

OFFICE OF CIVILIAN DEFENSE
WASHINGTON, D. C.

CAP
BULLETIN

CIVIL AIR PATROL

No. 25
July 17, 1942

Unit Commanders: Details as to the grounding of non-military aviation on the East Coast are not fully available. The effect on CAP activities in the area will be discussed in an early issue of the Bulletin. Coastal patrol, of course, goes on as usual.

MEN AND PLANES--Out of the active duty applications received at National Headquarters, assignments of personnel are being made every day. All Wings are urged to get the blanks in quickly. Don't hold them at Wing Headquarters. Mail as soon as they are received and keep the duplicates for Wing records. No letters of transmittal are needed. Just mail the blanks; air mail in cases of unusually qualified people and good planes.

We particularly need to spot all good planes of 80 horsepower and over ready to go now. There are plenty of aircraft in the country. But in most cases it takes time to get them. There are overhauls to be made; instruments to be added to conform to the standards regarding which you have been advised in Operations Directives. There are times when National Headquarters has to get on the phone to find equipment that is immediately available.

Let us hear about Fairchilds, Stinsons, Beechcraft, Wacos, and other heavier planes that are ready, with or without pilot, for active duty service at CAP hourly rates of compensation. Be sure that they are really in shape. CAP can't use stuff ten years old for the protection of the men who fly the missions of the Patrol. In a few cases, planes which have arrived for active duty have had to be sent back to their home airports.

Airworthy equipment is wanted and if you have it you will serve your country by making it available. Advise your Wing office today.

GROUND PERSONNEL--As well as pilots and observers, CAP missions need auxiliary workers. At least half the personnel for active duty will be on ground service. Mechanics, radio operators and technicians, plotting board operators, clerk stenographers, and guards are required. All unit commanders are asked to get this word around and urge their members who are qualified for ground duties to sign up as V members.

RADIO--The Federal Communications Commission, at the request of military authorities, is ceasing to issue new licenses for aircraft radio in the absence of proof of military necessity or public need which cannot be fulfilled otherwise. Radio sets and parts are scarce. Even a pilot who has a receiver ready to install cannot be licensed without proof of wartime need. The policy is to curtail use which uses up tubes and calls for replacement parts. Neither is it desired that unassembled parts be made into sets for non-military use since the parts can better be used in the war effort for replacements in sets now in use.

This is a tough break for a lot of the boys but that is how it is. CAP practice operations are not sufficient grounds for license. But planes actually to be assigned to CAP active duty missions will be certified to FCC by CAP Headquarters with recommendations that licenses be granted. Details are being worked out and will be reported shortly.

UNIFORMS, INSIGNIA, AND RANK--All directives regarding uniforms are being consolidated in one memorandum (GM-45) which is now being printed. This includes all the new information about the wearing of Army rank insignia by CAP officers. Don't pin on those bars till you get the directive.

RESCUE ON WATER--Two members of Squadron 632-2, based at Detroit City Airport, Mich., witnessed the capsizing of a sailboat on Lake St. Clair. Despite hazardous weather conditions which kept planes temporarily grounded in the area, they took off in a light plane equipped with pontoons and effected a difficult landing on the water none too soon. Of the three people in the boat, one was so exhausted that he had to be taken into the plane while the other two were able to cling to the pontoons until a Coast Guard cutter came for them. Thus at least one life and possibly all three would have been lost had it not been for the prompt action of the Patrol. Gordon Smith, Pilot, and Wesley Smith, Observer, have been cited by the National Commander for distinguished service, and the warm congratulations of the Patrol go with this citation.

SECOND JAMESTOWN RENDEZVOUS--Last year, nearly 500 pilots and observers in more than 230 planes gathered in Jamestown, N. Y., to propose a "Civilian Air Defense Reserve". On July 25 and 26, Group 217 is holding another big rendezvous open to members of the Patrol. Prizes will be offered to the pilot coming the longest distance, the Squadron having the largest percentage of planes and pilots present, the Squadron flying the most plane miles, and other events. Saturday evening there will be a cruise on Lake Chautauqua. Discussion meetings will be held on vital CAP topics and the units will be reviewed. The National Commander will be there if possible.

MEETINGS IN STATE HOUSE--"Chairs in the Mississippi House of Representatives, no longer permitted to accumulate post-legislative dust, are occupied each Tuesday and Thursday evening by feminine members of the Civil Air Patrol", according to the Jackson Clarion-Ledger. "Mrs. Paul Johnson, Deputy Squadron Commander, presides over meetings with the military efficiency of a C.O."

PLANES FOR TRAINING--The Atlanta Squadron, commanded by Capt. Leo S. Bosarge, is acquiring two planes with the help of funds from local citizens so that gaps left in the organization by members in the armed services can be filled by training of more pilots at low cost.

SAVE TIRES--Here is how the Cleveland Group worked out its share-the-ride plan. In the hangar of each of the four Squadrons is posted a map covering all Cleveland and the surrounding territory. The map is divided into 208 zones. Posted with the map is a list of all Squadron members with business address in black and home address in red. Names are listed by zones and a member whose place of business is in a different zone from his home is listed twice. This permits anyone to determine who lives or works nearby so that arrangements can be made for trading rides to and from the airport. Always remember that even if you can get gasoline, you can't get tires and every time your wheels go round brings you that much closer to the finish of the ones you have.

NEWSLETTERS--More and more CAP units are publishing attractive newsletters. The New Jersey Wing News is something extra special, a printed four pager full of action pictures such as message pickup and gas mask demonstration. The C.A.P. Flyer is the name of North Carolina's new publication.

IDENTIFICATION CARDS--The North Carolina Letter reminds members that on any mission the CAP identification card must be carried at all times.

NO SECRET--"The Civil Air Patrol flies on, its missions cloaked in secrecy. That the CAP is doing a grand job, however, is no secret, military or otherwise." Atlanta, Constitution.