

CIVIL AIR PATROL

Unit Commanders: As the Civil Air Patrol is given opportunities to perform a widening variety of wartime missions, its field of usefulness is expanding. There is good reason to believe that many members heretofore engaged only in practice exercises soon will have an opportunity for active service. Here is the general situation--

NEED FOR AVIATION RESOURCES--With equipment rolling off the assembly lines ahead of schedule, America is able to supply and thus to expand the armed forces faster than was though possible at the outset of the war. The demand for aviation personnel therefore is heavy and will become more so as the weeks go by. To help meet this need, the Civil Air Patrol is serving in four ways:

1. Missions for the armed forces. Each aviation task performed by civilians and their equipment helps release military planes and airmen for combat duty. Such work as the anti-submarine coastal patrol, forest patrol, and courier service helps free the armed services from home front tasks and is a substantial contribution to the conduct of the war.

2. Men for other services. Already the Patrol has furnished hundreds of experienced men as ferrying pilots and instructors. Many have gone into military aviation and into the aircraft industry. The armed services have full access to the detailed records of the skills of all CAP members. The demand for men is increasing.

3. Civilian missions. The Patrol is cooperating with civilian defense through mock air raids, blackout observations, and tests of the spotter system. It is flying on search and disaster relief missions and plans extensive forest patrol.

4. Practice--When not engaged on active missions each member is practicing intensively to learn military discipline, organize full-strength units, acquire advanced aviation experience, and be ready for all types of assignments.

Your National Headquarters realizes that the taking of men for other services is causing some difficulties and calls for constant revisions in unit staffs. But from an organization viewpoint, this turnover has the highly beneficial effect of giving incentive to members down the line. The member who carries out orders with smartness and precision can do so with confidence that opportunities for promotion within the Patrol may be rapid and assignment to active duty may be quickly attained.

You can bring in recruits with the conviction that the Civil Air Patrol is a route to careers in aviation. Within the next few days, important announcements will be made as to pending opportunities for service. All members should give careful thought to the length of the periods of continuous service for which they can volunteer if called to active duty assignment, with compensation, in the Task Forces of the Patrol.

WING COMMANDERS--It is URGENT that you complete Forms 9 and 10, regarding available equipment and personnel, if you have not already done so. This information is needed now.

AID IN MANEUVERS--Kansas Groups have carried out a cooperative mission in maneuver with a mechanized Army unit. The entire exercise was directed by radio from a plane flown by Wing Commander J. Howard Wilcox and an Army officer. Despite bad weather, 11 planes arrived on schedule. Another project, planned to involve message pick-up, bomb dropping, observation, and liaison was conducted with State troops. At the request of the Nebraska Wing, an Army officer was recently flown on an urgent trip.

SMOKE-OUT TESTS--"Unimpressive from street level, Cleveland's first trial smoke-out was considered highly successful", according to a report in the Cleveland PRESS. "'Familiar as I am with this territory, I could not pick out certain objects,' said Mrs. Arlene Davis who piloted one of the five CAP ships which went up to observe the demonstration." The smoke was released from the stacks of industrial plants in what is thought to be the first test of its kind conducted by civilian defense workers.

NEW YORK SUPPLY DEPOT--Group 221, New York, has set up a Quartermaster Intermediate Depot at Roosevelt Field, Mineola, L. I., to assemble aircraft parts and other CAP supplies and make them available for Patrol operations quickly at a minimum of expense. Merchandise and equipment will be sold for spot cash at the cost paid by the depot plus transportation and insurance plus 5% to cover loss, damage, and miscellaneous expenses. Supplies will be controlled by the Group Equipment and Supplies Officer, Charles L. Foley, and will be released by him only on duly signed requisition. Several members of the Group made loans to start the operation.

The QMID has officers assigned to stores, finance, engineering, procurement, and record, and has a clerical staff. The Procurement Officer, J. C. Welsch, has been interviewing manufacturers to secure their cooperation. Priority in issuing equipment will be given to missions deemed most urgent. John Walker is the Equipm and Supplies officer of the Wing.

SURPRISE FLIGHT MISSION--Over 40 planes from Iowa Squadrons at Des Moines, Jefferson, Fort Dodge, and Marshalltown participated in a surprise flight mission at Ames for a Sunday rendezvous. The mission involved synchronized arrival at a given point, precision following of a given pattern, and return to base. While the boys found points that needed brushing up on navigation, the mission went off well and was a credit to CAP.

BIG TEXAS MEETING--At a meeting in Big Spring, registrations showed 93 planes and 382 guests in attendance. Texas Squadrons are planning flights to other unit bases for breakfast meetings.

SHAM BATTLE--The Indiana Wing reports a "terrific sham battle" between Indiana University R.O.T.C. and two flights from CAP at Bloomington. The "enemy raiders" flew over the training corps in formation at one-minute intervals and dive-bombed the units, peeling off from 1800 ft., diving to 1000 and re-forming. Ultimately the bombers were beaten off as per plan. CAA inspectors collaborated and the whole countryside turned out for the show.

CHINESE AMBASSADOR TO FLY IN CAP PLANE--Nebraska Wing Commander I. V. Packard is making arrangements to fly Dr. Hu Shih, Chinese Ambassador to the United States, from Topeka to Omaha in a CAP ship for a speaking engagement since connections cannot be made by other forms of transportation.

Let's think of this as a reminder of the Chinese Relief Fund to help our good Allies who are putting up such a magnificent fight for their freedom and ours.

FIGHTING FOREST FIRES--Georgia CAP planes from Atlanta and Dalton, have been flying over smoke shrouded mountains to aid the U. S. Forest Service in fighting serious fires in the Chattahoochee National Forest. With visibility blotted out, detection of new blazes from lookout towers was impossible and it was a job for aviators.

Fires of incendiary origin blazed in ten places in the forest, but were soon brought under control. According to a report in the Atlanta CONSTITUTION, Georgia Wing Executive Officer Tom Daniel, Operations Officer Lee Wiley, and Assistant Regional Forester A. C. Shaw flew over the entire north Georgia area to survey the blazes and to map further patrols during the emergency period. If necessary, the Wing can mobilize 70 or 80 planes for the work. Aerial patrol not only can detect fires before they have a chance to spread but, it is hoped, may help track down the firebugs.

ST. LOUIS HAS WOMEN'S SQUADRON--One of the few women's Squadrons of the Patrol is flying at St. Louis, Mo. Shortly after the CAP was formed, more than 60 women members of a local flying club volunteered and set up their own unit. The only male member is the Medical and Personnel Officer.

GRADUATION EXERCISES--Formal graduation exercises were held last Sunday by the Squadron at Ithaca, N. Y., on completion of the 80-hour series of basic drill and training courses. At ceremonies at the airport, Harold E. Cobb, Group Commander, presented membership cards and the Squadron put on a series of demonstrations. Formation flying, a mock air raid, military drill, aerobatics, radio technique, first aid, and accuracy bombing were included in the program. Reviewing stands were provided for the Mayor, visiting airmen from other cities, and the public. It was a good show which other Squadrons may well copy. Elmer Hurst is the Squadron Leader and Father Donald M. Cleary, Chaplain of the Newman Club Federation, was chairman of the Program Committee.

COYOTE HUNTING--Aerial hunting to protect livestock from depredations by coyotes is a serious business out in the plains country, the more so in wartime when sheep and cattle ranchers are feeding the supply lines. On petition of T. B. Roberts, Jr., CAP Wing Commander for South Dakota, CAA has granted clearances so the hardy coyote hunters can fly again.

Tracking and shooting these small marauders from aloft is a "neat operation", as Mr. Roberts describes it, and no job for novices. When a coyote is sighted in the brakes, the plane makes a circle and flies behind him at 50 to 75 feet altitude, zigging and zagging to keep from over-flying him. Thus the animal is driven to the higher open ground where the plane circles and comes in low behind him. The pilot must keep his eyes on his flying rather than on the coyote while the observer blasts away with a shotgun.

Then the plane lands on the nearest flat area. Both the pilot and gunner walk back to skin out their quarry. "The worst part of it", Mr. Roberts says, "is that you have to ride back to port with the pelts in the cockpit. When you get out at the end of your ride, you are usually covered with so many fleas that it is not always all the joy that it might be."

Since coyote pelts fetch \$8 or \$9 each, the hunting better than pays for flying time. One member of the South Dakota Wing has taken right around 100 coyotes already this year.

FLYING PARSONS--National Headquarters would like a list of members of the clergy within the ranks of CAP -- just names, addresses, and a few words to identify religious background -- in order to answer inquiries which have come in.

NOTAM--CAA's weekly Notice to Airmen, though on the restricted list, can be read by CAP members at CAA offices and weather stations. CAA is willing to send it to CAP units without charge. Requests should not be made by units already having ready access to copies at their bases and should be held to one copy per Squadron unless there is some special reason for getting more, such as the basing of Flights at different airports. Squadron Commanders or their Executive Officers may write directly to Information and Statistics Service, Civil Aeronautics Administration, Commerce Building, Washington, D. C. They should sign by their CAP title and serial number so CAA can be sure the requests are bona fide.

FIRE FIGHTING--North Carolina Wing Commander J. M. Horner, Jr., recently was called by the Governor's office to aid the U. S. Forest Service officials in fighting a serious fire in the Pisgah National Forest. A CAP plane carried two rangers over the area. A large portion of the flight was on instruments due to heavy smoke. Observations aided materially in getting the fire under control. CAP also carried State Guard officers on duty to help fight the fire.

MEDICAL SUPPLIES FLOWN--In the face of hazardous flying conditions, the Civil Air Patrol went into immediate action to fly vitally needed supplies into the cyclone stricken area at Pryor, Okla., it is reported by Wing Commander Moss Patterson. The tornado took more than 70 lives and left 350 injured. A CAP plane flown by Squadron Commander Charlie Rhoades and navigated by George Moeser, both of Oklahoma City, braved personal danger in the face of adverse weather conditions to take in vitally needed tetanus and typhoid serums. CAA cooperated fully in special flight clearances. The Kansas Wing stood by ready to aid if necessary.

COOPERATION WITH SKI TROOPS--William V. Mason, Vermont Wing Adjutant, has flown an observation mission in cooperation with the National Ski Patrol. An area inaccessible from the ground needed reconnaissance. The Army was given the data.

BLACKOUT TESTS--So many units have been making night flights to observe the effectiveness of blackouts, in cooperation with local defense officials, that such missions aren't news any more. But they are mighty desirable work for the Patrol. The planes make the exercises more realistic to the citizens who cannot be too often reminded that the intensive preparations the Government is urging them to make are not just for fun.

WELCOMING NEW MEMBERS--Congressional Airport Squadron 334-1, Maryland, has a little mimeographed folder which welcomes new members and tells them this:

"Those of us who have been in the Squadron for some time have found that our whole life has resolved itself into earning a living, meeting a minimum of social obligations, and our work for the Civil Air Patrol. We are assuming that you are one with us in the determination to see this thing out and prepare yourself for Civil Air Patrol's part in National Defense."

The folder goes on with informal notes on the set-up local and national, including a list of Squadron officers and terse suggestions to help the fledgling member get oriented. That's good stuff.

In recruiting, please note the continued need for bringing in mechanics and radio technicians who will be indispensable on wartime missions.