

CORNELIUSKER CAP NEWS

Vol. 1, No. 8

Official Publication of the Nebraska Wing—CIVIL AIR PATROL

April, 1943

Squadrons In Omaha Patrol River Flood

In the gravest emergency that has faced Nebraska since the CAP was formed, members of the Nebraska wing have been carrying out their duties in a manner calculated to justify the existence of the organization.

The emergency was caused by the boisterous Missouri river, which staged one of the most disastrous floods in its history, inundating thousands upon thousands of acres of land along Nebraska's borders, intruding on farmsteads, driving people from their homes, marooning livestock.

When the gravity of the situation became apparent, the wing immediately ordered the Omaha squadrons to establish patrols. The wing's Second Air Force Courier Service station at the airport was designated emergency headquarters, and the courier operations officer, 1st Lt. Carl Lang, was named emergency operations officer. River flood maps were obtained from the U. S. Army engineers and arrangements were made for boats at the airport, "just in case."

Services of the CAP were offered to the U. S. army engineers, the mobilized state guard, airport weather bureau, Red Cross, etc. The engineers and weather bureau sent representatives on observation flights, and the state guard maintained liaison with the CAP to get information obtained by the pilots and observers. Reports on specific observations were also made to the engineers and the weather bureau, which had the important responsibility of forecasting the river's probable rise.

In at least one instance a CAP flier, Donald Henry, reported to the army engineers the situation and location of three persons who apparently were marooned. They made numerous reports on stranded livestock, which the engineers were attempting to rescue.

On the first day of the patrol, Lts. Leonard Heinsen and Carl Lang made an aerial patrol to which was carried on the front page of the Omaha World-Herald, and carried by Wirephoto.

Members of Omaha Squadron No. 1 worked on the river dike, filling sandbags, two nights, for which they were warmly praised



Lt. Smith

Lt. Luhrs



Lt. Bergstrom

Lt. Walker

The Nebraska wing members pictured above have earned the right to wear the coveted winged foot which signifies that they have served as pilots in the courier service. They are Lt. James H. Smith, Grand Island, Lt. H. O. Bergstrom, North Platte, Lt. Arthur Luhrs, Imperial, and Lt. Robert S. Walker, Omaha.

In ordinary life Lt. Bergstrom is a Union Pacific engineer. Came the war, and he swapped the throttle of an iron steed for that of a winged steed.

WING HAS NEW COURIER BASE

The Nebraska wing has taken over the Nelson Flying Service hangar at Omaha Municipal, as a base for the courier service operated for the Second Air Force.

The hangar is owned by Marion Nelson, member of Omaha No. 2 squadron. Nelson formerly had CAA contracts, but now is instructing in the Burnham-Miller. WTS school.

by Commissioner Harry Trustin.

(Note: The above was written before the flood reached its crest and flooded the Omaha airport. Next issue The News expects to carry more information on flood activities, and the names of those who flew patrols.)

New CAP Rules Out: Training Broadened

After a period marked by uncertainty regarding its own future, the Civil Air Patrol once more is "on the beam," as a new set of rules from national headquarters makes its future appear even more promising and useful than the past has been.

The new rules embody a number of important changes.

Hereafter an applicant for membership in CAP is accepted only on a provisional basis until he has earned his card by completing 25 hours of CAP training.

A new system of designating units is revealed. Wings are to be named after their states. Squadrons will be identified by city or county names or by numbers. For example, instead of No. 761-2, it will be Omaha squadron No. 2. Each squadron will be divided into from two to six flights, which will be designated by letters of the alphabet. Flights may be divided into sections, including sections for special duty, such as photography, or medical, or band.

An expanded training program is revealed, listing 375 hours of training, including required and optional courses. A number of training directives, training memoranda, general orders and general memoranda are declared obsolete.

Enlistments in CAP will be for the duration, plus six months. A member may be ordered to CAP operations duty but the usual procedure except in emergency will be to permit him to apply for assignment. A member who is accepted for active duty and then fails to report or be available during that term is liable to revocation and cancellation of his license to own, operate and service any aviation and radio equipment.

If a member in CAP uniform should be captured by the enemy his status would be that of a prisoner of war, rather than a spy or a civilian taking unlawful part in combat. The CAP emblem is registered internationally.

The Scottsbluff squadron, bereft of a field, will take part in an aviation field day at Mitchell, where citizens are trying to arrange for an airport.

CORNHUSKER CAP NEWS

Published each month by the Nebraska Wing Headquarters of the Civil Air Patrol. Offices at 502 South Nineteenth Street, Omaha, Neb.

Extra copies may be obtained by writing to Wing Headquarters. Five cents each.

Wing Staff

Commanding Officer Harry B. Sidles
 Executive Officer M. M. Meyers
 Adjutant Dorothy G. Orr
 Operations Officer Vic M. Schroeder
 Training Officer G. Crawford Follmer
 Intelligence Officer Lawrence Youngman
 Supply Officer Rudy Mueller
 Transportation Officer Earle C. Reynolds
 Communications Officer Harry Burke
 Engineering Officer William A. Fraser, Jr.
 Medical Officer Dr. J. A. Tamisiea
 Liaison Officer Gould Dietz

Editor Lawrence W. Youngman
 Photo Editor Robert C. Fisk

The CAP NEWS is printed by the Citizen Printing Co., 2308-10 N Street, Omaha, Nebr.

ADVICE ON THE PROPER USE OF HIGH OCTANE GASOLINE

By Capt. W. A. Fraser, Jr.

Many tales are being passed around at the present time concerning the effects of using gasoline being sold for consumption in privately owned aircraft. The following explanation is offered in an effort to settle some of the controversy on this subject.

The war has caused the government to order all aircraft gasoline below a 90 octane rating to be made from a basically low grade gasoline. Modern engines will detonate and overheat badly if such fuel is ever used without increasing its octane rating.

The designers of all engines proceed from the start by specifying that the gasoline used must be above a certain minimum specified octane rating. Then the cylinders are designed to have the highest possible compression ratio when using this fuel. A high compression ratio is a fundamental requirement for high horsepower output from the cylinders. If the octane rating of the fuel is lower than that specified from the beginning, then combustion takes place in the cylinder with detonation and overheating resulting.

The octane rating of gasoline can be increased by adding a small quantity of "Tetraethyl" lead fluid. This accomplishes the all important purpose of suppressing detonation without creating any other difficulties during the process of combustion. Over a period of time, however, a small amount of lead and a trace of other chemicals are deposited in the combustion chamber and upon the exhaust valve mechanism. This in turn restricts the action of the spring operated exhaust valves by causing too much friction between valve stem and valve guide. The valve seat can likewise be-

Reproduced here—but without the original coloring—is the striking Civil Air Patrol poster which has been issued by the Office of Civilian Defense. Copies of this 20x24 inch poster may be obtained at Wing headquarters.



come pitted which allows compression leakage and consequential burning of the valve face.

The above paragraph is the sole reason why "leaded" gasoline must be used, but which need not have a higher octane rating than that minimum specified by the engine manufacturer. It has been the practice to add one tenth of one cubic centimeter to the basic low grade fuel to raise its octane rating to 73. Likewise two-tenths are added to produce 80 octane gasoline.

This currently unavoidable problem of high lead content causes the pilot or owner to make certain concessions to his engine as follows:

1. More frequent top overhauls will be required to prevent exhaust valves from blowing and RPMs from falling off too much.

2. Steady insistence upon the use of the proper minimum octane gasoline. But when this is not available it is absolutely imperative that a higher rated fuel be used rather than a too low rating. No harm will result from using fuel with octane rating above

100, as an example, as far as power output of the engine is concerned.

3. On cross country trips in smooth air change your throttle position from time to time to prevent engine from running at the same speed and thus forming concentrated deposits of lead in the combustion chamber. In rough air the plane bounces around enough to change the lead on the engine and cause it to change speed slightly and thus accomplishes the desired result.

NEBRASKA CAP BUYS TRUCK

A sturdy and serviceable panel truck has been purchased by the Nebraska wing, from Station WOW, with funds appropriated by the Nebraska Aeronautics commission. Extra equipment includes a generator for radio and floodlights, and big plans are being made for the use of the vehicle.

Space permitting, The Nebraska Cornhusker News hopes to publish a roster of all staff members in the state in the May issue.

NEW COMMANDERS NAMED FOR TWO STATE SQUADRON

Appointment of two new squadron commanders has been announced by Maj. Harry B. Sidles, wing commander.

Lt. Frank Bringham, flying school operator at Crete, has been named commander of Squadron No. 762-3. He succeeds Marion "Bud" Stiegelmar. Bringham is one of Nebraska's best-known and best-liked commercial operators, and was a group commander when C. A. P. had a group set-up in Nebraska.

Lt. Mat P. Brennan of Scottsbluff has been named commander of No. 765-1. Brennan succeeds E. V. Hogan who has moved from Scottsbluff. Brennan who is a flier, has been executive officer of his squadron since its organization, and has been one of the main reasons why the C. A. P. at Scottsbluff has operated so successfully.

START OMAHA-SALINA SCHEDULE ON APRIL 1

Effective April 1, the Nebraska wing courier service between Kearney and Salina, Kansas, was eliminated, and a new run from to Salina, via Fairmont, was inaugurated.

The Harvard-Grand Island-Kearney Courier run connects with the Omaha-Salina run Fairmont.

The Nebraska courier service continues to set a very high standard. Mishaps have been infrequent, and of a minor nature. The Second Air Force's increasing use of the service is demonstrated by the rapidly growing loads that the pilots are called upon to haul. Courier pilots never miss an opportunity to mention, in glowing terms, the courteous and hospitable treatment accorded them at army bases.

Active in Squadron No. 761-2 since its organization a year ago, Mrs. Edward Riss, wife of a pilot with the army reserve war training service, is clerk-typist for the Nebraska C. A. P. courier base, which has headquarters at Omaha Municipal airport. She is studying ground courses at the University of Omaha.



Officers of the Crete squadron report that their training program is in high gear. In evidence they submitted a training schedule worked out for all meeting through June.



Studying methods that they hope will never be needed, members of Squadron No. 761-1 are working assiduously at the task of developing a top-notch crash crew at Omaha Municipal airport. The work is directed by Dr. A. D. Cloyd, squadron medical officer, who has been assisted by City Fireman J. Flannagan. Pictured here as they inspected an asbestos suit at the airport firehouse are: left to right, standing—R. W. Houghton, Fireman Flannagan and J. K. Ewing; kneeling—C. E. Babcock, G. D. Garst, C. L. Gordon, D. C. Henry and E. Shaifer.

FREMONT MEMBERSHIP EMULATES SKYROCKET

Since its reorganization slightly over a month ago the Fremont squadron has staged the most phenomenal recruiting program in the history of the Nebraska wing. And this was done during a period in which the future of C. A. P. was tinged with uncertainty.

Squadron Commander Arthur Baldwin reports that the squadron now includes 61 Fremont members, 25 in David City and 15 in Wahoo—a total of 101. The David City recruiting began after three fliers attended the reorganization meeting in Fremont.

From Wahoo, Fred Kolterman attended a Fremont meeting, went home with the bug, and he predicts that the total of 15 members will soon be increased to 25.

Commander Baldwin announces the appointment of three additional members to his staff: E. D. Diers, operations officer Lt. Dillon Huder, training officer, and Forrest Rose, supply officer, and Mrs. Bess Spanglar, adjutant. He had previously appointed Bob McDonald executive officer.

"We have a very live unit," observed the commander. "Our members are certainly sold on C. A. P. They all show up for the meetings."

The squadron has three drill sessions, and is well-started on the training directives.

Wing headquarters has been advised as to the proper procedure for transfer of title of airplanes under the WPB freezing order, No L-262.

CRASH DEMONSTRATION DRAWS A LARGE CROWD

Well, sir, C. A. P. officers didn't realize there were that many member cadets in this part of the country.

On April 2, a special demonstration of crash crew operations was staged at the Omaha Municipal airport, under direction of Capt. Earle Reynolds, wing transportation officer and Airport Superintendent William R. Milner.

Member cadets just kept a comin' and a comin' until there were about 250 altogether. Last time anyone counted noses around Omaha there were only "upwards of a hundred" members.

Several outstate communities were represented. From way out west in North Platte flew Dr. L. F. Valentine, executive officer of his squadron, and H. W. Wright, drill sergeant, "just to see what you folks are doing here. Commander Baldwin and a sizeable delegation from Fremont were on hand, as well as members from Wahoo and David City, and about 30 761-2 members from Blair.

The crash crew, made up of members from Squadrons No. 761-1 and 761-2, demonstrated how to rescue a pilot from a plane, how to use grappling hooks to pull a plane apart, and how to fight a fire in a plane. The dummy plane burned so fiercely that it required the city's new crash truck to extinguish the fire, after hand extinguishers had failed.

In addition to the demonstration, the local squadrons and cadet units engaged in outdoor drill for the first time this season.

Ask CAP to Organize To Protect Airports

In line with C. A. P.'s purpose of utilizing available qualified persons and equipment to assist with prosecution of the war, national headquarters has requested that "Emergency Airports Security Units," which should be prepared to render any service needed. This development increases the scope of C. A. P. service.

The unit should be prepared to perform any of the following functions: Provide adequate armed guards at any given airport location; to quickly render a landing area unusable by hostile aircraft; to properly remove wreckage and debris from the landing area; to make adequate emergency repairs on runway or landing surface, such as filling in bomb craters, washouts as a result of flood, etc.; to provide an emergency fire service for the extinguishing of fires in aircraft, buildings or airport appurtenances; to provide adequate First-Aid; to properly direct the dispersal of aircraft on and around the landing area; to render aircraft temporarily unserviceable, without damaging the aircraft; to furnish adequate protection to gasoline facilities, water systems, and communications, and to set up emergency communications in event of the failure of established communications; to properly handle and police the public in the event of the evacuation of an area; be prepared to move into a given area, either by air or ground transportation.

Training Directive No. 33

3. Equipment.

Such Units should be equipped with hand tools and equipment that might be necessary to perform any of the above functions, together with at least one truck of adequate size and nature to transport such equipment.

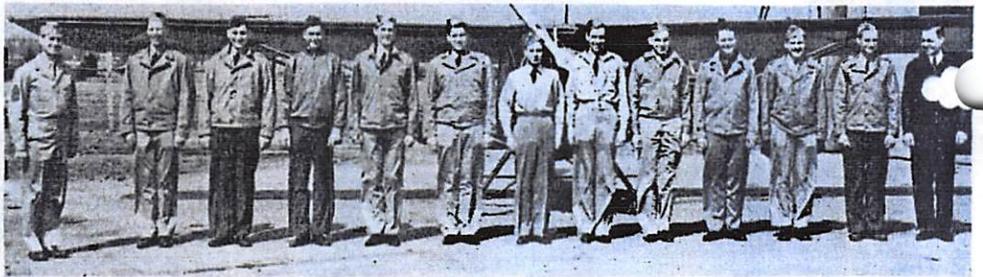
4. Personnel.

It is recommended that each Unit be composed of one "Emergency Unit" Commander, and two Assistant "Emergency Unit" Commanders, a Transportation Officer, in addition to fifty enlisted personnel. Enlisted personnel to include a first-sergeant, three sergeants, and four corporals.

WING OFFICERS VISIT GRAND ISLAND AGGREGATION

Three members of the wing staff, Maj. H. B. Sidles, commander, Capt. William A. Fraser, engineering officer, and Capt. Lawrence W. Youngman, intelligence officer, met with Lt. C. F. Larsen and his Grand Island squadron Saturday and Sunday, March 6 and 7.

The wing representatives were entertained at a dinner at the Stratton hotel Saturday evening by Grand Island staff members,



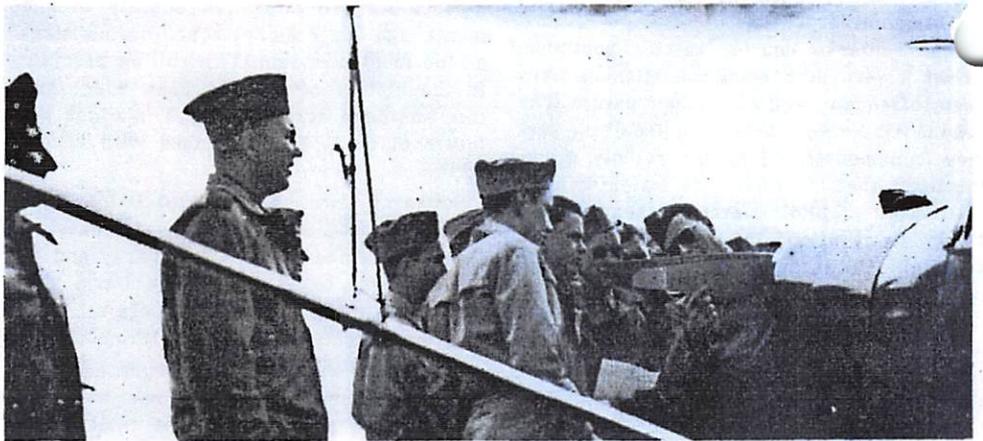
Pictured here are the elected members of the staff of 761-1's cadet squadron. Left to right Sgt. F. F. Nebergall (of 761-1), Lt. Richard Minard, personnel officer, Lt. John Wrabetz, communications, Lt. Bog Rankin, training Lt. Eddie Dworak, executive, Lt. Roland Reifschneider, adjutant, Capt. Robert Bloom, commander Technical Sgt. Robert Jay, 1st Sgt. Jerry Vacek, Lt. Joe Bachman, operations, Lt. Allan Mavis, intelligence, Lt. Fred Randall, training and Lt. Lloyd Williams, supply. —Fisk Photos.



These men, all sergeants in 761-1, are guiding the 761-1 cadet squadron. Left to right, they are: Robert Fisk, P. K. Patrick, Drew Adams, and L. A. Cutler. The chief cadet advisor, Sgt. Roy Highfield, and Sgt. Cecil Henkels are not in the picture.



Robert Bloom, whom the cadets selected as their captain.



A study in preoccupation; members of the cadet squadron engage in a "line inspection" of a plane at the Municipal airport.

and then spoke at a squadron meeting at the KMMJ studio Sunday morning.

"The wing staff is proud of the Grand Island squadron," said Maj. Sidles. "The way they are going ahead, despite the fact that they have to leave the good municipal airport and stake their planes out in the open, should be an inspiration to CAP members of the whole state."

The squadron has a rule that members who fail to attend at least three meetings a month are dropped.

The trip had its educational interlude for one member of the wing staff. "Ahem," said Maj. Sidles. "So it cost you \$40. I could have taught you to roll 'em for less than that."

CAP COMMISSIONED TO FLY BLOOD PLASMA

The U. S. Director of Civilian Defense has made arrangements so that the Civil Air Patrol will fly blood plasma supplies into stricken areas in the event of emergencies.

In instances where, due to bombing, fire, tornado, etc., it becomes necessary to supplement stocks of blood plasma in stricken areas, and where other methods of transportation are not available or are inadequate, the Regional Medical Officer of Civilian Defense should contact the appropriate Wing Commander of Civil Air Patrol and request emergency air transportation for the plasma.