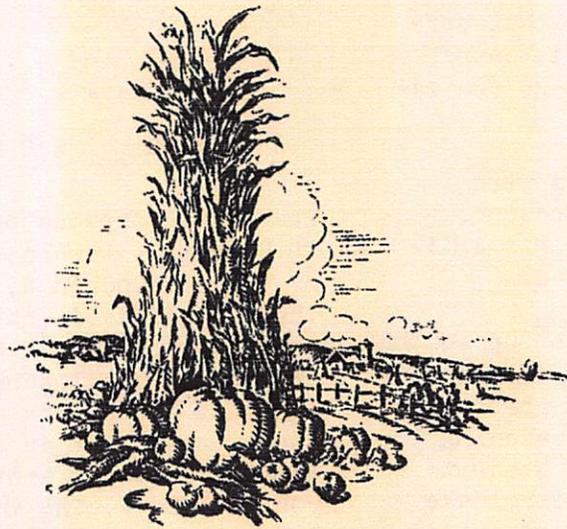


CORNHUSKER
C-A-P NEWS

OCTOBER 1949



CAP, HIGH SCHOOL COOPERATING IN AVIATION COURSE AT NORTH PLATTE, NEBR.

Major J. O. Jenkins, commanding officer of the North Platte Squadron of the CAP, announced recently in the North Platte press that the CAP will cooperate with the Senior High School in North Platte in giving lab training in aeronautics to a class of 27 students.

The aeronautics course is being offered for the first time at the North Platte high school. Miss Sally Yoder, mathematics instructor, will conduct the classroom theory course and Major Jenkins will be in charge of laboratory training.

FIVE HOURS IN AIR

Jenkins said it is the aim of the CAP to give each student registered for the course at least five hours in the air for orientation work with an experienced pilot. The students will not receive flying instruction but rather will study problems of navigation and related subjects while getting their air time.

Although the lab course calls for five hours air time, Jenkins said the CAP will be hard pressed for funds to carry this out. He said the planes cost about three dollars per hour, thus making a total expenditure of \$15 for each student registered. He said that persons interested in seeing this course carried out are invited to make contributions to the program.

Only juniors and seniors were allowed to register for the course. Twenty-four boys and three girls indicated they would be interested.

SCHEDULE SET UP

The schedule has been set up so that students will have five days of classwork at school each week and will go to the CAP cabin at the airport one evening to receive their lab training. Students were required to get a signed release from their parents in order to participate in the flying program.

Both classroom and laboratory textbooks are being furnished by the CAP National Headquarters. Pilots who will take the students up are contributing their time free of charge.

FORMER LINCOLN CADET RECEIVES COMENDATION FROM CLEVELAND, OHIO SQUADRON

The Lincoln Squadron was pleased and proud to receive the following letter from the Fifth Cleveland Squadron, signed by Donald C. Marinchak, Adjutant. We are quoting this letter below as it clearly indicates how well trained CAP cadets can render services on special occasions, not only in their own units but also in other CAP units and other communities.

"The Fifth Cleveland Squadron wishes to extend a tribute to Donald E. Maunder, of your Squadron for volunteer services rendered during the National Air Races, held in Cleveland on the 3-4-5 of September.

"We appreciate the support the above named cadet gave us in guarding, and we wish you will accredit him with approximately 10 hours in his cadet training program for the splendid work he did.

"Cadet Maunder's conduct and dress was that of a model cadet. His ability in handling the situation and crowd was that of a well trained cadet, which he owes to a good cadet training".

* * * * *

A C K N O W L E D G E M E N T S

We wish to express our appreciation to Robert O. Dawson, senior member of Omaha Squadron 3, who designed the very artistic cover for last month's "CORNHUSKER CAP NEWS". The original stencil cannot be used again (running 800 copies of the NEWS wears the stencils out in a hurry); however, Bob is designing another stencil so you will be seeing this cover again. Bob has been a member of Omaha Squadron since November of 1945.

Our thanks is also extended to Mrs. M. H. Williamson of Plattsmouth, Nebraska who generously donated her services to mending the tears in the Civil Air Patrol flag.

MITCHELL CAP FLIES ON 'SEARCH MISSION' GROUP 765 ACTIVATED ON OCTOBER 10

The Mitchell Squadron of Group 765 of the Nebraska Wing went on a dry run search for a "lost aircraft" on Wednesday September 21.

The alert alarm was given at 7:30 PM and by 7:45 two aircraft had taken off to search for the "lost plane". At 8:05 the aircraft reported to the base that "the wreckage had been spotted was on fire and had crashed about three miles west of Mitchell". Ground rescue crews were dispatched, and directed by radio to within a half mile of the wreckage. The fire was easily seen through the darkness, and upon reaching the wreckage, the ground rescue crews radioed back that apparently all aboard the plane had been killed in the crash and were burned beyond recognition.

The planes which flew over the area in the simulated search were piloted by Captain Harold Black, Commanding Officer of the Mitchell Squadron and George Kealey of the Hogan Flying Service at Mitchell. At a critique after the dry run, Capt. Black stated that the first dry run of the squadron had proven the ability of the squadron to handle any situation, but that more would be held to continue to improve on the search and rescue technique of the squadron.

BAYARD FLIGHT PLANS WINTER "DRY RUN"

The Bayard Flight is planning to hold a winter "dry run" sometime this month. The purpose of this practice maneuver will be to see if the winter dry runs are as efficient as the hot weather runs.

The Bayard Flight held a highly successful dry run, "Operation Wildcat" on 24 April 1949, the first of a series of practice rescue missions. The mission last month lasted almost twenty-four hours and was the first overnight mission undertaken by the unit.

On Monday, October 10, Group 765 was activated officially as an operating Group, and correspondence between Wing Headquarters and the units in this group will be channeled through Group Headquarters in the future. Major L. P. Brennan of Mitchell is the commanding officer of the Group. Under the 765th is the Scottsbluff Squadron commanded by Captain Ostenberg III; the Kimball Flight commanded by Lt. R. R. Kelso; the Bayard Flight headed by Capt. Jack Lewis; Mitchell Squadron, Capt. Harold Black; Alliance Flight, Lt. Curtis Bill; and Gering Flight, B. R. Myers.

The group is manned by 106 senior members and 110 cadets, who are scattered throughout the various units of the group.

The 765th's communication center is in the Consumers Public Power District building in Scottsbluff. Headquarters is at Scottsbluff airport. There is an office, a supply room, a pilots' and cadets' lounge and study room at headquarters.

An L-5 ambulance plane, equipped with two-way radio, flares and lights for night flying, and with a set of skis for snow landings is located at the Scottsbluff airport, ready for emergency use in the panhandle area. Lt. Everett Haxby, Group Air Inspector and owner of the Bluffs Aviation Company, said the plane will be on call 24 hours a day, with at least one pilot in each town having a CAP unit standing by to fly the ambulance unit. To date Haxby, Capt. Hal Black of Mitchell, Capt. Jack Lewis of Bayard and Lt. Bill Myers of Gering are assigned to fly the ship.

Wing representatives flew to Scottsbluff on 22 September 1949 for a meeting with Major L. P. Brennan and other group officers.

DID YOU KNOW THAT



The puzzled little fellow you see above is the mascot of the Omaha Cadets of Squadron 3. He doesn't have a name yet, but the Omaha cadets are having a contest to select a name and the local cadet making the best suggestion will win a half hour airplane ride.

The Omaha cadets now have their own newspaper, "The Cadet Capers", which is edited by Cadet Lts. Harold Storm and Clarke Brintnall. The paper will be published once a month and the cadets plan to send a copy to each unit for the information of outstate cadets.

* * * *

The Omaha Cadet Squadron 3 radio class is holding meetings every Wednesday night at 7:30, in the CAP radio building directly west of the Omaha Municipal airport. Cadet 1st Lt. Dewaine Sporer has appointed Cadet T/Sgt. Donald Lamphere as second in command of communications of the Omaha Cadet Squadron. Twelve Omaha cadets have been selected to attend special classes in disaster work, including classes in first aid, radio, water rescue and land rescue.

Two members of Omaha Squadron are on sick call. Cadet Jon Owens, one of the Omaha boys who attended summer camp, was taken to the Childrens' Memorial Hospital early this week. We will be anxious to hear more about Jon from his father, Dick Owens, who is a senior member of the Omaha Squadron. Our sympathies are extended to Sgt. Pat Siros, who suffered a broken hand this week when on her way home from Wing Headquarters where she had been doing some work. Pat had a car door slammed on her hand, a pretty painful ordeal.

Several of the cadets from the HASTINGS FLIGHT drove to GRAND ISLAND on 29 September 1949 for a visit with that flight. Many of the outstate cadets became acquainted at this year's summer encampment and are keeping in touch with each other.

Cadets from all over Omaha turned out for an emergency rescue mission October 11. The mission was not in any way rehearsed. Little Jerry Frost of Benson was reported missing about 7:00 PM. The cadets learned of the incident about 10:00 PM. Many cadets turned out to aid in the search for the child. The body of the twenty months old baby was recovered from the Benson Park lagoon shortly after the cadets arrived on the scene.

A flying trip to Western Nebraska was made on 2 October 1949 by Major Heinsen, Air Inspector, Lt. Vern Fuller, Communications Officer and Captain Frank Bowman. Communications was the main purpose of the trip. It is hoped that stations on the 2374 network will soon be operating at Scottsbluff, Gering, Ainsworth and Kimball.

Major Heinsen and Captain Bowman drove to York, Nebraska on October 18, where approximately 35 persons attended a meeting. Although the York Flight was deactivated several months ago, there is still considerable interest in C A P, and a possibility of reactivation.

OIL CHANGE ON L-4 AND L-5 AIRCRAFT

Unit commanders and operations officers are again reminded that oil change on aircraft equipped with opposed type engines (L-4 and L-5) is to be accomplished after every 25 hours of flying time and so indicated on the form 41B of that aircraft. This applies to all L-4's and L-5's.

WING REQUESTS EIGHT L-4 AIRCRAFT

The Nebraska Wing has requested consideration for eight of the L-4 aircraft that were recently made available to National Headquarters, CAP at Pyote Air Force Base. There are 105 L-4's available at Pyote, 52 of which are brand new and still in their crates, with only one hour of time on them--the necessary manufacturer's test hop. The following Nebraska units have stated that they would like to receive one of these aircraft: Lexington Flight, Omaha Squadron, Hastings Flight, North Platte Squadron, Scotts-bluff Squadron, Kimball Flight, Bayard Flight and Mitchell Squadron. The expenses involved--insurance, registration, demilitarization, assembly, removal from present site, operation, maintenance, etc.--are to be paid by the individual unit, or group, receiving the aircraft.

Group 765 expressed an interest in the L-4's at Tinker Air Force Base, which are used aircraft without engines, and the Wing has requested consideration for four of these aircraft.

National Headquarters will make allocation of these aircraft to the Wings. The units who requested L-4's should bear in mind that although the Wing requested eight airplanes, only a few may be allocated because of the small number available and the requests from 51 Wings that must be considered.

As soon as further word is received about these aircraft, unit commanders will be advised immediately.

AERONAUTICAL RATINGS - NEBR. ING

The following CAP personnel have received aeronautical ratings, as indicated, in accordance with the provisions of CAP Regulation 50-1:

SENIOR PILOT

Lt. Arthur Feikert, Kearney, Nebr.

PILOT

Paul H. Lefelmeyer, Omaha
Eugene L. Bird, Lexington
J. L. Brummett, Scottsbluff
Gene R. Chasc, Scottsbluff
Patricia J. Frank, Scottsbluff
Donald R. Pearson, Mitchell
Capt. W. H. Ostenberg, Scottsbluff
Theodore Pieper, Mitchell
Robert M. Schumacher, Scottsbluff
Clinton N. Allison, Gering
Lt. Wm. A. Barrett, Grand Island
Lt. H. L. Coleman, Grand Island
Philip R. Coulter, Scottsbluff
Lt. R. R. Kelso, Kimball
John H. Kuns, Kimball
William L. Raper, Kimball
Robert E. Russell, Gering
W/O George Seibold, Omaha
Ralph A. Uhlken, Scottsbluff
Douglas R. Walker, Scottsbluff

Important Notice

CAP REGULATION NO. 60-2, dated 10 October 1949, makes it absolutely mandatory that in order to be eligible to operate USAF owned aircraft, each CAP pilot must possess a pilot rating issued by National Headquarters of Civil Air Patrol.

Copies of this new regulation were distributed to all unit commanders last week.

Units who have not submitted applications for aeronautical rating (CAP Form 3A) are urged to do so at once, as pilots are not eligible to operate L-4 or L-5 aircraft until they receive this aeronautical rating.

VISIT TO THE UNITED KINGDOM OF MEMBERS
OF THE AMERICAN CIVIL AIR PATROL

(by Cadet Captain Russell D. Caauwe,
Norfolk, Nebraska)

It was about eight o'clock Monday morning, the 1st of August, when I left Norfolk. Capt. Bowman from Omaha flew me to Washington in an AT-6. (He let me fly to Columbus, Ohio.) We landed at Chanute Field and again at Columbus, Ohio. Six hours later we touched down in Washington, D. C. That evening I got settled and then went into town to look around. The next morning the Captain and I went to the Vandenberg room and had breakfast with Congressman Karl Steffen. That afternoon I again went sight-seeing and saw the Washington Monument, the FBI Building, the Smithsonian Institute, the Capitol, and quite a few other buildings. We also saw the President's yacht.

We left late Thursday, the 4th of August, for the first stop on our way to London. We landed at Stefansville, Newfoundland and stayed there a few hours and had lunch. We then took off for London. We arrived in London at Northolt Air Base & were greeted by Air Officer Commander-in-Chief, Air Marshal Sir Alan Lees. This is what he said:

"It gives me particular pleasure to welcome you to the United Kingdom. We have prepared a varied programme for your stay here, which I hope will show you the more interesting items of historical interest, and give you an opportunity to do a little exploring on your own.

"I need not emphasize the value that can be derived from these exchange visits. Much can be learned by reading but personal contact and experiences are more valuable in obtaining a really true picture of the ways of life and conditions existing in other parts of the world.

"We are all very pleased to see you. Make the most of your visit, and I hope you will take away with you pleasant memories of your stay in this Island"

(cont. next column)

We were then interviewed by B.B.C. and left the airfield by bus for the base, which was RAF Station, Uxbridge.

Sat, August 6th, we had a church parade. It was the most thrilling thing I have ever been in. There we were, English cadets, Canadians and Americans, all marching together. They had the best military band in all England play as we marched. We marched down the streets and there were people lined up on the streets watching us. It really made our chests swell!

Next we had lunch and then went to Windsor Castle. We saw so many things that it would take a book to describe them, but to me the most vivid thing was the changing of the guard. They wear very bright clothing and do a lot of stamping of their feet which is typical of British marching.

We had tea in the White Hart Hotel and then went back to Uxbridge and had another tea. We spent the night in town and tried to do some shopping, but because we didn't know the money very well yet we decided to wait till later. Here again we found our chests swelling as we walked down the street and heard people say "Look, the Americans."

Mon., August 8, started out with the excitement of going to see Oxford University. We finished our tour there and went to again have tea with the University Air Squadron Club. We then left for Stratford-on-Avon to see Shakespeare's birthplace. Here we had our first long free time, but it didn't do us any good because the stores were closed for tea. We then went and had tea with the Lord Mayor of Stratford-on-Avon. In the evening we saw "Othello" at the Shakespeare Memorial Theater. After the play we left for RAF Filton (near Bristol) to stay for the night.

Tues, August 9th, found us touring the Bristol Aeroplane Company and we got a look at the Brabazon Air Liner. We then attended a civic reception and

(cont. next page)

VISIT TO UNITED KINGDOM, cont.

luncheon given by the Lord Mayor of Bristol. From there we went to the Mills Tobacco Factory and had tea. We then returned to Filton for tea. That night we were to attend a dance, but as we were very tired we went to bed.

Tue, 10 August, we left Filton for Bristol again. There we were to take a boat to Cardiff, in Wales, but as the tide was out we drove. Later we were glad we did because we saw some of the most beautiful country that any of us had seen before. We had tea with the Lord Mayor of Cardiff and then toured Cardiff Castle. We then had tea in the city hall and proceeded to Bridgend, Glamorgan, by coach. There we were entertained at dinner by the 1092 Squadron A.T.C., followed by a dance at Porthcawl. We then went to St. Antan to stay overnight.

Thursday, August 11, we had breakfast and toured the dry docks and left for Tintern via Chepstow. We saw Raglan Castle and the Tye Valley. We had tea in the Beaufort Hotel, Tintern. Then we went to Newport and were given tea (under the disguised name of supper) and went to bed.

Fri, August 12, we went to Cardiff to catch a boat to Weston-super-Mare and took our buses to RAF Station, Locking. There we had tea with the ATC cadets and left for the Cheddar Gorge. There we went through a large cave and had tea with the Lord St. Audrian at his residence, Fairfield, Stogurney, Bridgewater. We then left for Sumner Camp at Chivenor to stay overnight.

Sat, August 13, we went to the Royal Naval Dockyard and visited warships at Devonport, Plymouth. We then proceeded to Plymouth for tea. We then went back to Chivenor. (You guessed it-FOR TEA)!

Sunday was our rest day and most of us slept in our beds all day. The rest of us went swimming, gliding, and other not too strenuous sports. I had my first flight in a glider and, gee, was it fun!

(cont. next column)

Everyone hit the sack early as we know the next week would be a busy one.

Monday, August 15, we went to RAF Station, Hullavington, to have lunch. We then left in a C-47 for Scotland. While we were enroute, the pilot came back and asked us if any of us had a pilot's license. I said that I had a license in light aircraft, and he told me to come up in the cockpit. He showed me the instruments and then told me he had to have his tea. He then went back and let me fly it all alone for 45 minutes.

Through no help of mine, we arrived in Scotland at 5:45 and were welcomed by Air Commodore E. B. Burns. We then got something to eat and got settled in our barracks. It was at this base that we found the best living quarters that we had at any time in our stay. The food was good and above all we had clean eating utensils and tables.

Tuesday, Aug. 16, was a big day for us. We left the base for Edinburgh. There we were taken to the Palace in Edinburgh. It is named Holyrood House. We then went and had (I won't say it) you know what. We were entertained there by the Lord Provost of Edinburgh. Again then we had "it" again at the English Speaking Club. An hour was given us to shop and the only souvenirs I could find were a little Scottish doll and some bookends. Some of the fellows got Scottish hats and scarfs (they call them Tartans). We then had tea with Commander Chalmers, and left for the Firth of Forth Bridge. We then returned to Edinburgh for a party and dance with the Scottish girls. They taught us to do some folk dances and it was here I got knocked out. As I have always said, those dances are very strenuous, and another boy and I hit our heads together! He just got a lump on the head. That night we were tired when we got back but our spirits were high.

Wed, August 17, found us at Turnhouse where we left for Northolt, our home base. We had a free afternoon, which

(cont. next page)

VISIT TO UNITED KINGDOM, cont.

was spent shopping.

Thursday, the 18th, we visited the London County Council and then went to see an exhibition of the London Fire Brigade. Then we saw a London cinema show, named LITTLE TROTTIE TRUE.

Friday found us all very excited for this was the day we were to fly over Germany. We left Northolt in two York airplanes and flew over Germany, Belgium and Holland viewing the bomb damage and the country in general. The trip was very interesting and to me was a sight which will remain in my mind an awfully long time. A person just doesn't realize until they have seen it how really much damage the bombs do to these cities. How people live down there was and still is a mystery to me.

When we got back from the flight there were swimming pools available to us but very few did go because they took the opportunity to write home.

Saturday we had a lecture on law and history of English football. After lunch we went to see an English football game. I took a few pictures of it because it is very unique. They use their heads as much as they use their feet. After the game we had some of that foul liquid they call TEA. This was at the Strand Palace Hotel. Really though, we had a wonderful time here. They even hired an orchestra to play American music and we had wonderful food. The hotel was very large and we could hardly find our way out when we were finished. We then saw "Tough at the Top" at the Adelphi Theater. It was a musical and we all enjoyed it immensely. By the way, it was a stage production.

Sunday was our free day except for the visit to the Broadcasting House of B.B.C. Most of us went into London to to sightseeing.

Monday was a big day again. We saw the Tower of London and the crown jewels.
(cont, next col.

We also saw St. Paul's Cathedral and had a picnic lunch on the river front. Then we got aboard the yacht St. Katharine at Tower Pier for the trip around the London Docks. We had tea on board. We then had dinner at the Savoy Hotel. It was the largest and ritziest place we had ever seen. Outside were at least a dozen Rolls Royces and jokers in tuxedos and women with enough jewels on to start a jewelry store. It took us five minutes to find the room where we ate and we had CocaCola before eating. At dinner I sat next to one of the men who had sailed the Atlantic in a 20 foot boat. He and his brother were very interesting. We had a five course meal. We thought they would never stop bringing food. Twenty five cadets drank 208 bottles of pop. After dinner we went across the street to the Daily Express office to see how they make their newspapers. There also we saw the boat the two brothers had come over on. It sure looked small.

Tuesday, 23rd of August, we left Uxbridge for London via Constitution Hill and The Mall. We witnessed the changing of the guard at Horse Guards Parade in Whitehall. Later we had lunch at the cafe named the Mecca Cafe. We then had a tour of the Houses of Parliament and had tea at the Overseas League. We saw a vaudeville play, "French Without Tears" at the Vaudeville Theater in London and then we returned to base.

Wednesday we had a rest day and were taken into London for shopping.

Thursday we left for home, stopping at Iceland and Newfoundland. We arrived in Washington and went through customs. Most of the cadets left immediately for home, but as a General took my seat on the plane I was supposed to go on, I took another one to Kansas City. There I stayed one night and on the 27th flew to Omaha. There I contacted Captain Boman and he flew me home.

I can't express how much I enjoyed the trip, or how much more in-
(concluded, next page)

STATEWIDE MEETING PLANNED AT KEARNEY

Unit staff officers from all over the state of Nebraska will meet at Kearney, Nebraska on Sunday, Nov. 20th.

Representatives from Kimball, Bayard and Scottsbluff in the 765th Group, and Grand Island, Hastings, Lexington, Lincoln, Norfolk, North Platte and Omaha are planning on attending the meeting; and it is hoped that the other units will also be able to send staff members to the conference.

The CAP officers will have breakfast together at Kearney at 8:00 AM, before the meeting opens at 9:00. Several units have indicated that they plan to arrive at Kearney on Saturday evening due to the distance of travel involved. No meetings are scheduled for Saturday, however.

CADET ENROLLMENT IS INCREASING

Cadet enrollment is jumping by leaps and bounds, with applications in largest numbers coming from Norfolk, North Platte and Omaha. Cadet papers have also been received recently from Grand Island, Oakland, Plattsmouth and Scottsbluff.

There are presently about 90 cadets enrolled in the Omaha 3 Squadron, and the cadets hope that this figure will reach 100 before their recruiting drive is finished. Wing records indicate that there are approximately 381 cadet applications on file at present, although this figure includes 37 cadets who have recently passed age 18.

The importance of stressing the cadet program cannot be over emphasized, inasmuch as it is the desire of our National Commander, Major General Lucas V. Beau, that the Nebraska Wing reach its goal of 1500 cadets by May 1950.

* CORNHUSKER CAP NEWS - OBER. WING *
* Published monthly by the AF - C A R *
* Liaison Office *

VISIT TO UNITED KINGDOM, cont.

formed I feel about the British. I am certainly and sincerely grateful and indebted to my CAP officers, the people who directly were helpful in getting me the trip and, too, the American people whose money made it possible for the exchange to be formed. I hope they realize the value of the exchange program toward a better feeling between Great Britain and the United States, because now more than ever before there is a definite need for better understanding between nations.

(Our thanks to Cadet Casare for sending us such an interesting account of his trip to England. We felt that this article was so well written and entertaining that we have printed the entire account, word for word.)

NEWS ITEMS FROM WING HEADQUARTERS

CAP Regulations 30-6 and 50-3

Information has just been received from National Headquarters that OTC Regulation 50-3 is undergoing correction and will be distributed by National prior to November 1st.

Also, CAP Regulation 30-6 covering cadet insignia will be ready for distribution as soon as the new non-commissioned officer insignia is received from Gensco, at which time it will be reproduced and incorporated in the regulation.

CAP Movie Progressing

A contract has been let by the U. S. Air Force's Public Relations organization for the making of a CAP movie depicting the various senior and cadet activities of our organization. The movie will include summer encampment sequence made at Rapid City, S. D. in August. Other sequences will include the cadet exchange program, the school education program, and the senior program which is to be covered in "Operation Martinsburg" in Eastern Pennsylvania to take place this month.

LINCOLN MEETS WITH SCHOOL OFFICIALS

Major O. T. Powell, Commanding Officer of the Lincoln Squadron and Major Charles Taylor, Training Officer for the Nebraska Wing met with Captain Frank W. Bowman and school officials of the Lincoln highschool on Thursday afternoon, 13 October 1949. Mr. Gilbert Willey, Superintendent of the Lincoln Public Schools; Mr. Pelley, his assistant; and Mr. Mardis and Mr. Wickle, principals of the two Lincoln highschools attended the conference.

The new CAP training manual and the possibility of placing the CAP aeronautical course in the Lincoln highschools was discussed by the group.

The Lincoln Squadron, which has been meeting at CAP Headquarters at the Municipal Airport, hopes to secure meeting space in downtown Lincoln, in order to make it easier for cadets to attend classes.

* * * * *

ORD UNIT INITIATES HIGH SCHOOL PROGRAM

Fourteen cadets at Ord, Nebraska are making out application forms at the present time. The cadets will participate in the CAP-Ord Highschool coordinated program, using the new CAP manual. Mr. Stoddard of the Ord Highschool will be the instructor.

Captain Frank Bowman drove to Ord, Nebraska on 21 October 1949, to assist the unit in their orientation on the new program. The Ord Flight has twenty-eight senior members. Lt. William Steen is Commanding Officer; Leslie Nash, Operations Officer; Horace Travis, Training Officer; John Wozab, PIO; and Joe Fajmon, Communications Officer.

OMAHA SQUADRON NEWS ITEMSSQUADRON 1 HOLDS REORGANIZATION MEETING

Approximately 35 members of Omaha Squadron 1 attended a meeting at the El Chico Room of the American Legion Club at 8:00 PM on 19 October 1949. Colonel Rudy C. Mueller, Wing Commander, Major L. J. Heinsen, Air Inspector and Major Wendell George, Supply Officer were also in attendance, together with Captain Bowman, AF-CAP Liaison Officer.

The staff members of Squadron 1 plan a follow-up meeting at Wing Headquarters on Thursday evening, 20 October, for further planning and discussion.

PILOTS RUSSO AND DAVEY FLY CADETS

John Davcy and John Russo, both senior members and pilots of Squadron 1, flew seventeen Omaha cadets on orientation rides on Sunday, October 9.

* * * * *

OMAHA PILOTS PARTICIPATE IN SEARCH

Eight Omaha pilots volunteered to search for an L-4 type aircraft from Des Moines, Iowa which was reported missing on 18 September 1949. The plane, which had landed in an alfalfa field across the river in Iowa, was located by one of the CAP pilots and reported to the Liaison Officer. Neither the plane or passengers were harmed.

COL. MULLER IS GUEST SPEAKER

Colonel Rudy Mueller, Wing Commander addressed the members of the High-Twelve Club at their Monday noon luncheon, 3 October 1949, at the Hotel Fontenelle.

