

CIVIL AIR PATROL

Wing and Group Commanders: As the weeks go by, more and more units are finding opportunities to show their mettle in the performance of services to the armed forces and to the American public. The Civil Air Patrol has passed through the first stage of preliminary organization and the second stage of experimental missions to test the value of its work. The numerous missions cited in this bulletin show that we are now going on to a new phase of rapidly increasing usefulness.

FLIGHT INSTRUCTORS--CAP units are cooperating actively to help meet the Army's call for 2,000 additional flight instructors. On top of the current instructor training program of the Civil Aeronautics Administration in which some 2,500 students are enrolled, the Army wants 2,000 within 60 days to be drawn from the ranks of the more experienced pilots who can quickly qualify after suitable refresher courses. Candidate must be between the ages of 21 and 42 with not less than 140 hours of solo time to their credit.

Those who are already qualified but have not yet applied for the instructor rating can be quickly checked out while others will need to take eight weeks of courses which CAA will give free of charge. Several thousand applications already have been received but CAA is combing its lists to accept the men best fitted. For information, see your nearest CAA representative.

The Texas Wing of CAP has long been active in promoting the idea of instructor training and several weeks ago waged a state-wide campaign to round up all eligible pilots. The CAP Wing Commanders of Texas, New Mexico, Oklahoma, Arkansas, and Louisiana teamed up to help CAA throughout their region.

PERSONNEL ORDERS--CAP National Headquarters and the Regional Commands are fast being built to full operating strength by the addition of new staff members. Until recently, only half a dozen officers were assigned in Washington and some of them had to be frequently in the field. The filling of staff vacancies will greatly expedite the work of the Patrol and the headquarters services to units throughout the country. Following are recent additions and changes:

Jack Vilas, who has been serving as Illinois Wing Commander, is in Washington as National Executive Officer of the Civil Air Patrol, in place of Earle L. Johnson who was promoted to National Commander. In Illinois, Herman E. Lacey is acting as Wing Commander.

Lieut. James F. McBroom, formerly Regimental Adjutant of the 166th Infantry, is handling operational matters.

Lieut. Oscar C. Smith, experienced in accounting and auditing from his work with the General Accounting Office, has been assigned to CAP to work with Henry Hawgood on fiscal matters.

Lieut. Gilbert Leigh, former Arkansas Wing Commander, is assigned to headquarters as Supply Officer.

Gill Robb Wilson is announced as Chief Consultant to the National Commander and is relieved as Regional Commander for the First and Second Regions. He will continue to serve as Commander of the Second Region until a Regional Commander is appointed for that Corps Area.

Capt. Robert S. Fogg is announced as Regional Commander for the First Region comprising the six New England States.

George W. Noland, Fourth Regional Commander covering the Southeastern States, has been promoted to Major.

Congratulations, George, and welcome to our new officers who have a large woodpile of work awaiting them.

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FLOOD RELIEF MISSION--The Texas Wing has put its training into good use in relief and observation missions over flooded areas near Dallas. According to the Dallas MORNING NEWS:

"Zigzagging their planes up and down the Trinity River, CAP pilots and observers made radio reports on progress of the flood waters, drew maps of the inundated areas, and directed help to people marooned on the lowlands. Among those on patrol duty from the Love Field Squadron were J. W. Marshall, M. Landau, and George Haddaway.

"In addition, CAP planes from the Hudson airport were flying practically all day. One of them, carrying R. M. Davis as pilot and Wing Commander D. Harold Byrd as observer, directed the rescue of a father, his daughter, and her baby from the top of a levee surrounded by rising waters at Rowlett Creek.

"Other CAP flyers who patrolled from the Hudson field were W. A. Dorris, Mrs. Alen Guiberson, Jr., K. A. Burke, and C. E. Omdalen."

LOST PLANE FOUND--Four planes of the Idaho Wing located a flyer who had been reported missing 22 hours after completion of a mercy flight. According to a report in the Boise NEWS, William Bogard had flown Mrs. Herschel Cobb, daughter-in-law of baseball's Ty Cobb, to Salt Lake City where she made airline connections to reach her critically ill mother. On his return trip, Bogard failed to complete his flight plan so the Patrol ships went out and evidently found him safely landed on the salt flats near Salt Lake.

FBI AGENT A CAP PASSENGER--A plane of the Virginia Wing recently flew H. I. Bobbitt, Special Agent in Charge of the FBI Office in Richmond, on an urgent trip to Roanoke. Mr. Bobbitt writes: "This flight was made upon short notice and in an emergency. The courtesy and aid extended me by the Civilian Flying Corps aided materially at a time when it was needed."

The facilities of the entire CAP are available any time, any place, to the FBI agents who are doing such an important job for our country.

FOREST FIRE SPOTTED--Prompt action by Squadron 326-1, Alexandria, Va., brought volunteer firemen to the scene of a forest fire in time to check its spread to houses and valuable property. Pilots on a routine formation flight exercise spotted the fire which was raging in an area of 15 square miles. Phoning nearby towns, they notified the fire departments and kept reporting the boundaries of the fire. Frank Blair, Group Executive Officer, flew H. A. Timmons, a fireman, over the area to find the best approach routes for the fire trucks, while Haines Dennis, Group Operations Officer, and Nathan Neyman, Medical Officer, mapped the area from another plane.

PAY DIRT--In a systematic search of the countryside for sources of waste metal to nip the Nip, the Moline and Sterling Squadrons of Group 4, Illinois, have found what they were looking for in big hunks. Winging over five counties for an aggregate of more than 6,000 miles, they spotted, among other things, an abandoned locomotive and some unused railroad tracks.

MECHANICS AND RADIO MEN--Don't be forgetting the importance of enrolling skilled mechanics and radio men to make each Squadron a self-contained unit, with all types of personnel necessary to perform whatever wartime mission your Squadron may be assigned.

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RESCUE MISSION--An Airplane of the Louisiana Wing recently went out to search for a lost fisherman and located him in the nick of time after he had been clinging to his overturned boat for 13 hours.

CRASH PROCEDURE--The Civil Aeronautics Board thinks so well of CAP Training Directive No. 8 on Crash Procedure that it has reprinted this publication verbatim as Safety Bulletin No. 120 for distribution to all airport managers. In a foreword, it is stated by CAB:

"More than ever before, every precaution should be taken to safeguard aviation personnel and to conserve aviation equipment. Next to eliminating accidents, the most logical step to accomplish this purpose is to make every effort to reduce the severity of accidents when they occur. ... This procedure should result in conservation of life and equipment. A well trained and properly functioning crash crew should be the goal of every airport."

The directive, prepared by Col. Harry H. Blee, tells how to organize a crash crew for cool, quick, and intelligent action and lists the equipment necessary for the type of emergencies to be met.

CARRIER PIGEONS--Squadron 613-4, Illinois, based at the Chicago Heights Airport, has been experimenting successfully with pigeon messages. Recently 10 birds were released one by one from a CAP plane at 2,500 feet altitude. The plane scooted back to the airport to observe results and all the pigeons arrived safely at their loft shortly afterwards. A local pigeon fancier lends birds to the unit whenever needed. Some of the birds have 500 and 1,000 mile flight diplomas. Describing the test, Lloyd Reckner, Squadron Communications Officer, was quoted in the Chicago Heights STAR as follows:

"It is obvious that in these days of rationing, a radio may not always be available. Our trial proves the homing pigeon a valuable aid in case of emergency. When the experiment first came up, the pilots were in doubt about a pigeon being able to weather the big gust of wind from a propeller.

"In the trial flight, it developed that if the pilot banked sharply to the left and the pigeon was released at the same time from the window in the right door, the bird would follow the under surface of the right wing, up and away from the ship without any trouble."

The Nevada Wing is planning the use of pigeons in sending back messages from its Range and Mounted Commands on search and rescue missions.

IMPORTANCE OF DRILL--Stuart C. Welch, Commander, Group 216, Buffalo, N. Y., reports that 180 members were present for the last weekly drill and went through their paces without the aid of the 65th Regiment whose officers have helped in the instruction. He remarks: "I wish to comment on the importance of military drill for the CAP. A noticeable increase in enthusiasm and sprit de corps is traceable directly to this training."

30 PARTS TO A DOG--Some of our officers in the deep South and on the sizzling desert were startled and said so when they received shipments of the Army manual on dog team transportation, complete with pictures of dog sleds and a nomenclature chart of a husky with 30 parts from muzzle to tail neatly labeled. The number of this booklet is FM25-6 whereas the manual on Interior Guard Duty, which should have been sent, is FM26-5. Somehow the figures got scrambled in one of a dozen or so forms one signs to get things delivered. Maybe the Interior Guard books are being read wistfully by lads in Alaska shivering around their camp fires. If you'll send back the dog team books, we'll see what we can do to work out a swap.

ENROLLMENT STILL BOOMING--Enlistment applications received in Washington as of this week total 43,665 out of which 39,899 service records have been cleared by FBI and sent back to the State Wings for the mustering in of the applicants. Delaware has gone over the top with an enrollment exceeding the pilot population of the State. Student pilots and non-flying personnel account for the bulging of the figure over the 100 % mark. The percentage figures given in the tabulations published from time to time in this bulletin represent the total number of enlistment applications received from each State divided by the number of certificated pilots in the State according to CAA figures as of the first of the year. This is the best available means of giving an approximate idea of the relative standing of the various Wings. The national percentage is 44.2%. Figures follow State by State:

		%			%			%
Ala.	501	51.2	Me.	402	75.8	Ohio	2792	65.6
Ariz.	290	39.2	Md.	649	56.1	Okla.	1357	52.0
Ark.	632	50.2	Mass.	731	28.9	Ore.	709	44.2
Calif.	2805	23.3	Mich.	2569	67.3	Pa.	2242	41.9
Colo.	310	20.7	Minn.	1151	51.2	R. I.	227	60.2
Conn.	651	70.0	Miss.	168	21.7	S. C.	590	55.8
Del.	264	101.0	Mo.	1305	40.6	S. D.	291	45.2
Fla.	1014	40.6	Mont.	426	50.2	Tenn.	777	47.2
Ga.	751	48.4	Nebr.	437	32.0	Tex.	1689	24.7
Ida.	393	51.9	Nev.	216	92.0	Utah.	468	50.3
Ill.	2418	48.0	N. H.	318	77.6	Vt.	127	42.3
Ind.	1713	83.2	N. J.	1108	43.4	Va.	422	28.9
La.	1197	52.0	N. M.	280	45.8	Wash.	842	33.5
Kans.	1186	49.4	N. Y.	3431	46.3	W. Va.	491	43.4
Ky.	456	70.2	N. C.	713	50.5	Wisc.	1012	59.8
La.	858	58.0	N. D.	165	25.9	Wyo.	121	30.6

WOMEN PILOTS--While women make up only 3% of the certificated pilots in the United States, they comprise nearly 9% of the pilot membership of the Civil Air Patrol, according to a survey by F. J. King, Personnel Officer.

A tabulation from punch cards carrying detailed data on CAP members was recently run on 24,423 pilots and student pilots. Of these, 2,102 or 8.6% were women, 144 of whom hold commercial licences, 1170 hold private pilot licences, and 788 are student pilots. In addition, a number of women who are non-flyers are engaged in auxiliary duties as Patrol members.

Of the women pilots and student pilots in the tabulation, 201 are registered in New York State, 151 in California, 115 in Michigan, 110 in Illinois, 96 in Ohio, 90 in Texas, 80 in Indiana, and 70 in Florida.

The larger ratio of ladybirds in the ranks of CAP than in the pilot population as a whole is doubtless accountable largely to the fact that so many of the men have joined the Armed services and other war jobs while the women as yet have had little opportunity to fly for Uncle Sam outside the CAP which is open to membership without discrimination between the sexes. More than half of the women pilots in the United States are now members of the Patrol.

PRACTICE MISSIONS TEST SKILL--"The successful accomplishment of flight missions will be dependent on the advance preparation acquired in ground schooling", it is pointed out by the LYCOMING STAR, house organ of the Lycoming Division of the Aviation Corporation. "The successful accomplishment of those missions will be the basis on which the military will judge the Civil Air Patrol. If performed in a precise, military manner, they will lead to more numerous and more important assignments."