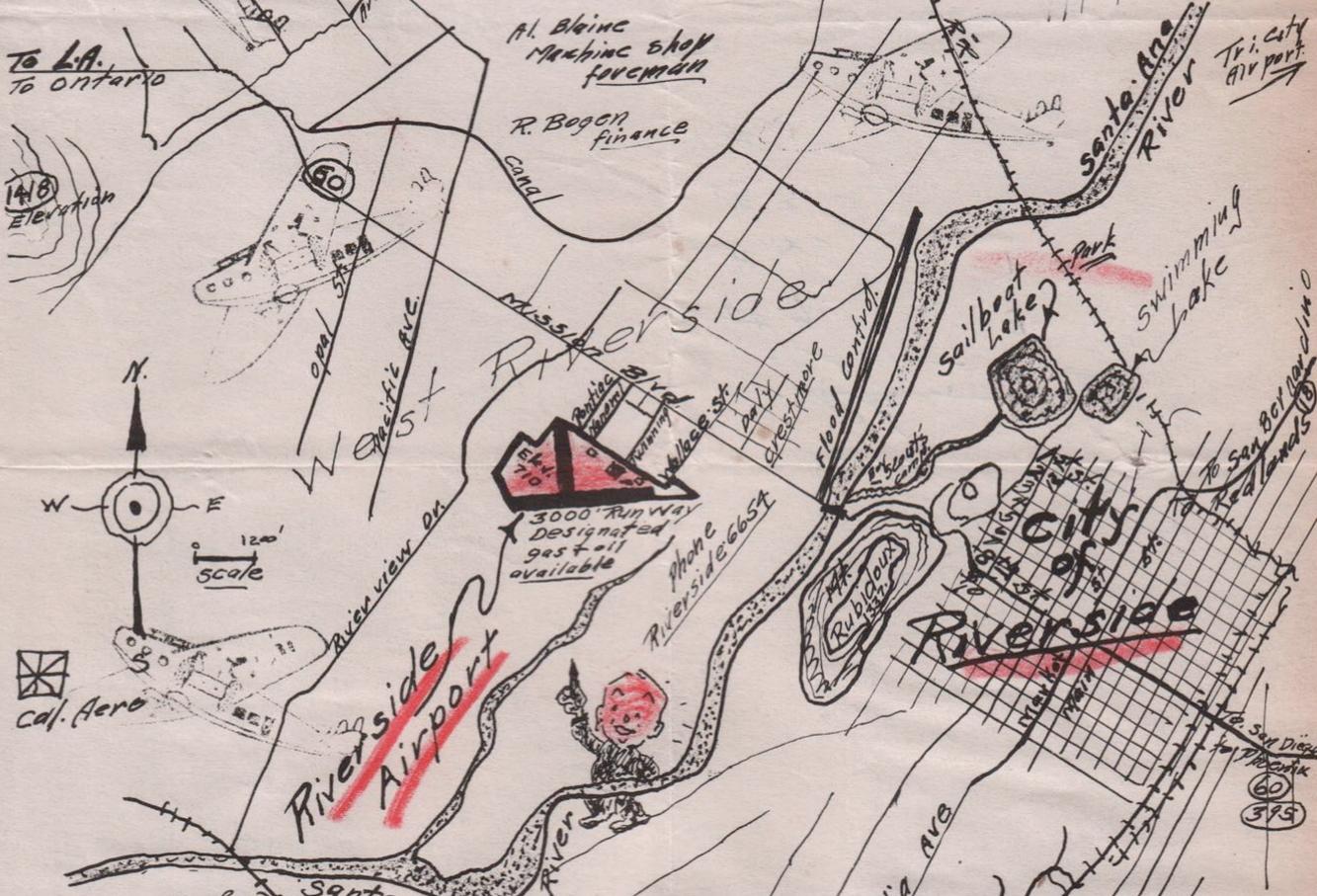
RIVERSIDE

MAY 5+6

Telephones

Riverside 6654
for Airport
Central Compton No. 17692
Wilshire office Fe 3632
Flavio home Tu. 3027
Prodyco. Th. 1171
R. Bogen home ol. 8689
Flabab Inc. Fi. 3860

Hal. (Compton office) Flavio (ship sales)
Ralph Brill Flight chart inst. 654
"Rich" aerobatics - inst.
"Tom" Compton
Roth insurance
Helen Bird (inst.)
E.H. "Manny" Fairbairn A+E
shop Compton
"Ray" A+E
shop Compton
Riverside



Flight instruction
Planes for Rent
Planes for Sale
outside of Restricted Zone
No smoke - No Fog.
Charter service
LA to Riverside

Bus leaves every 1/2 hour
Angeles # 2
March Field
6th + Main
1/2 hour trip.

And did we have fun!!!



PAM, Helen, GERRY + Betty



Lt's Mast + Petritz



Lt + Mrs Shaw



Kaufmann, Stuart, Hesseidentz + Grill



"Hutch"



Lt Mast and Peggy M.



Helen looks enviously at Comm. Kaufmann



CAROL BAINTON + JOHNNY



fill it up!!

Hutch & Johnny!

Phyll and Johnny



"THE DEWARS"



— THE GANG —



the
cadets





PAM & DOC PERNER



PAM



Squadron # 5
visits Sqdn. # 1
MAY 12, 1945





Cadet Review
- Squadron 2 won -
1945



RIVERSIDE,
July



CALIFORNIA
1945

Comm. and MRS KAUFMAN



Four-PASSENGER Fairchild I flew in
So Much Fun



BARBARA, J.U. KAUFMAN, & HARVEY



PAM, GERRY, BETTY & I



LUY and JOE



The OBSERVER

OFFICIAL PUBLICATION LOS ANGELES SQUADRON FIVE

FIRST GROUP

CIVIL AIR PATROL

VOLUME ONE

JUNE, 1945

NUMBER SEVEN

CAP IN AAFTC



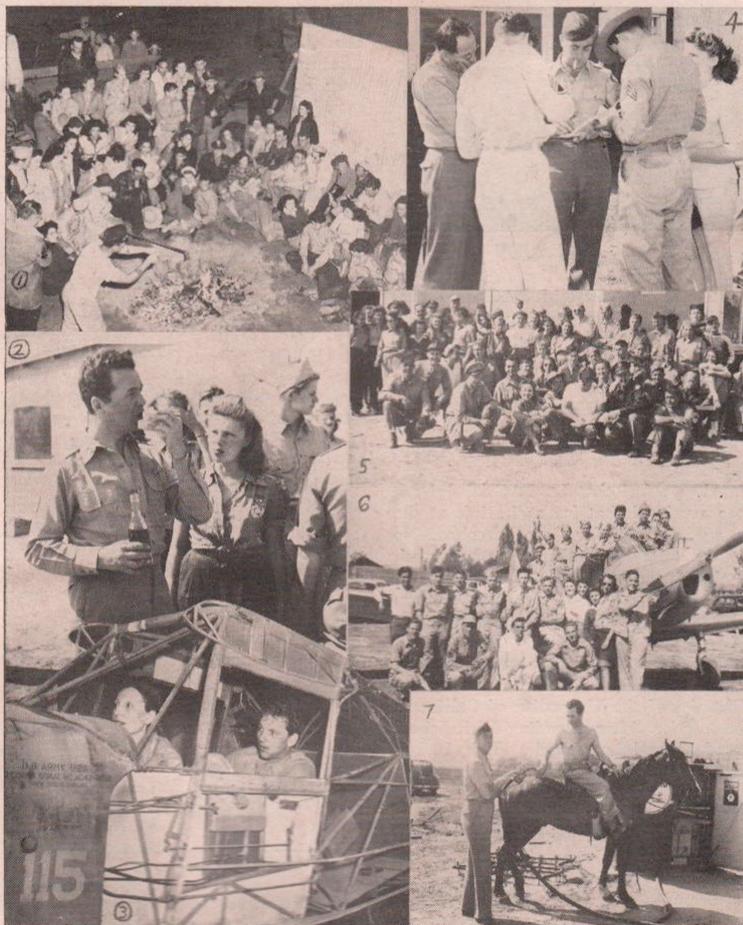
Above are Lt. Colonel **BERTRAND RHINE**, California Wing Commander, CAP, Captain **PETER ARTH**, Army Air Forces Liaison Officer assigned to the California Wing and Major **RICHARD DICK**, 1st Group Commander, CAP, who recently visited Los Angeles Squadron Five with a representation of their respective staffs including Captains **BLOHM** and **McDONALD** and Lieutenants **LA BUONO**, **HUTCHENS**, **OLIVER** and **MICHELSON**.

Last April Civil Air Patrol Headquarters was transferred to the Army Air Forces Training Command. The National Commander and other officers moved their headquarters to Fort Worth, Texas. The 48 State Wings of the Patrol will continue to function under their Wing Commanders as before and will report to the National Commander through their subordinate Groups, Squadrons and Flights. California Wing as well as the Wings in the Pacific region have been assigned to the Western Flying Training Command located at the Santa Ana Army Air Base.

With this transfer the 32nd AAF Base Unit no longer exists. Many returning Combat Officers of the AAF have been assigned to the National and local Commands of CAP. California Wing is particularly proud of the Air Force officer assigned to act as a liaison officer between the Western Flying Training Command and the Wing. He is Captain Peter Arth, a Combat returnee who, with Wing and Group Staff, visited this Squadron recently.

Assignment of additional officers to train Instructors and Cadets is contemplated.

SQUADRON FIVE MISSION SEVEN



1. The Squadron's regular Saturday night weiner roast and community singing is always a highlight of every mission. 2. We can't see what it is that Captain **KAUFMANN** is eating that is so interesting to Sgt. **HELEN JACOBSON**. 3. If you can't fly in the air, fly on the ground and if you can't find an airplane then find part of one so believe Instructor **SHAW** and Lt. **HESELDENZ**. 4. The most traveled office is that of whoever is signing up people for flying time. Here Lt. **HUTCHENS** takes over the job so Lt. **HESELDENZ** can get a little flying time. 5. The gang's all here or at least as much of it as we could find when it came time to make the picture. 6. Everyone took a shine to the PT19's, especially the cadets pictured here. 7. Lt. **HUTCHENS** must have a "fill'er up" complex after working on the planes all day so he goes to work on Captain **KAUFMANN'S** horse.

TRAINING OFFICER



LT. A. M. FAGET

Lieutenant ARTHUR M. FAGET, Training Officer, was born at Nome, Alaska on the 4th day of August 1904. Someone informed us that this makes the tall, amiable Lieutenant a dyed-in-the-wool "Sourdough" inasmuch as all persons born in the Territory of Alaska who have seen the ice come and go are automatically members of that famed Club.

Frankly we feel that Lt. FAGET did not see too much of that ice as he left at the early age of four for San Francisco. No doubt the taste of sunshine was too much of a challenge for the FAGET family for by 1910 they decided to give the Southern part of California a break by migrating to Los Angeles.

Lt. FAGET attended Grammar School at the old Normal School, which later became the first site of the University of California at Los Angeles. After attending High School at Pasadena and Los Angeles High, he enrolled at the University of Washington.

Anyone knowing the six-foot-two Training Officer can easily see why he became a member of the track team, specializing in the hurdle races and was a member of the Northwestern Conference Championship Relay Team.

In 1928 he associated himself with General Motors Acceptance Corporation at Los Angeles winding up with the Managership of the Long Beach Office.

When enrolling with this Squadron in January 1944, he became the 77th member to do so, but few have been as consistent in attendance and efficiency. He has missed only one assembly in 16 months.

As former Adjutant he was responsible for the excellent record this Squadron had in its reports and general paper work and despite the fact that he has only been

COMPETITIVE DRILL



Lt. W. E. ROBERTSON, Commander of Los Angeles Squadron One and Captain J. V. KAUFMANN, Squadron Five Commander, discuss events of the day over coffee and doughnuts while Commander ROBERTSON'S lovely daughter and wife look on.

Despite the fact that it was the thirteenth of the month, members of Los Angeles Squadron Five ventured forth to visit Los Angeles Squadron One on a semi-competitive basis and were shown an excellent time.

After a formal review witnessed by Lt. HOUSTON of 1st Group, service ribbons were presented to a number of men of Squadron One. Lts. MAST, FAGET, HESSELDENZ and Flight Officer Foss were presented with active duty awards for their participation on a Search Mission for the Fourth Air Force.

The Sunday was well rounded off by a baseball game between the Cadets of the two units which was won by Squadron Five.

Refreshments were served in the Canteen of the most hospitable One.

Captain KAUFMANN accepted a cup from Lt. KEPHART, Squadron One Intelligence Officer, for the winners of the baseball game. Despite the fact that the cup was of the metal variety commonly used for coffee, Commander KAUFMANN assured Lt. KEPHART that it would be added to the trophies of Squadron Five.

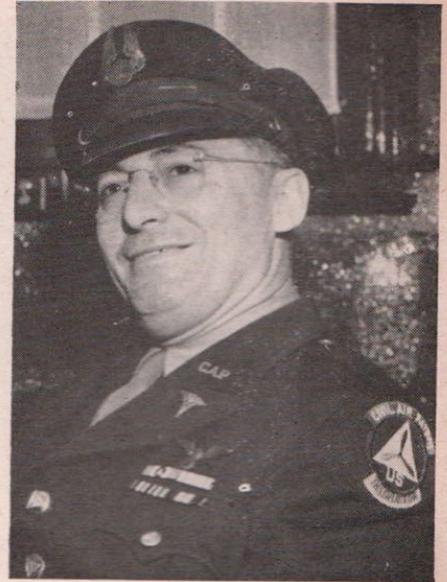
Training Officer for a short time his systematic methods have already done wonders to the training program.

He is a rated Observer and has served in that capacity on a Search and Rescue Mission for the 4th Air Force.

Lt. FAGET is married and the father of a cute little daughter.

His favorite hobbies are gardening, swimming and of course flying. He has a Student Pilot's license and is about ready to solo. His only complaint is that the average light horsepower aircraft are rather confining for his long legs.

CA People



INSTRUCTOR L. M. PERNER

The amiable doctor is a Veteran of World War I and has been a member of the 1st Observation Squadron, Air Corps, California State Guard; as well as a member of the famed California Aero Squadron. He is keenly interested in Flying, has a Private License and over 500 hours and has roamed over most of the United States in the various aircraft he has owned.

He works extremely hard and long at his profession of dentistry but occasionally drops everything on an impulse and disappears on an aerial journey.

He is one of the most cooperative members of the entire Squadron, never fails to participate in squadron events and attends very regularly despite his long hours of work.

His hobbies are sailing boats, hunting, and is an expert with both camera and rifle. He has been a member of the National Rifle Association for a long time.

He lost his last aircraft, a big TIMM, after completely majoring the plane, by having the wind pick it up as it was wheeled out of the hangar and destroying it completely.

Dr. PERNER'S genial smile and friendly personality make him an ever-popular member at squadron meetings or on missions.

ASSIGNMENTS

W. O. J. MYHAND placed on inactive duty; W. O. A. TURNBAUGH to Flight Leader, Flight "E"; 2nd Lieutenant A. M. FAGET to Training Officer; 2nd Lieutenant er, Huntington Park (attached to L. A. 5); C. R. KUTCHERA to Acting Flight Lead; W. O. M. C. FOSS to Adjutant; 2nd Lieutenant A. E. DEL VAL to Intelligence Officer; W. O. W. C. O'HARA to Asst. Intelligence Officer; Cpl. E. YAKE to Asst. Adjutant with grade of Sgt.

MISSION NO. 7

With the completion of another Flight Mission, Squadron Five's Operation Officer, Lt. HESSELDENZ, can again relax for a while. His weeks of time spent in preparation for the mission bore fruit as evidenced by the smooth and successful handling of flying schedules for the entire two days.

During the mission, attended by seventy adult members and forty Cadets, nearly 100 hours of flying time were logged by the Squadron. One sight as common as airplanes was that of a large group of closely packed humanity swarming around some central figure much as bees around a Queen Bee. This "Queen Bee" was Lt. HESSELDENZ who was trying to keep the flyers and planes in the air with a minimum of confusion. The fact that he managed to keep them flying an average of fifty hours a day is certainly an index of how successful his wandering office was.

Warrant Officer M. FOSS had an almost insurmountable task in coordinating drivers and riders for the trip to and from Riverside. Everyone was satisfactorily taken care of. However the Boy's Club Flight had no trouble in that they took their own bus.

Incidentally prior to the trip the members of the Boy's Club Flight had been presented with log books and one half hour's instruction by members of the Hollywood Junior Chamber of Commerce. For many in this flight it was their first flight instruction.

Eating at the field held no problems as sandwiches and soft drinks were brought to the field for them, however some went into Riverside for lunch.

Saturday night, as always, was the big night with a camp fire, weiner roast and community singing. Pvt. ART BROMFIELD was certainly the ringleader of the singing as he was always able to think of another song when the rest of us had exhausted the lists we knew. He also sang songs for us in Polish and French. One of the real highlights of the evening was the hay ride put on for us by Mr. Bogen and Mr. Grill of the Riverside Airport. The efforts of these men and the others at the field were a large factor in making the trip as successful as it was. We certainly appreciate everything they did in our behalf.

Two other features of the trip were horse back riding and sun bathing. It has been decided by this writer, after full investigation, that travel by any means is much more desirable than travel by horse back. Even on one's hands and knees is better than the physical damage that can be inflicted by a horse in the space of a very few minutes. As to the sun bathing, it can be said that your writer never before realized that so many more or less "Classy Chassis" were members of the Squadron. What a revelation!

As to the flying. Lt. HUTCHENS added some more time to what he already has in heavy ships by flying in the PT-19s. When three of these PT-19s arrived over the field

and peeled off for a perfect landing we did not realize that they were flown by members of the Squadron who were former Wasps.

Lt. HESSELDENZ promptly fell in love with the 19s after his first ride in one and claims that hereafter he wants to fly nothing but them. Our flying surgeon, DR. PETRITZ, made a concentrated effort to tear the wings off the N3N at the field.

With the end of this mission, which was the first for many of our members, we are eagerly looking forward to more and more frequent trips like them.

GROUP NEWS

First Group certainly cannot be accused of idleness these last sixty days. No sooner was the Los Angeles County Smoke Survey completed, than work was begun on the highly involved Airport Survey which is to be flown by all the Squadrons of First Group. Captain JACK McDONALD, Group Executive Officer, really had to burn the midnight oil in his work with the Regional Planning Commission, the Fourth Air Force and Civil Aeronautics Authorities to obtain the necessary waivers and operations orders necessary to make the flight a success.

Right in the midst of that project, the Treasury Department, still enthusiastic over the results of First Group's Air Meet, requested their participation in the 7th War Loan Drive. On short notice, plans had to be made to again obtain Aircraft, Personnel and the inevitable Waivers necessary to permit flight in this highly restricted area at altitudes below the prescribed minimum.

We have it on good authority that Major RICHARD DICK was kept so busy rolling up his sleeves that he finally cut them off. As if the foregoing were not enough, First Group plans to participate in the "I Am An American" Program at the Los Angeles Coliseum wherein aircraft of all Five Squadrons will not only fly overhead but will maneuver their aircraft at the direction of commands given by short-wave from an Observer on the ground. In addition to this attempts will be made to command and drill a Squadron of Cadets by short-wave from an Aircraft passing overhead.

FLIGHT A

Lt. BILL HUFFMAN has asked for a much needed leave of absence so that he can catch up on a little sleep. We hope to see you back again soon Lt.

Sgt. ALFRED SORENSON has also asked for a leave so that he can do a little fishing in Mexico. He had better bring back some fish to back up those fish stories we are all going to be hearing soon.

Sgt. "DOC" SORENSON spent quite a bit of time recently wandering about the country in a C-46. What's the man trying to do? Make us all jealous?

FLIGHT B

Lts. HUTCHENS and HESSELDENZ got in some recent flying time by participating in the I Am An American Day Pageant.

Lt. JOHNIE HESSELDENZ knows by this time how it feels to try to get by the written commercial test. How was it Lt?

FLIGHT D

We were all sorry to see that Lt. BETTY DEWAR was laid up for a while but she is back with us again almost as good as new.

We were all glad to see Sgt. SHERO back again after two month's leave, especially your editor. She is a mainstay writer on the "Observer" staff and having to fill in for her gave him quite a few more grey hairs than he wanted.

As far as Flight "D" is concerned, the Mission on the 5th and 6th of May was a great success. Sixteen members of this Flight were represented. While Staff Sergeant MURRAY spent most of the day taking pictures of the mission, others such as LINDQUIST, JOHNS, BENTON, SHELTON and PASTRANA were busy receiving Dual-Instruction.

Lt. DEWAR, W. O. CRISPIN and Instructor SHAW plotted and successfully executed their first Navigational Flight to Lake Elsinore. All three arrived at their destination and insist that they were less than one degree off their course and within half a minute of their estimated time. Somehow the turbulent air took its toll among the navigators, we have it on good authority (the pilots squealed) that out of seven Navigators, three suffered from "Mal de mer."

We can thank Sergeant G. SMITH, Squadron Mess Sergeant, for the highly successful wienie bake.

Sergeant GEORGIE WHITE watched longingly as her former class mates, EX-WASPS SEARLES and BRINTON, zoomed overhead in PT-19's.

W. O. WAHLSTROM, giving her new Officer's uniform its first official showing, claims that Lt. DEWAR doesn't seem to understand how something stuffed with hay, such as her horse, could be so hard.

Best wishes to ELAINE FORD who left us for over-seas service with the American Red Cross.

FLIGHT E

W. O. TURNBOUGH proved that beauty and brains do go together by topping the Navigation Class with a high score of 98 and a perfect attendance record.

Cpl. PAMELA LACEY also had 100 per cent attendance.

"Home was never like this" was the choice remark passed by the S.M.C.C. Fugitives, DOT WHITCHURCH, PAT COOK, JOANNE HAUGHAWOUT, and MARGIE LUCE, upon viewing their "casa a la roach" at beautiful Riverside.

Flight "E" was well represented in the opening of the Seventh War Loan Drive with Pilots BARBARA SEARLES and CAROL BRINTON and Observer ALLENE TURNBOUGH flying in formation with CAP planes of fellow squadrons, escorting a naval blimp over Los Angeles.

W. O. SEARLES also flew to San Bernardino to participate in the Drive there and remained over night at the Army Air Base.

Except for the red hair and radiant smile, we wouldn't have been able to recognize our Flight Leader, W. O. ALLENE TURNBOUGH, at general assembly on May 22nd. It seems the cleaners returned her uniform sans all CAP identification and she didn't discover her loss until she arrived at Squadron Headquarters.

Cpl. BETTY YAKE was promoted to the rank of Sergeant. She is assisting the Adjutant, W. O. FOSS.

Pfc. WARNE and her husband spent a pleasant weekend at Wheeler Hot Springs.

NEW MEMBERS

New members for the month of April included GOTTFRIED W. KREUTER, BARBARA J. CLOGGETT, MARIE PAINTER, BETTE REINHART, PATRICIA MOODIE, DETTE O. HART, ELEANOR D. FARROW, LA VERN A. PETERSEN, LOLA PERKINS, ESTHER STEPICAL and DANIEL WIGHT.

PROMOTIONS

We are happy to see promotions in the following grades; to Private First Class: PAT COOK, BILLIE HAUGHWOUT and CAROL HERMAN. To T/SGT.: HOWARD SNYDER.

VACANCIES

We feel certain that Group did not realize the shifting in Squadron staff it brought about when Lt. HARRY HUTCHENS, Squadron Intelligence Officer, was transferred to that unit.

Lt. HUTCHENS had always been and still is one of the most popular officers of LA 5. In filling his vacated position, Captain KAUFMANN had to do quite a bit of moving around and shuffling of officer personnel.

Lt. AIMEE DEL VAL moved from ASS'T. Adjutant to fill the spot left by Lt. HUTCHENS. Then Lt. CLYDE KUTCHERA was appointed commander of the newly organized Huntington Park Flight. This left the training Officer's place open so our Adjutant, Lt. MEL FAGET, moved to that place. Warrant Officer MAURETTE FOSS was switched from Transportation Officer to fill the Adjutant's place leaving the Transportation job open which will be filled as soon as Captain KAUFMANN gets used to the additional grey hair he got during this shakeup.

MONTH'S FLYING

L. A. Squadron 5 was kept busy flying last month; first the Smoke Survey then the Airport Survey which added many hours to the logs of Captain KAUFMANN, Lieutenants HUTCHENS, HESSELDENZ, HUFFMAN and DEWAR, Flight Officers WYRICK, FOSS, SEARLES and Private PARETSKY.

On May 14, Flight Officer SEARLES and Sergeants BRINTON and BROMFIELD, assisted by Observer, Warrant Officer TURNBOUGH flew in the 7th War Loan Bond Drive with the other four Squadrons of 1st Group. They formed a 15-Aircraft Escort for a Navy Blimp which "bombed" Los Angeles, Hollywood and Beverly Hills with miniature paper bombs advising the citizenry to purchase bonds.

On the same day Capt. KAUFMANN, Lt. HUTCHENS and Flight Officer SEARLES, with Observers Lt. DEL VAL, Lt. DEWAR and Flight Leader STUART departed for San Bernardino Army Air Base to fly over the Bond Parade there on the 15th.

After "bombarding" San Bernardino with Bond Bombs the six Airmen were entertained as guests of the city along with 24 others from L. A. Squadrons 1, 2, 3 and 4.

SEARCH-RESCUE

With the loss of an Army AT-6 enroute to Mines Field from Palmdale, CAP again was called to search for the missing Aircraft.

Returning from active duty at the Glendale Army Air Base, Captain Kaufmann tells us that his ego was somewhat deflated when on the first day of the search, he, and Lt. Hanson located what they presumed to be the wrecked AT-6 against the mountainside in Soledad Canyon.

Hurrying back to the Base, the two men reported their find to the Operations Officer, Lt. SCHROEDER, who seemed quite unimpressed with their report, much to the annoyance of the pilots. Only after catching a candid wink between Lt. SHROEDER and Lt. HASEY did they learn the facts.

The AT-6, it turned out, was actually a Navy SBD, and much to the chagrin of the two men Lt. SHROEDER explained that he and Lt. SCHLATTER, while searching that area the day before, located the same wreckage. The former then accompanied a rescue party to the spot while Lt. HUGHES led them to the location from the air by radio.

After hiking over mountains for the better part of five hours the party eventually arrived at the wreckage, only to discover that the Pilot had parachuted to safety and apparently found his way back to civilization.

Lt. SHROEDER claims that he did not mind the march, which took over nine hours, but he does wonder where he will get the coupon to replace the brand new pair of shoes he wore.

According to CAPTAIN KAUFMANN, democracy is at its best at Army bases. He tells of rounding a corner hurriedly and bumping an officer who was "lagging" pennies. After apologizing, the Captain was about to continue on his way but did a "double-take" in his best Hollywood fashion when he discovered the penny lagging officer to be a Brigadier General.

Seems like the CAP Search and Rescue crews are really getting down to fine points, for in two days they located not only an SBD, but a Radar kite, a Radiosonde Balloon, and a Tow Target Sleeve.

Other CAP members on this search were: Captains SNOW and ZECHIEL, Lieutenants GUSTIN, MILLER, LARSON, GALLOWAY, WINTLE, EVANS, HALL, FRANZWA and PRINZANT.

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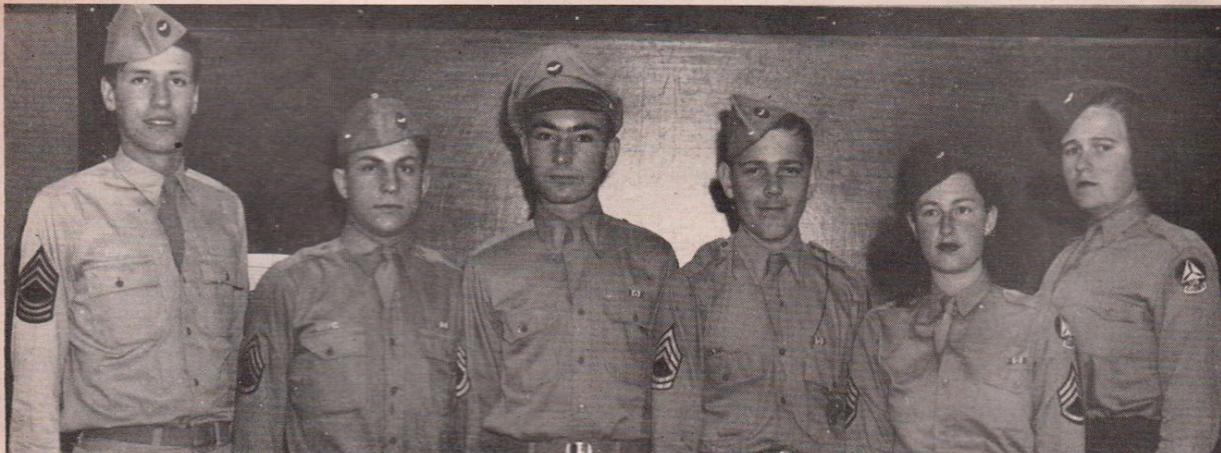
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CADET CORNER



Left to right are M/Sgt. EARL MITCHELL, Executive Officer; S/Sgt. SHERMAN SELTZER, Training Officer; T/Sgt. EDWARD LUBIN, Intelligence Officer; T/Sgt. ROY WALLACK, Supply Officer; T/Sgt. PATRICIA DODDS, Adjutant; S/Sgt. JOELYN PORTER, Personnel Officer.

When asked how long he has been in the Civil Air Patrol, Technical Sergeant ED LUBIN said he was the second Cadet to enter Squadron Five. He can easily remember when the Squadron was still being organized. Among other things, he has done a fine job as intelligence officer. Looking into the future, Sgt. LUBIN sees himself in the Air Corps but when he returns to reality he admits he may wind up in the infantry.

Staff Sergeant JOELYN PORTER has been in the CAP Cadets since July, 1944. When asked about her activities she admitted that besides being personnel officer she has been a loyal and consistent member of the drill team during the last two competitive drills and has been coming out just as consistently for drill practice for the coming competition.

Past Cadet Commander EARL MITCHELL is now executive officer. As usual he was too busy to be interviewed.

Staff Sergeant SHERMAN SELTZER is training officer and detachment leader. He has been in the CAP Cadets since December 1943. After graduating this semester, SHERMAN hopes to attend West Point and make the Army Air Corps his career.

When you see Technical Sergeant PAT DODDS walking with her head a little higher than the rest of the Cadets she is thinking about her uncle who has made Naval history by being the first person to be decorated with the Navy Cross five times. Sgt. DODDS is Cadet adjutant and has been working for the CAP Cadets since April 1944.

Technical Sergeant ROY WALLACK has been with the Cadets for one year and two months as transportation officer, personnel officer and is now supply officer. His dreams of the future concern the Naval Air Corps.

CADET NEWS NOTES

The CAPC was honored recently by the visit of Pvt. EDWIN D. YOUNG, former Supply Officer and 1st Class Seaman JARVIN HEIMAN, ex-commander. ED is now at the University of Idaho with the ASTRP and JARVIN is training at the Great Lakes Naval Training Station.

Having a wonderful time at the Riverside Mission were Lois Robb, Earl Mitchell, Bobby Oakes and Pat McCall.

Besides flying, a hayride, wiener roast, and horseback riding were enjoyed by all the cadets.

Ed Lubin decided to have breakfast at the Mission Inn where he proceeded to eat like a horse.

After the arrival of "Glamour Girl" Mast, Sunday, the male population deserted their posts and immediately went into action. Watch out boys! Have you your 1945 Wolf Licenses?

Happy Warne and Norma Blink tried to take off from the airfield on a couple of mules, four-legged type. The maximum speed of this new type of mule is somewhere between 1 mph. and 2 mph. The horsepower hasn't been determined as yet, but as far as we can see there just isn't any.

Jarvin Heiman was the "target for tonight" for the girls. He was looking beautiful in those Navy whites.

Seen kissing the ground after riding with "The Flying Fool" PETRITZ in the "Yellow Peril" was LEE BRILL.

"SADPAN" LUBIN'S wish finally came true when lovely Harriet Warne leaned her head on his shoulder. During a rugged ride in the "Piper Cruiser" with pilot "HAPPY BOY HUTCHENS" Miss Warne was feeling a little affected so she rested a few minutes on the proud shoulder of the gallant cadet intelligence officer. Unfortunately Sgt. LUBIN had been a little jealous of Sgt. WEINTRAUB'S ability to woo Happy on the cadet hay-ride.

Following EARL MITCHELL'S example, T/Sgt. EDWARD H. LUBIN soloed recently. ED is modest and doesn't talk much but we understand that he went up for three take-offs and landings. Santa Suzanna was the place of action and Instructor RIGGS was in Command. We expect ED to show up any day now with a private license.

1st/Sgt. LEE BRILL has formed a drill team in the CAPC. This drill team consists of two squads of girls and one squad of boys, along with several substitutes.

The "Brill" team has been practicing Tuesdays and Sundays for several weeks and is now ready for some stiff competition.

LEE (Measley) BRILL just returned from having a case of the Ger—a "Victory" measles. Now we are waiting for his victims to break out.