

OFFICE OF CIVILIAN DEFENSE
WASHINGTON, D. C.

CAP
BULLETIN

CIVIL AIR PATROL

No. 26
July 24, 1942

Unit Commanders: The most urgent job is keep plugging on return of active duty applications and to advise Wing Headquarters of airworthy planes available for service. Members with specialized experience as airplane mechanics and on other ground work of the types needed are especially to be sought. It is permissible to file supplementary statements with applications so that members may set forth their qualifications in more detail.

PLANE OWNERS- IMPORTANT NOTICE--If you have been asked to sell your airplane to another official agency and would prefer to use it on active duty for the Civil Air Patrol let us know immediately, with full particulars, and we will see what we can do. CAP does not buy planes but rents at an hourly rate covering maintenance, depreciation, operation, and insurance. When flying on CAP missions, your plane will be in the hands of competent pilots who have set a high safety record and will be kept in airworthy condition under the most rigid standards.

RATES OF COMPENSATION--There has been misunderstanding in some areas as to rates for compensation on active duty missions. A per diem of \$8 is paid to pilots and \$7 to observers, not as wages but as compensation to cover living expenses. They are paid the same rate on active duty missions whether they are flying all day or merely standing by on official orders. In some cases, as on forest patrol, units have sought to establish hourly rates for personnel. There should be no deviations from rates set in CAP directives.

RADIO--In view of the new FCC policy against the issuance of radio licenses for itinerant aircraft unless essential military need or vital public service can be shown, CAP members are advised not to purchase radios until they are sure that their planes can qualify for license.

Unless a plane is definitely assigned to active duty for the Patrol, license cannot be granted nor can priorities for purchase of radio equipment be approved. For immediate purposes, this means that not many ships of less than the 80 horsepower required for coastal patrol will be receiving licenses. But it is anticipated that the smaller planes will be used extensively on courier and other services and thus can be favorably considered as definite assignments develop for them.

Applicants either for radio priorities or licenses should state in their applications the type of active duty service proposed and give the name of their commanding officer from whom the facts can be verified.

To take care of training missions, plans are being considered for licensing of portable sets which can be used by any plane in a given Squadron of the Patrol.

OFFICER APPOINTMENTS--Wing Commanders have been sent formal appointments as officers of the Civil Air Patrol. Those who have served more than three months will be Majors and those with lesser service as Captains. Of the 48 State Wing Commanders originally appointed last December, 37 are still serving in that capacity. Ten former Wing Commanders are now officers of the armed forces, including three who are now assigned by the Army Air Forces to duty at CAP Headquarters.

S. B. STEERS ON DUTY--Sheldon B. Steers, CAP Wing Commander for Michigan and Director of Aeronautics for his State, has been appointed Captain, AAF, and assigned to CAP Headquarters in Washington. There are now eight officers on duty at Headquarters, a ratio of one to each 7,000 members of the Patrol. At times, we are a bit busy here.

CENSORSHIP--In the first revision of the Code of Wartime Practices for the American Press, issued by the U. S. Office of Censorship, the "scope and extent of military activities and missions of the Civil Air Patrol" are not to be published except when officially released. Beyond General Bradley's statement quoted in CAP Bulletin No. 13, the Army has released nothing regarding the CAP coastal patrol. Members are cautioned against any publicity whatsoever on this subject.

NO NOTAMS--At the request of the Army Air Forces, CAA has placed on the restricted list the Weekly Notice to Airmen, Air Navigation Radio Aids, and all other publications covering flight data. These publications are available to CAP Task Forces but no longer available to other units of the Patrol directly. However, they are still being sent to designated landing areas so that CAP members can get the necessary data from the clearance officers.

FIRST AID--A man who was struck by a train at Gordon's Ferry, Iowa, would in all probability have lost his life if CAP member George Jacobsen had not promptly used his necktie as a tourniquet, elevated the man's injured leg, and applied the treatment for shock which he learned in first aid classes of the Patrol. It is important that all members check out in first aid. High ranking Army officers place great emphasis on this.

NEWSLETTERS--Still more CAP publications are blossoming forth among the Wings. C.A.P. - ERS is the title of the 4-page bulletin, with news, pictures, cartoons, and comedy, produced each month by the Nashville, Tenn., CAP. An all-girl staff, headed by Intelligence Officer Gene Slack, member of the Aviation Writers Association, is running this paper. New York is putting out its news under the caption of Empire State Wing.

LOST PLANE SEARCH--For a third time, well-organized Squadron 414-1, Orlando, Fla., has successfully completed a search mission. An Army plane went down in a cypress swamp. Pilots Ted Patecell and Bob Swanson located the crashed ship which was nearly out of sight, and saw a collapsed parachute, indicating that the Army pilot was safe. They circled till Acting Squadron Commander L. W. Burton, Jr., relieved them and dropped a first-aid kit. Ground parties and Army planes were directed to the scene. The Squadron has at least two flight training missions each week, specially aimed toward search missions, dropping of objects, navigation problems, and other exercises that help the boys get ready for the real thing.

ASSIGNMENT PREFERENCES--In order that members will be doing the sort of work they prefer, the Alabama Wing is sending out a post card questionnaire. Members mark their present assignment as pilot, observer, intelligence officer, etc. If they want a change, they state their first and second preferences for the assignments they would like to have.

FIELD DAY--At a recent field day at Richmond City Stadium, a flight of 15 planes of the first Virginia Group were dispatched from three airports and arrived over the crowd in perfect synchronization to demonstrate aerial maneuvers. One of the impressive features was the release of 50 carrier pigeons.

REPORT FOR DUTY--The July issue of CONTACT, published by Squadron 632-1, Roseville, Mich., reports: "Two CAP members, not of our Squadron, thank goodness, refused to report for blackout guard duty. They are no longer members of CAP. When we think of the boys who are giving their lives, is it too much to ask that we, who are privileged to be at home in safety with our families, should do our part to the best of our abilities?"