

# CORNELIUSKER CAP NEWS

Vol. 1, No. 9

Official Publication of the Nebraska Wing—CIVIL AIR PATROL

May, 1943

## WELCOME, COMMANDER E. L. JOHNSON!

### Omaha-McCook Run Inaugurated in May

Another addition to the courier service which the Nebraska wing operates for the Second Air Forces was added May 9, when a run from Omaha to McCook was inaugurated.

The plane connects at McCook with a schedule which the Colorado wing operates between Colo. Springs and McCook, to provide the air forces with direct Omaha-Colo. Springs service. First to fly the run was Lt. T. E. Ross, Grand Island, who also inaugurated the Omaha-Grand Island run December 15.

Arrangements for the service were completed when Maj. Harry B. Sidles, Nebraska wing commander, went to Denver a few days earlier to confer with Maj. Philip H. Hinkley, liaison officer between CAP and the Second Air Force, Maj. Harold R. Smetwills, Colorado commander, and Maj. J. Howard Wilcox, Kansas commander.

Hinkley reported that CAP planes are now flying mail and cargo for the army air forces at the rate of 16 million ton-miles per month, and that the service rapidly is being expanded still further.

Effective May 17th the Lincoln Air Base was made a stop on the Omaha-Fairmont-alina schedule.

### PLANE RENTAL RULES;

#### CAA HAS FINAL WORD

Repeatedly asked for clarification on the status of CAP members who wish to buy instruction or flight test time, national headquarters has outlined the situation as follows:

Under present rules, those who will be permitted to buy flight time to advance their skill for the war effort must be between 18 and 40 years of age and must meet the physical requirements for a commercial certificate. Training must be for one of the following 5 services: (1) pilot in authorized CAP services; (2) pilot in armed forces; (3) flight instructor in Army, Navy, CAA, or Airlines Air Training Institute contract flying school; (4) pilot for scheduled

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Lt. Col. Earle L. Johnson

### Col. Johnson Will Be Nebraska Wing Guest

On Saturday, May 22, the Nebraska wing will have the honor of acting as host to Lt. Col. Earle L. Johnson, Washington, D. C., national commander of the CAP.

A banquet in his honor is to be given at the Fontenelle hotel in Omaha at 1900 hours. A number of prominent civil and military officials are expected to be guests.

Col. Johnson is a director of the National Aeronautic association, and the Omaha chapter of the NAA is joining hands with the CAP in sponsorship of the banquet.

"We expect the event to mark one of the red-letter days in the history of the Nebraska wing," said Maj. Harry B. Sidles, wing commander. "We are more proud than we can say to have Col. Johnson accept our invitation."

On the following day the national commander will attend an all-day meeting of the Iowa wing at Des Moines.

Col. Johnson is one of the principal reasons why the CAP has made such an excellent record that the war department wanted it (and got it) as an auxiliary to the army air forces. He has been active since the start. An Ohioan, he initiated the Ohio wing long before there was any such thing as the CAP, and then moved on to the national scene as civilian fliers were organized into a national group.

### Transferred, Cap Now Is Air Force Auxiliary

On April 29 the Civil Air Patrol was transferred from the Office of Civilian Defense, which had created it the week before Pearl Harbor, to the U. S. war department, under which it is now operating as an auxiliary to the army air forces, and under direct control of General H. H. Arnold, commander of the army air forces.

The war department immediately announced that it contemplates no change in the administrative and operating methods of the CAP. Since its inception, the national organization has been headed by air corps officers, and the greater share of its missions have been for the army. Hence, prior to April 29 it was under a sort of dual directorship. The transfer had long been anticipated.

The O.C.D. heretofore has paid the administrative expenses of the CAP. Per diem of pilots and costs of operation, maintenance and depreciation of their planes for

(Continued on Page 3)

### OMAHA CAP TO ASSIST

#### AS 'CHUTISTS' HIT SIK

The wing staff and Omaha units of CAP will play host to 20 officers and enlisted men of the 507th Parachute Infantry, Alliance air base on Saturday and Sunday, May 22-23

The paratroopers will be in Omaha that date for a mass jump. They are bringing their mascot, Geronimo, a German shepherd dog, to the Nebraska Kennel club's annual dog show, where Geronimo will be made a sergeant in the K-9 corps. The paratroopers thought they should come along, and 16 of them, as well as Geronimo, will jump.

The CAP will meet the paratroopers at the Municipal airport on Saturday. The soldiers will be guests at the dinner in honor of Lt. Col. Earle Johnson, national commander, that night.

On Sunday the CAP will be in charge of arrangements at the jump field, where many thousands of Omahans are expected to gather.

## CORNHUSKER CAP NEWS

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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.  
 Liaison Officer ..... Gould Dietz

Editor ..... Lawrence W. Youngman  
 Photo Editor ..... Robert C. Fisk

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## From the Photo Editor

(By Bob Fisk)

The Cornhusker CAP News is your newspaper, carrying news of your squadrons, printing pictures to more graphically show the activities in which you and your squadron are involved.

In order that your squadron be represented pictorially, your photo editor recommends that a photo section or, at least, a photo Sergeant be appointed whose duty will be to take pictures of your more interesting activities and then turn them in to the Cornhusker staff.

The subject matter in these pictures should be compact and, whenever it is possible to get the idea across, should not show more than three to five people. Each picture should contain a center of interest, unless of course it is a group picture to show squadron membership, etc.

Keep your prints full of detail, not too much contrast or too flat. If you can't make the prints, send us the negative, along with your name and address and we will see that the negative is returned in good condition.

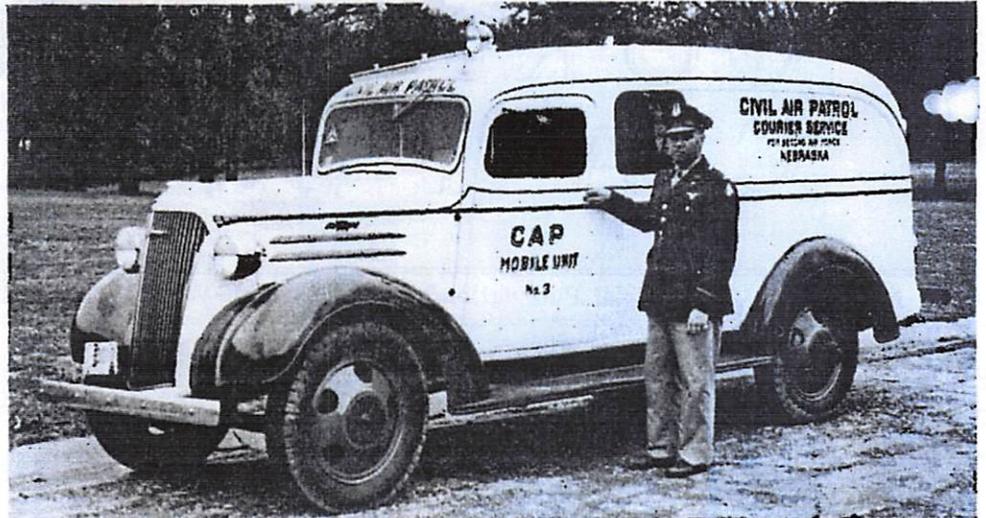
Address inquiries or pictures to R. C. Fisk, 6223 Florence Blvd., Omaha.

### DR. TAMISIEA TO ARMY DUTY

The newest member of the wing staff, Lt. Col. J. A. Tamisiea, has been called to active duty with the United States army.

Dr. Tamisiea was appointed wing medical officer last October, and has been an active and efficient officer.

In his letter of resignation to Wing Commander Sidles, he said: "I wish to say that my association with you and the other officers of the patrol have been happy and I have enjoyed the work very much."



Herewith a picture of the Nebraska wing's mobile unit, procured to serve Nebraska courier base maintained at Omaha for the Second Air Force. Beside it is Lt. Carl Lang, base operations officer. Purchase of the truck was made possible by the Nebraska Aeronautics commission, which has been of great assistance on many occasions. The truck is already equipped with a special generator, and extensive plans built around it call for two-way radio equipment, flood lights, and first aid equipment.

### ANNOUNCE PROCEDURE IN TRANSFER OF TITLE

Recommendation for the transfer of title to an airplane will be made by National Headquarters to the Aircraft Production Board, WPB, only when the aircraft involved is being purchased for the purpose of placing it in use for the duration on Authorized Civil Air Patrol Service, as in the following: a—CAP costal patrol; b—CAP liaison patrol; c—Authorized military courier and other services requested for the armed forces and governmental agencies; d—Authorized industrial courier for war industries and Forestry Patrol.

Any eligible airplane in the "A" Classification may perform the above services. Once the transfer of title is completed, the aircraft is automatically registered with the War Production Board as being assigned for duration in War Service, and will not be used for any other purpose.

The seller must complete a "Request For Approval of Sale" form and the buyer execute the statement portion of the form setting forth the reason for the purchase. The buyers statement will be endorsed by the Wing Commander, who will verify the statement that the aircraft will be used as represented when title is transferred. The form will be submitted to National Headquarters in duplicate to be used as a basis for recommendations to War Production Board.

A standard formula has been adopted for determining the maximum price for which any used aircraft can be sold. This formula may be obtained from C.A.A. Offices. Sale price of airplane must not be higher than formula price.

### PLANE RENTAL RULES; CAA HAS FINAL WORD

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air carriers; or (5) pilot for aircraft or accessory manufacturers.

An applicant is permitted to state a preference for the service he wishes to enter, but must agree that if, when he completes his flight training, there is no vacancy in that service, he will accept flying duties in one of the others. He must agree to contract for sufficient training to attain the certificates or ratings required for the work contemplated and to complete the training within 6 months. He must file evidence of financial ability to pay for the necessary training. No draft exemption is granted for trainees. An applicant is required to state his draft status if he is subject to the draft.

In order that as many CAP members as can qualify can be certified promptly and get back in the air, CAP National Headquarters has undertaken the task of receiving applications and issuing "Certificates of Essentiality" to CAP members. Application have to be made out in quadruplicate, and must be notarized by the applicant and by the local unit commander and endorsed by the Wing Commander.

Unit commanders will keep lists of all applicants for flight training including those who are disapproved at this time. Should the rules be relaxed, we want to be able to grant approvals to as many as may qualify under any future amendments.

Airplane owners, by applying directly to WPB, may obtain a "blanket permission" to rent specified aircraft for flight instruction or tests to individuals who present Certi-

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## Presto! New Squadron By Martin Employes

At the Martin bomber plant they build a hard-hitting airplane in the Martin Marauder.

The workers there are a hard-hitting bunch, too, judging from what happened when a few of them got the CAP fever.

Recently one Martin worker joined the CAP. Then, so quick that it would make your head swim, there were enough Martin members for a flight. A few days later there were enough for a squadron—and now they're looking forward to an enrollment of 200, mostly from the second shift.

The man who started it all, and commander of the Martin-Nebraska squadron is William Garner, lead man in assembly position No. 1 at the modification center. Garner recently contacted Capt. Oscar Cooke, commander of Omaha squadron No. 1, and queried him on the possibility of joining the squadron. Cooke said that Garner's odd hours might make it pretty difficult for him to attend meetings, but suggested that he try it anyway.

Well, Garner got to talking it around the plant, and it seemed that a lot of other fellows were interested. And it just grew and grew. At present nearly 100 male members have signed up, and more than a score of women as well. For them it's all business—and no foolin'! They have started holding regular meetings on Tuesdays and Fridays, at 11:30 a. m.

The commander is now engaged in the task of selecting his staff. It's a squadron of which a lot more will be heard!

### 72 BOYS IN CADET SQUADRON START METEOROLOGY CLASS

The boys' cadet unit, sponsored by Omaha Squadron No. 1 now numbers 72 members, just five less than the sponsoring squadron.

1st Sgt. Roy Highfield reports that the training program has gained momentum. The squadron has completed several directives, including navigation, military courtesy and discipline, and will start shortly on meteorology. This class will be in charge of Sgt. P. K. Patrick, and will be taught by Stanley Marsh.

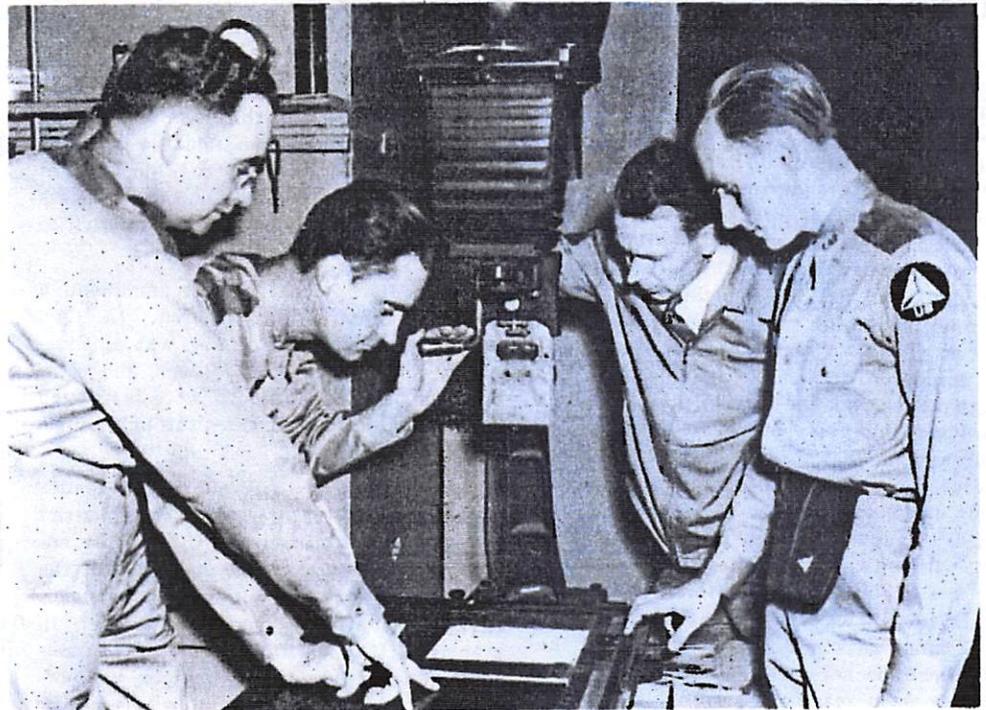
"The boys have much to gain through this training program," said Highfield. "Many of them hope to get into the air corps and, while the 230 hour C. A. P. training course will not give them a rating, it will give them a background that will help them in either military or civilian aviation."

### TRANSFERRED, CAP NOW IS AIR FORCE AUXILIARY

(Continued from Page 1)

Missions requested by the armed services have been supplied by funds of the AAF.

The Army Air Forces will now assume all



The first photo section within the Nebraska wing (so far as The News knows) has been formed by the Omaha No. 1 squadron. Some of the members are pictured above, while engaged in dark-room studies. Left to right are Section Leader H. L. Gaskill, Wilbur Lyon, George Caley, and Assistant Section Leader R. N. Severinsen. The section has been holding classes each Tuesday evening, studying photographic chemistry, elementary photography, and laboratory work.

The section was instituted by Robert C. Fisk, photo editor of The News.

administrative costs, as well as operating expenses and per diem for pilots on military missions. The rate of \$8 per diem for CAP pilots and hourly allowances ranging from \$5 to \$56 for operation, maintenance and depreciation of their aircraft on military missions will continue. Size, horsepower and equipment of the planes determines the hourly allowances.

#### Continue Assistance

Assistance of the AAF in operation and maintenance of CAP planes based at Air Forces installations will be continued.

Use of CAP planes is expected to continue so long as the supply of replacement parts does not divert critical materials from more immediate needs.

The anti-submarine patrol is the CAP's principal military activity. No reduction in the extent of this service is anticipated at the present time.

#### Other Military Services

Other chief military services of the CAP also are expected to continue unchanged. These are the Southern Frontier Liaison Patrol, along the Mexican border; the courier service for the Second Air Force, in which the Nebraska wing has an important role; a courier service on a smaller scale for the First Air Force, in the Northeast, and local searches from time to time for missing military aircraft.

Certain non-military activities of the CAP also are expected to continue. Among these services are forest fire patrols for various

states. The states which receive this aid, or the United States Forestry Service, pay for this work.

The states of Louisiana, Arkansas and Mississippi pay for flights undertaken as a levee patrol during flood season. War plants in industrial areas of the Middle West pay for a courier service which performs such activities as rushing replacements for vital machine parts which have broken down.

The AAF anticipates no changes in the tours of active service under which the CAP has operated. These tours call for a three-months' minimum of active duty on anti-submarine patrol, and a minimum of two weeks on courier service and miscellaneous missions requested by the armed forces.

### Chamberlain Proves A "Joiner"

Lt. Ray D. Chamberlain of the U. S. air corps, formerly intelligence officer for the Grand Island squadron, is in foreign service, and expects a transfer soon to "foreigner service."

"Just as soon as suitable arrangements can be made," he wrote, "I plan to have a press photo taken of myself peering from the pouch of a (censored) . . ."

"I have been initiated into the 'shell Backs.'" One of the less cruelties was the shaving of the heads of the victims. When I joined the "Short Snorters" it was expensive only from a monetary standpoint—but this "Shell Backs" organization—wow!"

**PLANE RENTAL RULES;  
CAA HAS FINAL WORD**

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ates of Essentiality signed by the National Commander of CAP.

Flying members of CAP, as in the case of all civilian flyers, are certificated by CAA and their flying is regulated by the rules of that agency. Supervision of flight training of civilians is under the jurisdiction of CAA, except for those civilians who are training under the supervision of the armed forces. The CAA regulation issued April 12, as Standard Practice No. ACA-9, is in full force and effect as regards CAP members coming within the scope of its meaning. All CAP applicants who meet the qualifications specified in ACA-9 will make their applications direct to CAA.

CAP National Headquarters, in cooperation with CAA, has accepted the designation by the Chief of the Aircraft Priorities Branch, WPB, as certifying agency for those CAP members who do not entirely meet the qualifications set forth in the above regulation. Such members may apply to their Unit Commanders and submit evidence as to their qualifications. The applications will be certified by the interviewing Officer and forwarded through channels to National Headquarters for final approval and issuance of certificates of essentiality. All applications forwarded to National Headquarters must be indorsed by the Wing Commander. Pertinent information regarding the applicants will be forwarded by the interviewing Officer with each application.

**Will Have to Wait For This One**

Blossoming plans of the Grand Island squadron for raising funds with which to buy an ambulance plane, were nipped in the bud when the manufacturer of the craft replied that he was not permitted to make the special ship at this time.

Grand Island recently had an instance in which it was necessary to fly a lad to a hospital.

Some good came of the effort, however, for the Aeronca company's film about the plane is being obtained for showing at Grand Island and elsewhere.

**Lt. Ray Ramsey Leaves**

FLASH—1st Lt. Ray Ramsey has resigned as commander of the Lincoln squadron to take a position in Panama with the U.S.O.

Pictured here is Lt. Henry D. Schmunk of Scottsbluff, who is flying on the Scottsbluff - Casper run.



**Cap In Vain Fight  
Against River Flood**

Omaha members of the CAP are willing to forget as soon as possible the late disastrous Missouri river flood, which caught a number of CAP planes, but nevertheless there were a number of CAP flood activities which deserve recognition.

As the flood threat became imminent, a daily river patrol was ordered. Lt. Carl Lang, base operations officer, was appointed emergency operations officer, and commanders of both squadrons were instructed to coordinate their activities through Lang's office, at the airport.

The services of CAP pilots and planes were immediately offered to both district and division offices of the U. S. army engineers, to the Nebraska state guard, the Red Cross, and other interested agencies. Arrangements were made for a boat, in event that CAP personnel had to be evacuated, and services of CAP pilots were offered private operators if it became necessary to move planes in a hurry.

The river patrols reported locations of marooned persons and livestock, noted points where the dikes were broken or about to break, and where the water seemed to be moving in from unexpected directions to trap farm families. Reforts were made to the army and the weather bureau.

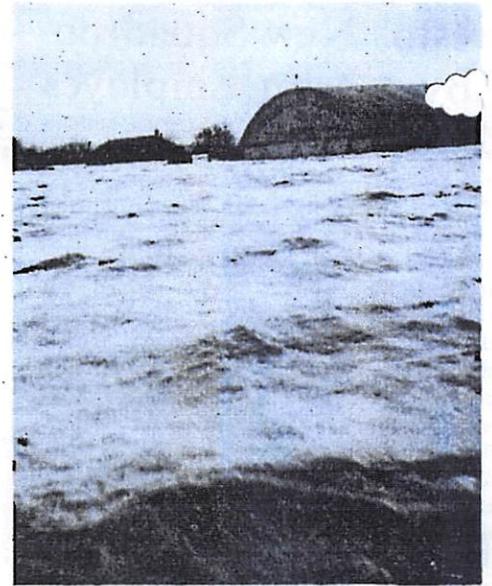
They hauled army representatives, airport and weather bureau officials, and cameramen. The CAP members also made many pictures that were used by the local press, and by AP Wirephoto.

The dike broke Monday, April 12, at 1815 hours and the airport was inundated during the night. All courier planes had already been moved to Offutt field, Fort Crook. The airport was flooded almost two weeks.

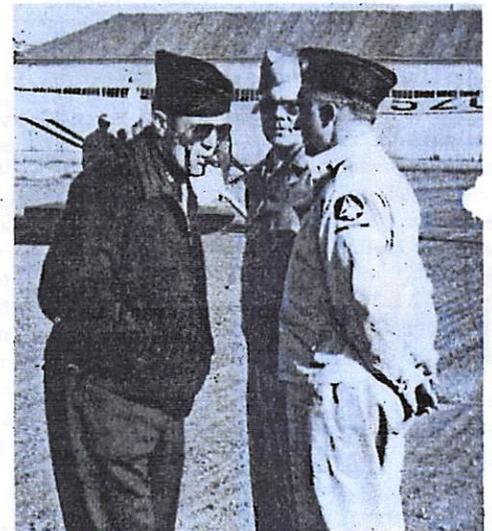
Pilots and observers participating included: Maj. Harry B. Sidles, Capts. Oscar O. Cooke, M. M. Meyers, Vic Schroeder, C. F. Larsen and Harry Burke, Lts. Walter Devere, Eddie Volz, Harold Lindley, Angelo Bonacci, George Fraser, Carl Lang, Leonard Heinsen, James Rotella, Nathan Weatherbee, Bob Love, Bob Walker, Sgts. Alice Riss, P. K. Patrick and F. F. Nebergall; and Bud Tyler, Richard Fargo, Don Henry, Hill Edwards, Mrs. Vic Schroeder, Harold Russell and Bill Garner.

**The Magazines Like CAP**

The CAP is making splashes in the magazines these days. In Collier's recently an entire section was devoted to the organization; the May 15 section of the Saturday Evening Post had a swell full-length feature on CAP, and material is being gathered for a Readers Digest article.



The News had intended to run a picture of the Nebraska courier base hangar—but it never expected to have a picture like this.



One glance at this candid camera shot should convince anyone that weighty decisions are being made by the three captains pictured here. Left to right, Wing Operations Officer Vic Schroeder, Oscar Cooke, commander of Omaha squadron No. 1, and Wing Communications Officer Harry Burke.

**IN APPRECIATION**

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