

CORNELIUSKER CAP NEWS

Vol. 1, No. 4

Official Publication of the Nebraska Wing—CIVIL AIR PATROL

November, 1942

Squadrons Can Form Cadet Counterparts

Nebraska Wing Commander Harry B. Sidles has asked each squadron in the wing to begin organization of its CAP cadet counterpart.

Blank applications for membership in the junior organization have been sent to all squadrons, and in Omaha many high school boys and girls have called at wing headquarters for the blanks.

Each squadron may decide on how it will go about organizing its own junior unit, since this is a local program. On formation of a CAPC unit, provisional command officers will be appointed by the CAP unit commander, and training will start at once. When the CAPC unit has progressed sufficiently, it will elect its command and staff officers; to be confirmed by the CAP unit commander, and will fill subsequent vacancies by election. At the option of the parent CAP unit, drill, classes and field exercises may be held separately, or combined with those of the parent unit.

Each CAPC applicant must have a senior sponsor. The application blank requires thumb print three photos, and requires the applicant to sign an oath.

BLACKING OUT AERO LIGHTS IS ARRANGED BY MAJ. SIDLES

Wing Commander Harry B. Sidles has accepted the responsibility of arranging for the extinguishing of airport lights in Nebraska, in case of a state-wide blackout.

Although the CAA officials are responsible for extinguishing CAA beacons and radio tower lights, the OCD (of which the CAP is a part) must see to it that proper arrangements are made for blacking out other aeronautical and navigation lights, including certified airport and obstruction lights.

Maj. Sidles has contacted air raid wardens at all lighted airports and along lighted airways and asked them to either undertake to black out the lights, or appoint someone else to do so. Many have accepted, and he has forwarded CD armbands to them.

REVIEWS KANSAS WING

Maj. Reed Davis of Omaha, air officer for the army's Seventh Service command reviewed the Kansas Wing of the Civil Air Patrol at Emporia on November 15.

Our Adjutant Schooled In Administration

There's a blonde reason why wing headquarters office functions so smoothly—

She, the reason, is Miss Dorothy G. Orr, the wing adjutant, who sees that the letters are answered promptly, maintains a highly efficient filing system and, in general, sees to it that the wheels of the headquarters machinery keep turning smoothly.

By training and experience, Adjutant Orr is well equipped for the task. She received her education at Lincoln High school, George school in Bucks County, Pennsylvania, University of Nebraska, and Drexel Institute of Technology, at Philadelphia, where she received a B. S. in business administration.



Dorothy G. Orr.

During her business career she has served as secretary in the General Electric offices in Philadelphia; secretary for the committee in charge of the Pan-American conference, University of Pennsylvania; medical records librarian at the Lincoln General Hospital; and she conducted a survey on appendicitis for the Pennsylvania State Medical Society.

Her principal enthusiasm, she says, is travelling, and by any means whatsoever. Her hobbies include sewing, reading, maps, scrapbooks and friends. Other "weaknesses" include swimming, dancing, ping-pong, and walking . . . the latter is expected to be of most value during the gas-less days ahead.

Army Authorizes Courier Service By Nebraska Wing

The Nebraska wing of the Civil Air Patrol began courier service for the army air corps on Monday, November 16.

Lt. Tom Epsen, Operations Officer for Omaha No. 1 Squadron initiated the first schedule—from Omaha to Ainsworth and return. Lt. Carl Lang, Operations Officer for Omaha Squadron No. 2 is flying the round-trip between Omaha and Sioux City. Capt. Vic Schroeder, Wing Operations Officer, made the first flight from Omaha to Topeka, but this has since been taken over by Flight Leader James W. Ritchey of Topeka, operating out of Nebraska's Base No. 3, which is temporarily at Omaha.

The Nebraska Wing expects additional assignments soon, and probably the base then will be moved outstate. For the present Maj. Harry B. Sidles, Wing Commander, is acting as Base Commander and Capt. Schroeder as Operations Officer.

"Applications for pilots who wish to take part in this assignment are in the hands of squadron commanders," Sidles said, "and every pilot who can take advantage of this opportunity is urged to apply at once."

"Remember that this is not only an opportunity to do a real service for your country, but a chance to build up your flying time so that you can be of even greater service later on."

Major Sidles who will assume the duties of Base Commander, has appointed Wing Operations Officer Schroeder as Operations Officer for the Base.

While on a business trip to Spokane last week, William A. Fraser, Jr., Wing Engineering Officer conferred with Maj. Phillip

(Continued on Page 3)

WEAR UNIFORM PROPERLY

Wing headquarters has issued a bulletin to all squadrons reminding personnel that the Civil Air Patrol is the only organization which has been accorded the honor of wearing the air corps' wings and propeller insignia, and the U. S. on the shoulder emblems; and pointing out that the least CAP can do is to wear the uniform according to regulation and with dignity at all times.

CORNHUSKER CAP NEWS

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Wing Staff

Commanding Officer Harry B. Sidles
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

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Wing Intelligence Officer
Photo Editor Vic Schroeder
Wing Operations Officer
Associate Editor Carl Lang, Omaha

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COMMISSIONS

The following officers of the Nebraska Wing have been commissioned as follows:

Wing Staff

G. Crawford Follmer Captain
Earle C. Reynolds Captain
Wm. A. Fraser, Jr. Captain
Harry D. Burke Captain
Vic M. Schroeder Captain

Squadron 761-1—Omaha

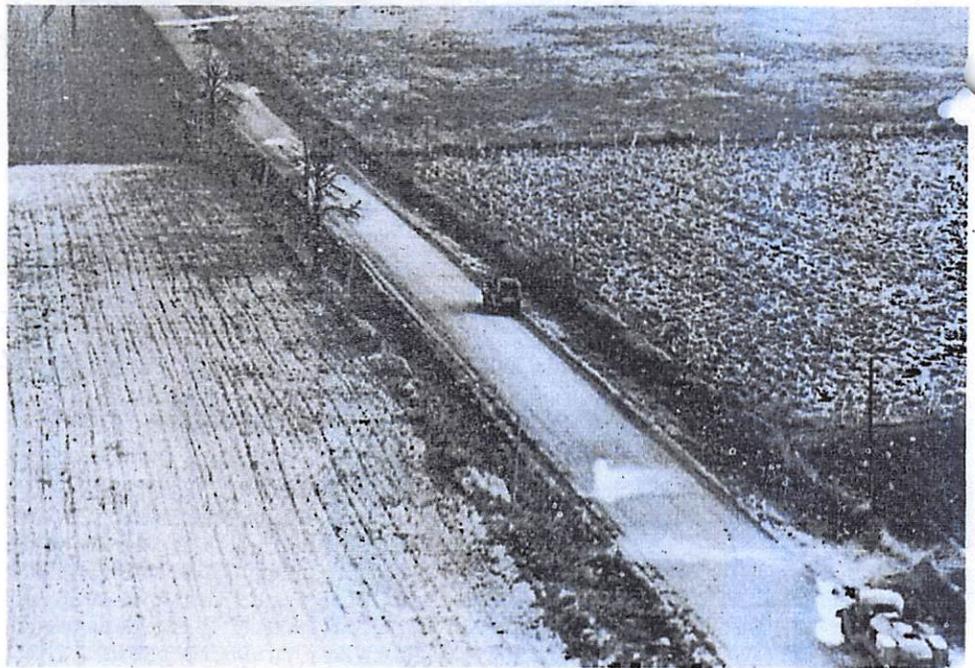
Oscar O. Cooke Captain
Mervyn J. Warren 2nd Lt.
Edward T. Volz 2nd Lt.
Marvin M. Meyers 2nd Lt.
George H. Lindley 2nd Lt.
H. Stephen King 2nd Lt.
Herbert H. Heidel 2nd Lt.
Tom P. Epsen 2nd Lt.
Augustus D. Cloyd, MD 2nd Lt.
Angelo Bonacci 2nd Lt.

Squadron 761-2—Omaha

Walter J. Devere 1st Lt.
L. J. Heinsen 2nd Lt.
John T. Hope 2nd Lt.
Carl B. Lang 2nd Lt.
Robert L. Love 2nd Lt.
Philip Nasr 2nd Lt.
Robert S. Walker 2nd Lt.
Madeline C. Kranda 2nd Lt.
Garwood L. Anderson 2nd Lt.
Nathan R. Wetherbee 2nd Lt.
Dorothy Broadfield 2nd Lt.
Wm. L. Edwards 2nd Lt.

Squadron 763-1—Grand Island

Charles F. Larsen 1st Lt.
Kenneth Albert Carver 2nd Lt.
Stover Deats 2nd Lt.
Paul Gordon 2nd Lt.
Louis A. Holmes 2nd Lt.
Erwin Kokrda 2nd Lt.
K. F. McDermott, MD 2nd Lt.
Gerald R. Murphy 2nd Lt.
Ellis Baker Shepherd 2nd Lt.
Bernard Lyle Thompson 2nd Lt.



This picture was taken as planes of Omaha No. 2 Squadron bombed an army truck convoy. The picture is distinctive because gasoline transport truck at lower right has just been hit, and flour dust is drifting past it. One plane is visible at upper left-hand corner. Bomb marks are visible all along the road.

Omaha Squadrons Active In Defense Affairs

Omaha CAP members have been active in several military and civilian defense activities recently:

On November 2 pilots and observers of No. 2 Squadron cooperated with army transport training school officials by staging a surprise bombing attack on an army truck convoy a few miles north of Ames, Nebr.

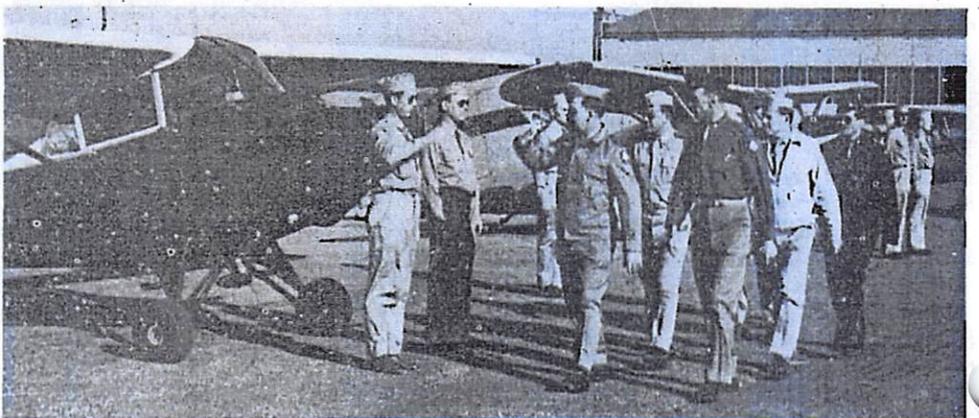
The night of November 6, No. 1 Squadron guarded Municipal airport during Omaha's blackout and CAP planes went aloft to check the effectiveness of the city's blackout test.

The bombing attack on the army convoy was a marked success. Seven planes, led by Commander Walter Devere, went on the mission. At low levels they dropped flour bombs, making direct hits on several trucks, including the gasoline transport. Flour-dust

splotches all along the road proved that, had the bombs been the real thing, no thoroughfare would have remained.

The mission was arranged at the request of 1st Lt. Lee Huff, Jr., commander of the transport school, and one of the original CAP members in Omaha. It completely surprised the class of officers manning the trucks. Pilots and observers participating included Garwood Anderson, Dorothy Moore, William Edwards, Michael Gibleal, Robert Love, Marian Nelson, Philip Nasr, Dorothy Broadfield, Carl Lang, Leonard Heinsen, James Rotella and Stewart Lindberg.

Planes for observing the blackout were flown by Wing Engineering Officer William A. Fraser, and Oscar O. Cooke, commander (Continued on Page 3)



Omaha Squadron No. 1 stands inspection. Left to right are George Fraser and Bud Tyler, beside their plane, and the inspecting officers—Commander Oscar O. Cooke, Training Officer Eddie Volz, Executive Officer Mike M. Meyers, Adjutant Harold Lindley, and Vic Schroeder, Wing Operations Officer.

CAP At North Platte Meets Emergencies

By R. L. Getty

It is a long cry from the day that Jack Knight set his ship down in North Platte and followed burning straw stacks which served as beacon lights in the early days of the air mail. North Platte was on the air map then—it is still on the air map today.

With Lee Bird field serving as a main stop on United Air Lines, fueling stop for army planes, CPT training and CAP activities, wings over North Platte have long ceased to be a novelty.

Prominent in all this air activity of a pioneer aviation city is Squadron 764-1 of CAP.

Headed by John A. Clinch, squadron commander, his brother Pat as operation officer and Dr. L. F. Valentine, executive officer, Squadron 764-1 has turned out 100 per cent to aid in emergencies.

Last April this part of the country was badly inundated with flood waters. Members of Squadron 764-1 rendered valuable aid to Red Cross officials, making two flights in cooperation with this organization.

In the Lincoln County Scrap Drive, which netted some 1,000 tons, the CAP was called into service. Out here in the cattle country, where ranches are far apart, distances are too great to cover in a car. Too much time is consumed. So the CAP took over the job of checking scrap on the ranches.

Two flights were made.

On the last flight sandbag bombs were used to deliver messages to the ranchers and rural people. Messages, written in flight, were attached by streamers to the bombs and dropped in flight, giving instructions as to disposal of the scrap.

In the first blackout of a major city in Nebraska, John A. Clinch, squadron commander and R. L. Getty, public relations officer, checked the results from the air, giving their survey to air raid officials. As a result, when North Platte had its second blackout, there was no reflection of lights whatever which could have aided an enemy plane in spotting a shot.

Classes are conducted two hours each week, with code instruction being given by Boyd A. Houser and Orlo R. Bonner. Many members have completed basic training but owing to the large number of new members to replace those who have gone into the armed services, the studies required for basic training are being repeated.

Among the latest additions to the army air corps from Squadron 764-1 are:

Cecil A. Axthelm, Gail B. Berge, Floyd B. Calvin, Ward L. Carson, Wayne M. Frazier, Vernon E. Hibbing, Lawrence B. Kinch and Darrel D. Kite.

Officers are: John A. Clinch, Squadron Commander; Patrick R. Clinch, training and Operation; Dr. L. F. Valentine, Executive



Here are some of the members of the North Platte Squadron. Front row, left to right: Herb E. Hoover, Rheinholdt J. Pinneker, Robert L. Getty.

Second row: Albert S. Kushihashi, Boyd A. Houser, Orlo R. Bonner, Earl M. Foster, Lloyd A. Houser, Jack E. Freiberg, Lowell D. Houser.

Third row: Mona P. Melvin, Milly M. Callender, Anna Marie McCormick, Denton H. Jones, Patricia J. McGovern, Marguerite C. Durbin, Mrs. Herb Hoover.

Officer; Marguerite C. Durbin, Adjutant; Stanley Hall, Intelligence; Robert L. Getty, Public Relations; R. J. Pinneker, Supply Officer; Denton H. Jones, Communications Officer.

In addition to members listed in the picture on this page, North Platte Squadron 764-1 is composed of the following members:

Eugene T. Allen, Everett L. Beebe, Frank R. Beran, Herbert O. Bergstrom, Frederick C. Blummer, Frederick D. Carr, Cary Dressler, Ben Frank, Stanley M. Hall, Leota M. Hannibal, Harry J. Hiles, Robert W. Huxoll, Dorothea M. Johnson, Lawrence J. Jones, Charles W. Kelley, Mrs. Harper La Velle, Clayton La Velle, George L. Luedke, Melvin L. Merritt, Albert G. Patton, Mrs. O. R. Platte, Lawrence Powers, Beeler E. Scott, Virge W. Stebbins, Arthur E. Stensvad, Howard A. Tingley, John D. Westfahl and Kenneth D. Younglund.

National CAP headquarters announce that in the future any requests for lists of CAP names and addresses and qualifications of pilots or other personnel of the CAP membership must be referred to Washington.

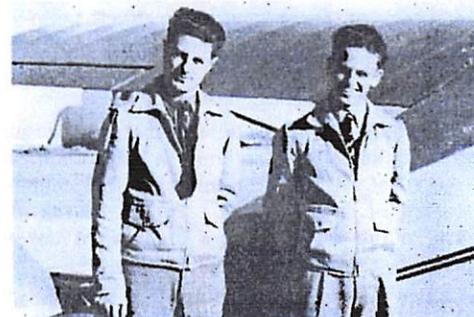
ARMY AUTHORIZES COURIER SERVICE BY NEBRASKA WING

(Continued from Page 1)

Hinkley, who has been given the responsibility of establishing the CAP courier service for the Second Air Force, whose territory includes Nebraska. The Omaha flier was told that funds for the Nebraska courier service have been provided already.

Fraser said he was highly impressed by the record made by the Washington CAP courier planes. He lunched with one of the fliers, who had just arrived with a 275 lb. load of express, and had been grounded there because of the high winds. But 90 per cent of the courier cargo is army mail, he said.

Maj. Hinkley quoted some "astronomical" figures on the flight mileage that is expected of the CAP in the states west of the Mississippi.



Pillars of the North Platte Squadron are these brothers John A. Clinch (left), Squadron Commander, and Pat Clinch, Training and Operations Officer.

OMAHA SQUADRONS ACTIVE

(Continued from Page 2)

of Squadron No. 1. Tom Epsen, First Squadron Operations Officer, and M. J. "Zack" Warren of the First Squadron were observers.

During the blackout No. 1 Squadron, under direction of Executive Officer M. M. Meyers, enforced the rules against car headlights, lighting of matches and cigarets, and generally helped police the area.

On Armistice Day Omaha members, including several on the Wing Staff, marched in the big military and civilian defense parade. Wing Commander, Maj. Harry B. Sides, led the CAP in the parade. Attendance was not large, because many members were at their regular jobs that day.

IN APPRECIATION

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Crete Plays Host To Squadron Officers

In the first event of its kind in Nebraska, operations and training officers, executive officers and squadron commanders of Grand Island and Lincoln, as well as wing officers, were guests of the Crete squadron at a meeting at the Crete airport Sunday morning, October 25.

Despite unfavorable weather, more than 50 persons were present for the program, not the least of which was an honest-to-gosh good breakfast served by women members of the Crete squadron.

The out-doors portion of the program included a brisk drill session, a demonstration by the Crete crash crew, and an exhibition of precision aerobatics by Frank Bringham, Crete school operator who is well-known to most Nebraska pilots. Bringham's stunt flying received high praise.

"Exhibit A" at Crete was the outstanding job the squadron has done in maintaining a record of all squadron missions—a complete record of each mission. These records all are in full view, along a blackboard which extends the length of the hangar.

"I've never seen anything finer any place," commented Wing Operations Officer Vic Schroeder. "I'd like to see other squadrons do the same thing."

Four wing officers attended the meeting, including Training Officer G. Crawford Follmer, Engineering Officer W. A. Fraser, Jr., and Transportation Officer Earle Reynolds. The latest developments on the wing's assignment from the army air force were reported by Schroeder. Reynolds reported that supplemental gas rations will be available for qualified persons engaged in civilian defense activities. Fraser told of his experiences with the CAP submarine patrol in Florida.

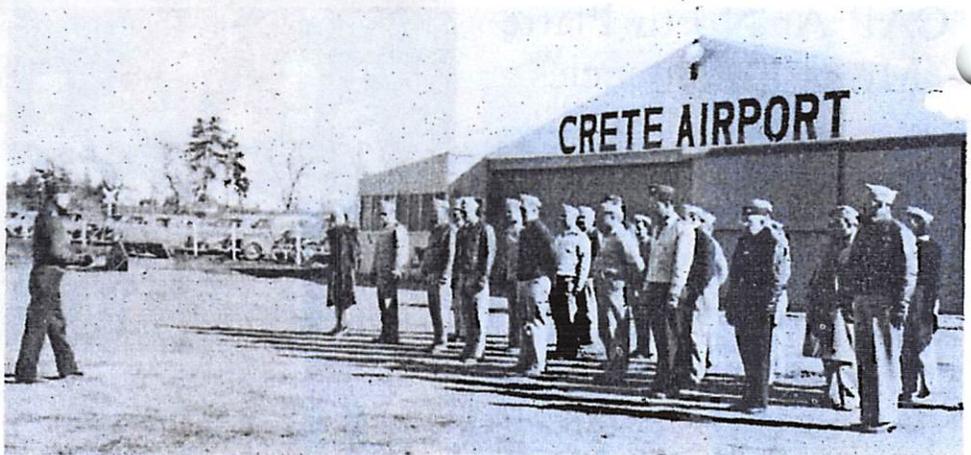
A. L. Johnson, Jr., Crete Squadron Executive Officer, presided at the meeting. Comparison of training courses and flight maneuvers were outlined by C F. Larsen, Grand Island; Ray Ramsey, Lincoln; and David Osterhout, Crete.

Miss Dorothy Osterhout, Crete Adjutant, was in charge of registration for the 60 local members and visitors present. Mrs. Ed S. Parker was chairman of the breakfast committee.

GRAND ISLAND SQUADRON ASSISTS IN SCRAP DRIVE

Last month all members of the Grand Island Squadron, turned out and put on a Scrap Drive of their own.

Recent flights, assigned by the Operations Officer, Jerry Murphy, and it was a comparatively easy matter for the Squadron to locate Scrap "Mines."



It was a chilly morning when training officers, operations officers and executive officers from Grand Island, Lincoln and Crete and several wing officers got together at Crete, so the program was begun with a brisk drill.



The picture was taken as the squadron officers got down to business during the first meeting of its kind ever held in Nebraska. They were listening to Wing Training Officer G. Crawford Follmer, at right, standing.



One of the most interesting features of the program was a demonstration by the Crete crash crew. Here the crew is demonstrating how to put the crash victim on a stretcher. Crete firemen assist the fliers.

A truck was donated to the Squadron by the State of Nebraska Highway Department, for which they were duly grateful. Squadron Commander Charles Larson drove his own truck and filled it every trip out.



The women members of the Crete Squadron, who furnished an excellent breakfast, won much praise from the visitors. Above, left to right are: Mrs. E. Parker, Mrs. David Osterhout, and Elinor Nelson.



Frank Bringham, above well-known Crete operator, treated the visitors to a 15-minute exhibition of beautiful precision aerobatics.