Civil Air Patrol
Oral History Interview

WNHC 12.82-2

LT. COL. WILLIAM D. MADSEN

NATIONAL HISTORICAL COMMITTEE
Headquarters CAP

CIVIL AIR PATROL

ORAL HISTORY PROGRAM

Interview

of

Lt Col William D. Madsen, CAP

by

Lt Col Lester E. Hopper, CAP

DATE: 14 August 1982

LOCATION: Chicago, Illinois

FOREWORD

The following is the transcript of an oral history interview recorded on magnetic tape. Since only minor emendations have been made, the reader should consistently bear in mind that he is reading a transcript of the spoken rather than the written word. Additionally, no attempt to confirm the historical accuracy of the statements has been made. As a result, the transcript reflects the interviewee's personal recollections of a situation as he remembered it at the time of the interview.

Editorial notes and additions made by CAP historians are enclosed in brackets. If feasible, first names, ranks, or titles are also provided. Any additions, deletions and changes subsequently made to the transcript by the interviewee are not indicated. Researchers may wish to listen to the actual interview tape prior to citing the transcript.

CIVIL AIR PATROL ORAL HISTORY INTERVIEWS

Civil Air Patrol Oral History interviews were initiated in early 1982 by Lt Col Lester E. Hopper, CAP, of the Civil Air Patrol's National Historical Committee. The overall purpose of these interviews is to record for posterity the activities of selected members of the Civil Air Patrol.

The principle goal of these histories is to increase the base of knowledge relating to the early accomplishments of Civil Air Patrol Members who in their own unique way contributed to the defense of our great country. Certainly not of a secondary nature is the preservation of the contributions of individuals as Civil Air Patrol continues its growth.

SUMMARY OF CONTENTS

In this oral history interview, Lt Col William D. Madsen, CAP relates his extensive and key association with Civil Air Patrol since its inception. Colonel Madsen served as the Operations Officer for the Colorado Wing segment of the Second Air Force Courier Service. From this position he is able to speak authoritatively and with in-depth insight into the working of this very vital wartime CAP Mission. Because of his close association with the founders of the Civil Air Patrol in Colorado, he provides much needed background and anecdotes relating to subjects ranging through the spectrum of contemporary CAP History. In addition to his detail coverage of Courier Operations he provides similar information on other wartime missions.

His analysis of postwar "letdown" is highly informative as is his strong position of support for Civil Air Patrol's Aerospace Education Program.

GUIDE TO CONTENTS

Page	
1	Personal Background
1	Early Aviation Background
2	Initial Association with CAP
2	Founding of Colorado Wing, CAP
3	Wartime CAP Classes
4	Early CAP Uniforms
4	Female Members' Uniforms
5	Early Female CAP Members
6	Early Colorado Wing Commanders
6	Cadet Program Beginning
8	Aircraft Types
9	Wartime Motivation
9	CAP Courier Services
10	Origin of Second Air Force Courier Service
11	Courier Flights from Colorado
13	Bill Madsen's Wartime Assignment
13	Reimbursement for Aircraft Use and Pilots
14	Pilot Living Arrangements
16	Experiences with Military Aircraft
18	CAP Female Courier Pilot
20	Closure of Colorado Wing Courier Station
20	Other Wartime Missions
21	Postwar Air Marking
22	Forest Patrol
23	Other Conservation Missions

GUIDE TO CONTENTS (CONT)

Page	
24	Schuth-Clasby Accident
25	Courier Service Accidents
27	Courier Operations
28	Operation ROGER
29	Postwar CAP Training
30	Postwar "Letdown"
30	Doubts as to Worth of Postwar CAP
32	Evolution of Search and Rescue
33	Aerospace Education

CAP ORAL HISTORY INTERVIEW

Number WNHC12.82-2	
Taped Interview with:	Lt Col William D. Madsen, CAP
Date of Interview:	14 August 1984
Location:	Chicago, Illinois
Conducted by:	Lt Col Lester E. Hopper, CAP

H. Bill, why don't you start with a little personal background and let us know something about Bill Madsen.

M. Well all right, Les, I was born on the 28th of April, 1913, in Denver. I was raised there and went to grade school, junior high school, and East Denver High School where I graduated in 1928. I won a scholarship through the CMTC - the Civilian Military Training Program - as it was called then. Then I went to school at Colorado A & M College (now Colorado State University) up in Fort Collins, I graduated from the Aggies in 1939 with a bachelor of science degree in Animal Husbandry. I went to work for Swift & Company after graduation. I became interested in aviation right away through friends who were flying at the old Higley Field just west of the Denver Municipal Airport. And, Les, I bought an airplane before I even had a pilot license!

H. Okay, you say right away, right after you finished college or when, Bill?

M. Well, in early 1940, while working for Swift & Company.

H. Okay.

H. About a year out of college, I ran into an old friend named Jack Marugg who was in the Army Air Force and was a licensed A & E mechanic. I bought an open cockpit Overland Sport Trainer biplane which needed an overhaul, so we spent a year recovering it in Jack's basement, much to his wife's distress. When we got to painting and doping the wing fabric, the smell was pretty bad upstairs. (Laughter) So then, when the Civil Air Patrol was organized in late 1941, I became very interested in the Civil Air Patrol program. In each state, there was one organization designated by the Director of Civil Defense - Mayor Fiorello LaGuardia of New York - to organize Civil Air Patrol in that state. In Colorado the organization was the Denver Pilots Club headed by the president, H. H. "Tex" Anderegg. The Denver Pilots Club members, lead by Major Anderegg, who was appointed the first Colorado Wing CAP commander with the rank of Major, set out to organize units in Denver, Colorado Springs, Pueblo, and up in Greeley as well as one in Grand Junction, over on the western slope. It was commanded by Maj Rex Howell as the Group CO all through the war. When I came into the CAP program on February 15, 1942, I was assigned as the assistant adjutant of Denver Squadron 2 with the rank of corporal. We had meetings every Tuesday evening out at Stapleton Field, Denver's municipal airport. Later we moved our classes to Smiley Junior High School in East Denver within a couple of

miles of the airport.

H. What kind of classes were those, Bill?

M. There were classes in Morse code, to begin with. Morse code was used for flying the "beam" on the airways. We had overlapping A and N signals, which go Da Dit and Dit Da. When they overlapped, they would form a steady daaaaa. That was the beam. To fly from Denver to Cheyenne, for example, if you had a little plane with a radio that would accept the beam signals, and you stayed on the beam or held that steady beam, you would fly the radio beam to Cheyenne. In the early days of the war, Morse code was used for many radio transmissions and for ground communications. In the Army Air Forces, and on the airways, all of the beacon towers, for example, had a Morse code identification signal. Each station, like Denver, Cheyenne, Pueblo, Colorado Springs, had a Morse code signal to identify the transmitter at that location. In CAP operations, Morse code was very important, for all kinds of communications. So one of our first classes was in Morse code. Then we had military drill and learned how to march, in squads, by platoons and in companies. We also had classes in military courtesy, discipline, and customs of the service. We learned how to wear the CAP uniform, which in those years came in summer suntan kahki, and in the winter we wore the pinks and greens - the uniform with a dark olive green blouse and trousers which were

sort of a tan pink. We wore brown shoes. That's where the term "the old brown shoe days" came in. Then we began to get organization manuals.

H. Excuse me. At that point you were still wearing red epaulets on the uniform, is that correct?

M. Yes, that's right. The red equalets were prescribed for use on all Civil Air Patrol uniforms including the blouse similar to the one I'm wearing here. The sleeve braid was also red. The manual came out published by Southern Flight Magazine. And it prescribed the regulations - it even prescribed the distinctive color of the red that we were to wear. It was as red as your tie! So we wore red shoulder loops in those days, and red sleeve braid on the blouses. The classes we had encompassed both men and women. We had women active in CAP right from the start.

H. As a slight digression, Bill, and I have a reason for the question. What did the women wear?

M. On the flight line, the women wore uniforms very similar to the men. Most of the airports in those days were dirt and gravel, and blowing pebbles from propeller blasts would sting their legs something fierce. So they wore slacks, pink slacks and shirts just like the men. The women's uniform with the slacks, blouse, the flight jacket and overseas cap were very similar to the men's. They did, however,

off the airport, often wear skirts which began to be prescribed. Of course, the blouses designed for men didn't particularly fit the women, so pretty soon, with the advent of the WAC program in the armed forces, they also began to get tailored blouses and skirts designed for women.

H. The reason for the question, Bill, the initial uniform regulations specify culottes. To the best of our ability, we have not been able to find pictures of anybody wearing culottes.

M. Well, culottes were indeed a rare item. In Colorado there were a few girls who located them somehow.

H. Some of them did wear culottes?

M. Some of them did wear culottes. It was kind of like a skirt with legs in them.

H. Okay, that's a digression, but that's a point we've been trying to develop some information on.

M. Well, they were hard to locate - the culottes. A number of women like Audrey Curran, Rosemary Reagan, Opal Munshaw and Dorothy Young together with Helen Parks who owned a Luscombe 8A, and Stella Novak who flew on Second Air Force CAP Courier Service, may have worn culottes. Betty J. Clark of Rifle, started flying in Civil Air Patrol and went on to be a WASP -

Woman Airforce Service Pilot - in 1943. Ann Frink of Pueblo was another who went into WASP training. The women were very important in CAP right from the beginning. I didn't mean to disgress on them .....

H. That's fine.

M. The important thing is that women have been an important part since the start, at least in Colorado. I feel that is true across the nation. One of the first programs we got involved in in Colorado was the recruiting of Civil Air Patrol Cadets. This came along in late 1942. I had an interesting experience in that respect. Maj Harold R. Smethills, had been designated Colorado Wing Commander by this time. To digress just a minute, Les. The Wing Commanders in Colorado started with Maj H. H. Anderegg of the Denver Pilots Club; then came Capt Jack Spencer as the next Wing Commander. He was an Army Air Corps reservist who within a few months was called to active duty. Then Harold R. Smethills was designed the Colorado Wing CAP commander, and he led the Wing through the war years. All the way up to 1949. Now, in 1942, Col Earle L. Johnson followed Maj Gen John F. Curry as the National Commander. We got a message from Colonel Johnson that the Civil Air Patrol Cadet program was about to start. I was designated to be the Wing recruiter in Denver to get the program started. I went to the five major high schools and to about seven parochial schools and I talked to student

body assemblies about the CAP cadet program. I encouraged interested students to come to an initial meeting at Stapleton Airfield on a given date. We expected somewhere between 50 and 70 young men to show up. We were overwhelmed when over 400 came to that first meeting. With that many, we did not know quite what to do with them. So we divided them into 5 companies and had some close order drill that first night. During the following week, we devised the beginning of the cadet training program. Some of the students that came in initially were from high school ROTC units. They had some training in command and organization in Army ROTC units in high schools. They became our first cadet leaders; that's how the cadet program started in Colorado. One of our early problems was lack of training materials. We found under impetus of the war and great public interest in the war effort that it was relatively easy to recruit large numbers of cadets in those days. Once we got them, though, we didn't have a program in being with a syllabus, curriculum, instructors or training activities to keep their interest. We built a program around flying airplanes and mechanic's operations to keep their interest. The cadets would come out on Saturdays and spend time under the guidance of aircraft mechanics learning how to; take an engine apart and put it back together, how to apply dope to aircraft fabric and how to check instruments for accuracy. We also gave them orientation rides in our own airplanes. It is a fact that in the early days the air-

planes used in Civil Air Patrol were all owned by individual members. Within the Colorado Wing in the first year of operation, we had somewhere in the neighborhood of 72 to 75 privately owned aircraft. They varied in size from 65 hp Cubs, Taylorcraft, Aeronca Chiefs and Luscombe 8A's all the way up to a Fairchild 24 with a 175 hp Ranger engine and a Waco UPF-7 with a 220 hp Continental engine. These were the type of planes we gave cadets rides in. Then, as a supplemental activity, we began to get involved in the war bond program. War Bond Drives were held across the United States to raise funds for the war effort. By this time - in 1943 and 1944 - we had a Civil Air Patrol Airport at E. 32nd Avenue and Oneida in Denver, which was also the Colorado Wing CAP Headquarters. We put on war bond shows there, and one of them was a dandy. In 1944, Lt Jackie Coogan was master of ceremonies. He had been a great movie star as a youngster, now he was a lieutenant in the Army Air Forces. He came to be our master of ceremonies. Up in Alliance, Nebraska, there was a paratrooper training center and huge airborne gliders with C-46 Commandos and Douglas C-47 Skytrains used as tow planes. We had glider snatches right off the Civil Air Patrol Airport, in the type of troop carrier gliders used in the invasion of Normandy. The C-46 Commando came across the field with a long hook trailing behind it, the hook caught a tow rope stretched across two poles in front of the glider. In the space of 5 seconds, that glider loaded with troops was snatched from a standstill to 120 mph up in the air behind the tow plane.

This program was put on over a weekend at the Civil Air Patrol Airport. Over 150,000 people came out to see it over the two days. We raised over a half million dollars in war bond sales. That kind of activity was built around CAP wartime missions. During the war there was motivation, a drive. In the early years, the war was going badly for the Allies. We were getting licked everywhere in the South Pacific by the Japanese. In Europe, Hitler's Army, the Luftwaffe and the Panzer Divisions were sweeping across Europe. The bombing of London was going on at this time. With a war effort on two fronts, we were in serious trouble. In fact, some people thought we could surely lose this war. So there was motivation for everybody to participate in the war effort. Civil Air Patrol gave an outlet for those who had aircraft, pilot skills, radio communication experience and ground crews who kept the airplanes airworthy. We developed a spirit of camaraderie and a team effort that was truly remarkable in this country. It is hard to parallel except maybe back in the Revolutionary War when patriots were called "minutemen." In fact, author Bob Neprud wrote a book about Civil Air Patrol, called it "Flying Minute Men." You may be familiar with it, although the book came off the press in 1946, I believe, after the war was won. It was back in 1942-43-44 that the CAP-Second Air Force Courier Service operation came into being. In Civil Air Patrol, during the war years, there were at least three courier operations. Industrial courier service flown by CAP pilots was one of them. This was carried on to great extent in

the industrial east and central United States where great manufacturing centers were located. CAP pilots with their own airplanes would fly parts, plans and required equipment from one plant to another to speed up industrial manufacturing. Also in the eastern United States came the Fourth Air Force Courier Service. Out here in the western United States, the Second Air Force Courier Service developed. As an interesting historical note, Maj Gen John F. Curry became the first commander of the Second Air Force when it was activated on 18 December 1940. After the war started for us in December 1941, General Curry was assigned as our first National Commander by Gen H. H. "Hap" Arnold commander of the USAAF. The Second Air Force Courier Service idea actually came to life in the Washington Wing, Civil Air Patrol. The then Wing Commander, Maj Philip H. Hinkley, aided by staff officers - Capt E. R. Schiller, and Capt A. B. Gill - were confident that CAP pilots flying their own planes could speed up deliveries considerably between various military bases. They were getting nowhere with the concept, however, until Maj Gen Robert Olds was assigned as commander of the Second Air Force in May 1942 [14 May 1942]. Major Hinkley and his staff approached General Olds with the air delivery idea and got a favorable although skeptical reception. Transfer of training material and cargo between military bases in civil aircraft was a new, novel and untested concept. It had not occurred to him that private pilots could do this sort of thing. He did agree to give the CAP Courier Service a 30-day trial. And so the

CAP Second Air Force Courier Service sprang into being, grew and developed rapidly, and spread across the western part of our nation. Major Hinkley was relieved as Washington Wing CAP Commander, reassigned as the CAP Courier Service coordinator for the Second Air Force by orders from National Headquarters CAP. When the headquarters of the Second Air Force was moved from Ft. George Wright near Spokane, Washington to Colorado Springs in June of 1943, the headquarters was established in a building downtown, while all flight operations were conducted from Peterson Army Air Field east of the city. The Colorado Wing then became the hub of the entire flight network. As Colorado Wing CAP operations officer for the Second Air Force Courier Service, I was provided with a small office and mail room in the old wooden Base Operations building on the flight line. We had seven flights in daily operation, sometime two planes assigned to one run to carry cargo overloads. I should point out that, up until May 1943, Colorado courier offices and aircraft were located in Denver at the Civil Air Patrol Airport. A couple of months after I signed in at the Peterson VOQ, Maj Phil Hinkley arrived and set up offices, too. He had been, and constantly was, busy setting up new routes through CAP headquarters in adjoining states - Kansas, Nebraska, Wyoming, North and South Dakota, Texas and on east and north. In our daily flight actions, I actually saw Maj Phil Hinkley very seldom. We conferred occasionally on schedules, pilot assignments and policy directives. One daily flight,

which we referred to as the "shuttle", started at Lowry Field in Denver, then proceeded south with stops at Peterson, Pueblo Air Base and Trinidad. At the Trinidad airport, our pilot made connections with other CAP pilots from Texas and New Mexico, exchanged cargo and mail, then all flew back the way they had come. We had a busy flight from Colorado Springs north to Sinclair, Wyoming, where our man met a Utah CAP pilot from Salt Lake City. Connections were made from there to bases out west on the Pacific Coast. Another flight was made daily from Peterson to McCook, Nebraska, where transfers were made for bases to the east and north. Maj Harold R. Smethills, our Wing Commander, made the inaugural trip on Route 50 to Scottsbluff in his own Aeronca Chief in September 1942, to launch Courier Service in Colorado. At the height of our performance in the summer months, we successfully completed 90% of scheduled flights, and used about 18 pilots and 28 planes a month. This aircraft useage was caused by CAA requirements for aircraft to have 100 hour inspections, an annual inspection, and routine maintenance on engines and airframes. For almost two years, our CAP pilots flew almost every day when the weather was VFR - we were restricted to Visual Flight Rules during daylight hours only. No night or instrument flight operations were authorized. The whole object of the Second Air Force Courier Service network was to speed delivery of vital training materials, mail, light cargo and directives to bases where training was in progress on heavy bombers and aircrews, who were learning rapidly how to use

the equipment, guns and bombs on B-17's and B-24's.

H. What was your specific involvement in this, Bill?

M. I was detailed by Col Harold Smethills to be on orders as the Colorado Wing CAP operations officer for the Second Air Force Courier Service network. Many times I flew the various routes on occasions when other pilots were not available. My prime responsibility was to insure preflight inspection of the aircraft, get pilots assigned to each route each day, to supervise cargo loading, and to fill out, sign and check the manifests. To do the book work. Lt Rosemary Reagan was of great assistance with this work as office secretary. Occasionally she flew one of the routes as a certificated CAP pilot. We also had an Army Air Force corporal assigned who manned our small mail room in base operations. He organized the small space, built bins for cargo and bundles, pigeon holes for letters. Then he labeled the bins by flight number, with indication on each bin where the training material went after it left Colorado on connecting flights, and was carried on to final destination by CAP pilots from other Wings. I might point out that in Second Air Force Courier Service, as in others, the owner of the airplane was paid a rate depending upon the horsepower of his airplane for each hour of daily flying operations, and it was very low. For example, a 65 hp airplane owner was paid, as I recall, $5.50 per hour. Minimum by modern standards. Pilots who were assigned to courier duty were paid a per diem rate of $8.00 - but only for each day they were on a flight. As

operations officer, my per diem was also $8.00 per day. So the cost was very low but the quality of the service was very high.

H. Did these pilots stay at one place, or did they just go home at night and fly during the day, or did they have a base or something?

M. The central base was originally at the CAP Airport in Denver and within a few months it moved to Colorado Springs when Headquarters, Second Air Force was moved there. Most of the pilots were contacted three or four days in advance for assignment. They would come to the base operations, make their flight plan, proceed with their flight, return to base and go home for the night. We had a couple of instances where a pilot, like Mel Davis from Pueblo, was stationed at Dalhart, Texas and he lived on the base at Dalhart. He flew the flight south from Dalhart to the base at Peyote, Texas down on the border of Mexico, and back every day. He was single at the time, and he stayed at the VOQ - Visiting Officer Quarters - at Dalhart. Some pilots would come on duty two, three days at a time. Most, however, were back in time to go home every night, unless weathered in en route. I was full time, of course, at Peterson Army Air Field.

H. You all were different from the Coastal Patrol people in that you didn't volunteer to go on active duty for six

months at a time and stay there all the time.

M. No, I wish we could have had that kind of operation. It would have made pilot assignments a lot easier. All of our pilots were working, they had regular jobs, and they would take their day off during the week. Incidentally, the cooperation of their bosses and the companies they worked for were wonderful. Supervisors would let the pilots take a day or two off in a row, or three over a weekend, to fly courier service routes. That's why it took so many flights to make the daily schedules in a month. They all worked in critical war industries and businesses, and they did the job in spare time.

H. Did the overall Second Air Force Courier Service have a headquarters, or did each Wing operate their leg?

M. The Second Air Force Headquarters was moved from near Spokane, Washington to Colorado Springs in June 1943, to facilities in a downtown building. Flying operations, however, were at Peterson Army Air Field east of town. I had an office in the old wooden Base Operations building on the flight line. I was in charge of Colorado Wing flights only. Now Maj Phil Hinkley, who formerly was the Washington Wing commander, had been appointed as head of the entire Second Air Force Courier network when it began to succeed so well. Major Hinkley also came to Colorado Springs, lived in the VOQ there, but he was gone a good

part of the time setting up new flights in other CAP Wings in the Western U. S.

H. Okay, and he had some kind of staff, undoubtedly, to help him run the headquarters?

M. At Spokane, he had a Wing secretary and staff to help. When he moved into the field, I believe he still had secretarial help. I had one secretary in 2/Lt Rosemary Reagan, who also did the monthly bookkeeping and personnel assignments, kept charge of all accounting and finance, submitted pay vouchers every month and bills for the use of aircraft.

H. Did you go home every day, or were you permanently there?

M. I was permanently there, after the Second Air Force moved to Colorado Springs. I lived in the Peterson VOQ, ate in the Officers' Mess mostly, with the many Air Corps pilots assigned there who were learning to fly P-38 "Lightnings", a photo recon version. CAP pilots had some unusual experiences, too. I had a little Waco RNF open cockpit biplane with a Warner 125 engine by this time. We had one flight called the "shuttle flight" because it originated at Lowry Field in Denver, went to Peterson for cargo and mail, then to the Pueblo Air Base, then down to Trinidad to meet pilots coming up from New Mexico and Texas. On one particular day, I assigned myself to that flight and went north to Lowry to pick up cargo .... it just about filled up the

two-place front cockpit. Coming back, I did not have a stop at Peterson Field, so I flew past on a south heading about a mile west of the field boundary at about 3,000 feet. As I did, I could see down there on the taxiway, and just starting to take off, were nine P-40 War Hawks, one of our best fighters in those days. The P-51 hadn't come along yet. The P-38's were just beginning to come in. The nine P-40's took off to the southeast one right after another. I watched them as I went by in Waco RNF, then turned my attention to dead reckoning navigation on down toward Pueblo Air Base. Now that little Waco biplane would cruise at about 80 mph with everything forward including the tool box. That was about as fast as it would go. I was flying along there on a beautiful fall day and all at once, who-o-o-o-m! The first P-40 came by, and I swear his wing tip came right between my two right wings! He was that close. I looked back and up just in time to see the last two fighters peel off and downward toward me. I was the target! As those young lieutenants and War Hawks came roaring by, they rolled, they went over me, they swept under me, they did loopity-de-loops around me. Finally the flight leader came up, hanging on his prop, gear and flaps down. As he came abreast almost stalled, he rolled his hatch back and I remember he had on a brown leather jacket, canvas helmet, goggles pushed up. He saluted as he went by, and I saluted him back. What made it especially interesting Les, was that about ten days later that group of nine young pilots went out to the South Pacific and some of them became Flying Tigers, part of General Claire

Chennault's Fourteenth Air Force. Four of those lads never came back ..... That's what it was all about in those days. We had another courier pilot, Lt Stella Novak, one of our young ladies who came into my office one day and said, "Captain Madsen, I want to fly a courier service flight!" I said, "You can't do that." She said, "Why not?" And I said, "You're a woman. We haven't had any women flying courier service." So she said, "I want to show you something!" And she got out the manual, and all it said about pilot qualifications for courier service was that you must have a current medical certificate, you must have at least a private pilot license or better and you must be a current dues paying member of Civil Air Patrol. Stella said, "I meet those requirements." I said, "By golly, you do!" Well, I checked her out in a Luscombe 8A and a couple of days later I assigned her to the shuttle flight that ran from Denver to Trinidad and return via Peterson and Pueblo Army Air Fields so she wouldn't have to stay overnight at an air base someplace. Looking back on it, that was kind of stupid. But nevertheless, that's what I had on my mind. So on her first flight, Stella went from Denver to Peterson, and got cargo and mail loaded aboard. Then she flew to Pueblo Air Base and she got there just before noon and went into flight operations. The noncommissioned officers that were there in base operations were astonished. They had heard about the WAF coming into the Army Air Corps, but they hadn't seen women in uniform yet and here was a real live lieutenant who walked in with red shoulder loops on her uniform. Well,

they treated her like a queen. She asked if they would show her where there was a sandwich machine as she wanted one with a cup of coffee. They said, "We'll take you down to the officers open mess." She didn't want to go. All the pilots and staff were there having lunch. At that time, at the Pueblo Air Base, Americans were training Chinese crews to fly the B-24 Liberator bomber. The Chinese didn't speak English very well, and the instructors didn't speak Chinese well either, so there was always a wonder in their minds. Do the Chinese really understand how to fly this bomber? On takeoff, when a pilot would say to his Chinese student, "Do you understand the whole procedure? Power settings, use of throttles, manifold pressure, lift-off air speeds, rudder control," and the Chinese would say, "Okay, Boss, chop chop - let's go!" The instructors were never certain. So it was a very interesting operation. Well, that particular day when Stella Novak arrived, the Chinese and Americans, about 300 of them, were having lunch in the mess hall which was just a long wooden barracks building with an aisle down the middle and tables on both sides. They had a hostess on duty. So when the non-coms from operations drove up in a Jeep with a woman lieutenant who went in the hostess said, "Oh yes, we have a couple of places left way down at the end of the dining hall." The two had to walk the length of the building. Now there was a roar of conversation in there that gradually faded away. It just became silent as the hostess walked Lieutenant Novak down the center isle. By the time Stella reached her seat,

all the men stood up. They had never seen a woman in uniform like that before. So when she sat down, they all sat down, too. Then the buzz of conversation started up again. As they finished their meals, groups of them came over and crowded around her table and asked her who she was and what was the Civil Air Patrol. Why was she wearing red loops on her shoulders? What kind of airplane was she flying? And they were very interested in the Civil Air Patrol. Lt Stella Novak had that day an experience she'll never forget.

H. Okay, so you all stayed on the Second Air Force Courier Service - for how long?

M. It was in 1944 as I remember, the Army Air Force got enough cargo planes of their own. The use of the railroads eased up enough, and the actual production of weapons and trained crews eased off, and the pressure for use of the Second Air Force Courier Service terminated. The Colorado Wing courier station was closed at Peterson Army Air Field. The entire CAP air network was terminated. I was promptly transferred to the Wing staff as information officer, and Capt Carter Dunaway came to Peterson to attend to details of final closure of the station. The Patrol then went into other missions. Search and rescue had been a part of Civil Air Patrol activities ever since it began. Forest patrol, during the war years, aided the forest service men on duty in the mountain forests of Colorado and in all western states. Personnel were reduced in the Forest Service because of ser-

vice commitments, so they asked the Civil Air Patrol to overfly the forests, look for forest fires. When a smoke was spotted by a forest ranger station and couldn't be identified, they would telephone the nearest Civil Air Patrol base. In Denver, Pueblo, Colorado Springs, Grand Junction, Rifle, Glenwood Springs or Craig - wherever it might be - they would ask for a plane to take off for specified coordinates on a map. The pilot would verify the fire if there was one, as a campers' site or as an actual forest fire, the extent of damage, the direction of the wind, and other needed information. Mercy missions were flown frequently, too. During the war years, calls for blood plasma for people injured in accidents, or in fires, or in natural disasters - sometimes we would fly patients in for hospitalization in a major hospital in Denver, Colorado Springs or Pueblo. The flying missions of the Civil Air Patrol during the war years were many and varied. After the war ended, one thing we got into was air marking of our cities and towns. Interesting note - Maj Gen John F. Curry, the first National Commander of Civil Air Patrol, moved to Denver after his retirement from the Army Air Corps in about 1946. He became the first Director of Aviation for Colorado and served for several years. General Curry called on the Colorado Wing, CAP, for assistance in the postwar marking effort. Bill Nelson, Assistant Director of Aviation for the state at the time, and I hopped into my little Taylorcraft BC-12 plane and we visited Chambers of Commerce, Service Clubs and CAP squadrons all around

Colorado. With great help from CAP personnel, and local funding for paint from civic organizations, we were able to place bright yellow town names with arrows pointing to the airport on flat, black roofed buildings. The work took several months to complete, but it was productive of good will.

H. Had to put them all back on - that you took off at the beginning of the war?

M. Had to remove such things at war's start, you remember. Had blackout headlights too, black window curtains on all windows - there was actually fear that this nation would be bombed by the enemy!

H. Regressing a bit, Bill, to the forestry patrol thing. How was it structured, were there people on call, did they have people standing by all the time?

M. No full time standby, Les, it was on call only. We worked out an agreement with the local Forest Service office where they would call CAP in on an alert, for air surveillance of a national forest reported on fire. Response by CAP was actually on a short time fuse operation. We never knew when an alert was coming, but when it did we had to act quickly, weather permitting. If a forest ranger in one of their observation towers saw a smoke with his field glasses, but could not verify if there was flame under it, or whether

it was a camper's fire, but he suspected it might be dangerous - he could call on CAP. Usually within an hour we would have a pilot in an aircraft airborne from one of our nearest squadrons throughout the state on the way to the location to observe the fire from the air. If it was an actual forest fire, the pilot reported it as such by radio and we relayed the information by telephone to the forest service people ..... so that fire fighting crews could be dispatched to the area.

H. Did you all fly routine patrols, Bill, or were they all quick response items?

M. Other than courier service, there were few if any routine patrols. But sometimes we would get a request from the Colorado Game & Fish Department, for example, to observe wild game, deer and elk herds in the mountains. Particularly, officials wanted to know where the game were, and about how many animals were there. So fall and winter season surveillance flights of game were made by experienced pilots. One of our members, Capt Norman Kramer of Alamosa, became an expert, so good at counting deer and elk that after the war he was hired by the State Game & Fish to make aerial elk herd and deer herd counts. He carried a hand counter dial instrument, and would circle his Luscombe 8-A over a basin where deer or elk were moving in deep snow. He came up with pretty accurate numbers on the animals and their location. He also reported on range conditions and

what the danger of starvation and survival during the winter might be. This was another of the CAP activities.

H. These patrols - were they with people who stayed in one place, or were they scheduled like the couriers?

M. CAP members called on forest patrol generally had regular jobs, lived in their hometowns, helped with cadet training, flew search and rescue on demand, and were called for one mission at a time. They'd go and fly the mission and that would end that particular assignment.

H. And I imagine reimbursement and per diem were about the same?

M. Yes, well, reimbursement amounts varied. Sometimes, as in flying vital blood plasma to an ill or injured patient to save a life, no payment was made at all. It was done in the CAP's spirit of service to mankind in those days.

H. Did you have any friends who got into trouble or were killed, or anything like that?

M. Yes, Les, I did. I regret to say so. But accidents happened. The commander of the Colorado Springs CAP squadron was Capt Leo Schuth, who also ran his flying service at Pine Valley Airport north of town. During the war, Army troops were undergoing intensive field training at Camp Carson. At the request of the Camp Carson, Captain Schuth was authorized by

Colonel Smethills to make a few simulated strafing runs at low level over Army troops who were crawling across open fields on their bellies - simulating combat. Captain Schuth took off on the appointed afternoon in his Luscombe accompanied by Sgt Keith Clasby, CAP. On the second or third pass over the advancing troops, he made a downwind turn, caught a vicious gust of the kind common along the foothills. His Luscombe 8-A caught a wingtip, carwheeled and both Schuth and Clasby were killed instantly in the crash. No Army troops were injured. The two CAP airmen gave their lives on an official mission. On Second Air Force-CAP Courier Service flights, Les, we lost two pilots. One of them was Lt Harry Maughan who had come down from the State of Washington with Maj Phil Hinkley. They were close friends. Harry Maughan had a 150 hp Stinson, a very fine four-place airplane for courier cargo. Harry Maughan was like a father to most of us. He was grey haired, blue eyes, was in his early 50's I imagine. Wonderful man, fine pilot. One morning I assigned him on the flight to Scottsbluff, Nebraska. He took off in his Stinson from Peterson Field with a load of cargo and training materials. Northeast of Colorado Springs about 40 miles, Harry apparently suffered a heart attack in the air. A farmer who was out plowing a field saw the airplane coming down in a gentle left turn, power on, and it hit the ground at a rather shallow angle with the left wing down. Bounced once, went over a fence and crashed into an open field and burned. Lieutenant Maughan was apparently dead or unconscious before the airplane even

hit the ground. The second courier service pilot came to us from the State of Kansas. Lt George Darling volunteered to be a relief pilot for a few days. Out near Parker, Colorado, flying the shuttle flight between Trinidad, Colorado Springs and Denver one afternoon, his aircraft was observed to stall and go into a spin for some reason. We do not know what happened except George Darling died on impact in the Aeronca Chief he was flying. Then - we did have a couple of pilots killed on air search missions during the war years. They were flying to the aid of fellow airmen. They were performing humanitarian efforts and were casualties of the war. For their efforts in Civil Air Patrol: all honor to their names. They were fine men.

H. You mentioned two cases of people who came to Colorado to fly courier service. How did they subsist? Did they live on an Army installation, or did they live in town? Did you fly them every two or three days? What was the arrangement?

M. Arrangements varied. Out of state CAP members would come in with the authorization from Maj Phil Hinkley, the courier service overall commander. We could assign them to a Colorado flight as a fill-in pilot once in a while. Capt A. G. Gill from the Washington Wing, and Capt Meredith Joclyn from the Kansas Wing were two more volunteers. They were on base at their own time and expense. Brought their own airplanes too.

H. Did they get paid the per diem of $8.00 a day, and the hourly

rate for aircraft?

M. Yes. But only for days officially on orders for hours flown.

H. So, in other words, if they were there for seven days and you flew them two days, they got paid for two days?

M. For the two days, that was all. This was the policy in Colorado - I cannot speak for the other CAP wings involved. Usually though, Les, the assignment of these men was done on a prearranged schedule by telephone or letter. They would have specific days, flights assigned, and the opportunity to participate in courier service. Most of the time pilots used here were Colorado fliers, of course, dependable people like Lt Jack Fowler, Lt Art Williams, Lt Jimmie Williamson, Capt Ray Newell and Leroy Jacobson, to name a few. In midsummer we had a busy connection with the Utah Wing. Pilots used bigger aircraft such as Waco cabin planes and Fairchild 300 hp cabin jobs. There was a Utah pilot who would depart Salt Lake City daily with a load of inbound mail and cargo. He came down by way of Sinclair, Wyoming, Lowry Air Base in Denver to Peterson Army Air Field. We used another plane to go west to Salt Lake daily via the same route with outbound cargo. The two pilots flew back and forth, alternating directions each day with RON's at the end of each route. In the meantime, the need for Civil Air Patrol in various other Army Air Force assigned missions came along. For example, we established a job location

bureau. This was accomplished with the help of the Denver Y.M.C.A.

H. Operation ROGER.

M. Operation ROGER? Was that what it was called?

H. Well, I think that was the name the program was called.

M. Well, the Denver Y.M.C.A. gave us office space and a desk in the lobby of their building down at E. 16th and Lincoln Street. We set up a bureau there where our members would volunteer to spend five days a week, 8 A.M. to 5 P.M., and many times on weekends, too, as that is when most of the servicemen would come in. On the one hand calling prospective employers and conducting contacts with employers for job openings, and on the other consulting with veterans as they came in. We had to determine job skills and place them for interviews. So - we had a placement service for returning military folks.

H. Did you restrict it to Air Force people? Or anybody?

M. No restrictions. Veterans from the Army, Navy, Air Force, Marine Corps - all were welcome.

H. The reason I asked was that the Air Force kind of sponsored that program through the CAP. No other service did that I know of.

M. Yes, well we did it in Denver, Colorado Springs, Pueblo and Grand Junction. I think Maj Truman Hall had one in Greeley for a while. It was a program that initially was very valuable and helpful. It made a returning serviceman feel he had a connection with the civilian world when they were coming home after their hitch in the service was over.

H. Kept them off the 52-20 Club, too!

M. Yes, it sure did. Then, as the Civil Air Patrol training programs continued, they developed a training program for senior members.

H. About when, Bill?

M. Let's see, that must have been about mid-1942 when the senior training program began. It continued to grow after the war and even expanded. We found that in the Civil Air Patrol structure of squadrons and groups within the Wing that we had to have a squadron staff: a commander, an adjutant, personnel officer, a cadet training officer. These people didn't automatically know how to do these things. So we had to develop a program to train seniors in command and staff positions, and to follow the tasks, operations orders and directives which were issued to us from National Headquarters, and to carry them out. The structure within the Army Air Forces was one when a man was given a task to do, he did it. And the Civil Air Patrol was all voluntary and quite often

the job didn't get done as promptly.

H. Same as today!

M. Same as today - that's right. It's all voluntary. It's a volunteer organization. How good any squadron or unit was in Colorado depended upon the leadership of the man at the head of the unit. If he was a go-getter, a live wire, a leader, his was a good unit!

H. What happened to us at the end of the war? Did we die or did we grow? Say '47 to '52.

M. After the war there was a great letdown of motivation. The danger of losing the war was gone. The motivation that came from wanting to be part of the war effort had vanished. The nation was turning back to peacetime of military downgrading and reduction of the numbers in the armed forces. Industry and business were shifting from wartime production back to civilian manufacturing. The emphasis on the war was changed over to living with the family, building a neighborhood, building a business. Family life came into favor again after the war years. And there were many in the Civil Air Patrol itself that felt the CAP wartime mission had been accomplished. That the time had come when there was no longer a requirement for this volunteer organization in support of a war effort. That while the reputation of the organization was high, the mission accomplished, now was the

time to cut it off, say "mission accomplished" and this is the end. Civil Air Patrol has performed its function. There were others within the organization who felt that there were new missions now coming for Civil Air Patrol. I am happy to report that Col Harold R. Smethills, the Colorado Wing CAP commander was one of these, one who joined with other leaders to see that CAP did not die. The need for aerospace education was important. That even though the wartime assignments had been accomplished, we still had a need for young men and women to be interested in careers in aerospace, navigation, as mechanics, as pilots, in the airlines, in the military, in the aviation industry, and in aeronautics-astronautics on the brink of the dawning space age ..... it was coming. And there were new missions for Civil Air Patrol. Assignments quite different from wartime missions. The motivation for these jobs was different, too. So there was a crisis so that, somewhere around 1948, they had a meeting of the minds with those that wanted to disband and terminate CAP while the organization was still great, and those that felt if it was carried on it would go downhill. The others had their eyes on the future and said our mission is different now, but the future is out there. There are young men and women in this nation who must continue to seek a field in aerospace in the dawning space age, in airplane manufacture, and in the service academies preparing for careers as professional officers, because we will still need it. A bastion of defense for this nation must be maintained whether this

country wants to be defended anymore or not. People favoring that frame of mind prevailed, and Gen Carl A. Spaatz became the first Chairman of the National Board, CAP. Thus, the CAP mission changed and the organization has continued to absorb additional responsibilities as it grew into status as we see it today. The mission of Civil Air Patrol is still search and rescue, aerospace education, cadet training and emergency services. Still civilian volunteers giving their time, talents, skills and resources. And vastly improved over when we first started. Example: I was the operations officer for the very first air search mission that we had in Colorado. In late 1942 a P-38 "Lightning" fighter from Peterson Army Air Field had gone into the prairie - right straight in. During the first air search flights we had, pilots were actually looking for an airplane sitting on the ground. That's how little we knew about it! We were looking for an airplane.

H. Not a smoking hole.

M. Not a smoking hole. Today, with the ELT and the communication network, its different. Over the years CAP has learned many lessons in search and rescue. The search mission now is conceived in three parts with experienced pilots, competent observers, good aircraft and dedicated ground crews. Second there's the radio communications network, the air-to-air and air-to-ground link with the

ground rescue teams with jeeps and vehicles who make the actual saves at the crash site. Today the efforts are augmented by county sheriffs, by fine trained mountain units with rescue equipment, by Army teams like the MAST unit from Fort Carson who go in with helicopters and can land right at the crash site. Or ferry pararescue people in. The CAP search and rescue missions are very important. Another modern mission is aerospace education, the training of aerospace teachers from high schools and colleges across the country who carry the opportunities in aerospace fields as pilots, mechanics, spacemen, those who design aircraft and space vehicles, radio communications required for modern air transport. All of the fields which are open to our young people today - that's the mission of CAP now. That's one of the great things CAP is doing today. I've always felt the cadet training program is the most important thing that CAP did or is doing now. The future of this nation is with our young people. The training of young minds to carry on in fields of aviation and military defense of this country, the manufacture of planes and the design of faster aircraft, more powerful engines and aerospace computer fields which are forthcoming - these efforts are vital to our existence as a lead nation in the world. Several years ago a young Civil Air Patrol cadet enrolled at Hinkley High School in Aurora. Noel Bullock, who is now the Director of Aerospace Education for the Rocky Mountain Region CAP, was the teacher. Young Terry Schiessler was one of his students, who came to the U. S. Air Force

Academy under Mr. Bullock's assistance. In four years, he graduated as a second lieutenant in the Air Force, then went to jet flying training and won his silver wings as an Air Force pilot. He was assigned to the Air Defense Command - it's called Aerospace Defense Command today. Then he was assigned to the Tactical Air Command. Last Christmas I got a greeting card from Captain Schiessler from Tule Air Force Base in Greenland where he was stationed. Well - you probably know - the Russians are constantly testing our defenses, the ready response of our pilots. The will of this nation to defend itself. So from time to time the Russians send aircraft into or very close to the international borders. Our young pilots are alerted to respond quickly in far remote stations of the world. Now last Christmas I got a Christmas card from Terry Schiessler. He flies in a flight of four F-4 "Phantom" jet fighters. In the space of four years, he's gone to more powerful aircraft than I've gone through in 40 years! Well, on his Christmas card it shows a picture taken by his wing man out over the Icelandic Sea. It shows Terry's F-4 in the foreground, and just beyond is a giant Russian "Bear", a four engine bomber with a great red star on the fin. You can see the Russian tail gunner manning his 50mm tail guns ..... On the card Terry wrote, "Merry Christmas, Mr. Madsen -- this is our mission." That's deterrence, Les - the type of job some of our former CAP cadets are doing so well today.