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CAP
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CIVIL AIR PATROL

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Unit Commanders: The experimental courier service developed by the New York Wing, to carry essential merchandise and personnel between war industry plants and their sub-contractors, started this week as indicated in CAP Bulletin No. 20. Several other Wings are negotiating along similar lines. The experience thus gained will be reported as the program progresses. The more the unit officers in each locality use their initiative and imagination in developing such useful jobs for the Patrol, the sooner the pilots and planes of CAP will find opportunities for service on a broad scale.

RED CROSS--CAP has offered services to the American Red Cross wherever the use of planes can aid in disaster relief. Already, in flood and tornado areas, CAP units have sprung into immediate action. The program under discussion with Red Cross representatives in Washington calls for advance planning in each locality so that the Patrol may be ready to act as the air service of the Red Cross and will be trained for the type of emergencies which are foreseen by local disaster committee chairmen.

FOREST PATROL--In State after State, arrangements are being completed for service of CAP planes in patrolling forest areas and guarding against the serious danger of incendiary fires in the dry season. The Colorado Wing reports the drafting of a contract with the Forestry Division in that State whose officials plan to use CAP services wherever possible and have furnished parachutes and radio equipment. Their supervisors are working with the Patrol on training missions involving radio communication and the dropping of supplies by parachute.

IOWA--The Iowa Wing Executive Bulletin is full of ideas this week. It reports that the Wing staff is committed to a policy of visiting every Squadron in the State at least every six weeks. It recommends the training of deputy staff officers for every staff position so there will be understudies ready to take over when officers leave for active service. New staff members should receive letters from Wing Headquarters as proof of authority. Squadron consolidations are being effected when this strengthens the organization. Members are advised to take their first aid classes at the nearest point rather than use rubber in traveling to where their Squadrons meet. A single place for receipt of unit mail is recommended. This is important. Directives still are not getting through to local units in some areas. Squadron 722-4 at Davenport has devised a system to reach its 101 members quickly in emergency. In the first test, all were contacted in 30 minutes but that wasn't good enough for Davenport so they worked over the plan and did it in 20 minutes. It turns out that the way the lads at Sioux City got the warning out that the river was rising was by painting "FLOOD" in large letters with whitewash on their airplanes and flying over the countryside.

AIR RAID--In cooperation with the Aircraft Warning Service, the Oklahoma Wing is planning a series of mock air raids throughout the State on July 5. All the 10 Oklahoma Groups will send planes aloft promptly at 10:00 a.m. Every available CAP plane will be used and nearly every county in the State will be raided. The Air Raid Wardens will alert their ground observers from 9:00 to 15:00. The watchers will spot the planes and telephone their expected courses to the nearest town where the public will be notified by the blare of sirens.

RADIOS FURNISHED--The State of North Carolina, through Governor J. M. Broughton and Civilian Defense Director Ben E. Douglas, has donated 10 two-way radios to the North Carolina Wing for use during floods, fires, and other emergencies.

PHYSICAL PREPAREDNESS--Physical fitness and preparedness for active duty missions are stressed in the program of the Georgia Wing. Members are given routine Army immunizations against typhoid, tetanus, and smallpox. They are blood typed and full records are kept. Any member going into active military service takes his record card with him. To date, CAP immunizations have been accepted and additional inoculations are not required on entering the Army. Members also have their own "dog tags" carrying their names, serial numbers, date of tetanus immunization, blood type, religion, and name of next of kin. Thus a wounded man is tagged correctly even in the dark.

The Wing Surgeon, Dr. Paul L. Hudson, has been commissioned a Major, M. C., in the Georgia State Guard and assigned to the Patrol. He is ably assisted by Squadron Surgeons and has secured fine cooperation from Army medical officers in the area. From private sources, free hospitalization for CAP members injured in line of duty has been arranged. Dr. Hudson has developed a system of mass inoculation to avoid epidemics of fainting in line, not uncommon in the Army, especially among new recruits. Although there are a good many women in the ranks of the Georgia Wing, there has not been one case of fainting in drills of the Patrol.

CARRIER PIGEONS--The Nevada Wing has completed a series of experiments in releasing carrier pigeons from airplanes. All returned promptly and without injury to their base 10 miles away. Some were released from the right side in a bank of about 30°. One was released in a level flight with the plane slowed down to minimum speed. Further experiments are being made as to equipment to transport pigeons on horseback for use of the Mounted Command.

FLOOD AND RESCUE MISSIONS--During a recent flood in the Denver area, planes of the Colorado Wing patrolled the flooded area locating washed out bridges, impassible highways, and marooned persons, and keeping in constant touch with the State Highway Department. Some weeks ago, the members at Colorado Springs dropped food and supplies to four persons marooned in a snow storm in the Pikes Peak area. The Pueblo unit was called out by State Police to help locate the car of an escaped murderer. Denver pilots have flown a missing plane mission.

TEXAS GUARD JOINS--Effective June 15, the aviation branch of the Texas Defense Guard, numbering 211 officers, 544 enlisted men, and 350 planes was mustered out and its units will merge with the Texas Wing of the Civil Air Patrol. This decision was reached by Governor Cole R. Stevenson and State Adjutant General J. Watt Page because of the interstate character of aviation services in wartime. Texas was justly proud of its air arm, an active and well drilled organization, but decided to merge with the national activities of the Patrol whose Texas Wing, before the merger, numbered more than 2,000 members. Maj. Earle L. Johnson, National Commander of the CAP, recently flew to Texas to attend ceremonies effecting the change and to welcome this fine group of airmen into the Patrol.

SHARE-RIDE PLAN--The plan developed by the Cleveland CAP to save rubber and gas by the sharing of available auto seats among the members has been taken up on a city-wide basis. Group Transportation Officer George H. Scragg, who devised the plan, is co-chairman of the White Motor Co. labor-management war production committee which has broadened the idea for use by company employees. As applied by CAP, each Squadron mapped its area to spot the home and office location of each member with data on available cars. The White Co. program, now becoming the pattern for the city and spreading to other cities, involved a complete survey of the commuting habits of all employees. Tokens were issued to be collected by any driver who carries fellow citizens and given by him to other drivers with whom he rides. Cars on lots are parked according to the zone to which they will return.