

Unit Commanders:

CIVIL AIR PATROL

SAVE AUTO MILEAGE--Gasoline rationing in the East and the serious rubber situation throughout the country makes it the responsibility of each CAP Member to minimize the use of his automobile. As before noted in the Bulletin, the Cleveland Group has tackled the problem of CAP transportation by mapping the home and business location of each member in each Squadron area, with data on available cars so the fellows can team up and come to meetings five in a car instead of one per car. Units with a long haul to the airport or meeting place especially should expedite such plans.

Transportation Officers, it's up to you, both as a contribution to the national program to save strategic materials and as a safeguard to the functioning of your units.

TORNADO SHOWS IMPORTANCE OF ORGANIZATION--When the recent tornado whirled over Pryor, Oklahoma, G. H. Westby, Commander of Squadron 823-1, immediately set out in his auto for an all night tour of the stricken area. Reporting to Group Commander W. G. Green, he ordered his Squadron to the airport. Shortly after dawn, 8 planes, equipped with 2-way radio, were warming up. The pilots and observers were in uniform. The Adjutant was on hand with a typewriter to furnish formal orders to each plane, with a section for each to cover in detail.

"The Squadron Commander," says Mr. Green, "is a stickler for CAP organization and formalities, which we greatly appreciate." So does National Headquarters and so, we surmise, do the citizens of Pryor. A Squadron ready for a cyclone which strikes without warning is also ready for sudden man-made emergencies in wartime.

The reconnaissance flights were important to trace the capricious pattern of devastation left behind as the storm jumped from place to place, and to be sure that no sufferers were left isolated and unaided. Flight Leader Clark Millison flew the Flight Surgeon, Dr. Pierre Charbonnet, who did an outstanding job in taking care of the injured.

Shortly after the Pryor disaster, another cyclone struck at Pawhuska. CAP was on the job within 30 minutes. Next morning at dawn, 16 ships were out to trace the exact path and report to Red Cross and other officials.

CALIFORNIA WING TIPS--This is the name of the smartly printed California Wing newsletter. It is edited by I. J. Baldaseroni under the direction of V. A. Kemmerrer, Wing Intelligence Officer who is doing an outstanding job of public relations. More than 4,000 column inches of CAP news have appeared in papers in his State. Wing Commander Bertrand F. Rhine brought in the first issue of WING TIPS in which appears Dick Shaw's cartoon here reprinted.

YEP! THE SAME GUY! By Dick Shaw



SECRECY--The keeping of strict confidence on all matters pertaining to military operations cannot be too often stressed. Notes on this subject in CAP Bulletin No. 13 may well be read aloud in meetings and posted permanently.

SATELLITE FIELDS--Units in the Southeast, within the 4th CAP Region commanded by Maj. George W. Noland, have done effective reconnaissance to spot locations for satellite landing fields both for the Army and Navy. Such fields are some distance away from major military and civilian airports for safekeeping of aircraft by dispersal in case of enemy raids.

LOST BOMBER FOUND--On notification that an Army bomber had disappeared on a night flight, Capt. Leo G. Devaney, Oregon Wing Commander, quickly dispatched search flights and found the ship by mid-morning. As 9th Regional Commander Harry K. Coffee reports the mission, "This is a big country but the boys did a good job."

AMBULANCE UNIT--Group 933, Tacoma, Wash., has set up an ambulance unit with a staff of eight, all qualified nurses or holders of Red Cross first aid cards. This ground unit has a Dodge panel truck with complete ambulance equipment including two stretchers, first aid supplies, and fire extinguishers. Mrs. Eva H. Hubert, Assistant Group Medical Officer, is in charge. With such an auxiliary, the Group is ready in case of accident or raid.

BLACKOUT TESTS--Squadrons at Charlotte and Raleigh, N. C., have flown night flights with several planes to test the effectiveness of blackouts. These volunteer missions gave just the information wanted by local defense officials on whose request the flights were made.

SCREENING BOARD--On request from the Air Corps Basic Flying School at Bakersfield, the California Wing has set up a screening Board to examine qualifications of civil pilots applying for appointment as officers with the Air Corps Flight Training Command. The opportunity for service has been publicized and numerous applications for examination have been received.

STATE FOREST PATROL--Seven CAP pilots of the Portland, Me., Group are making one-hour flights on a regular schedule of 14 hours a day to spot forest fires. This active duty mission is being flown at the request of Col. George E. Arnemann, commanding District One of the First Corps Area. Fires will be reported immediately to county fire wardens via two-way radio and reports of each flight will be filed in Col. Arnemann's office.

ACTIVE THOUGH GROUNDED--Though civil aviation is still grounded on the West Coast, the many CAP units along the Pacific are drilling and practicing with fine spirit, hopeful that they will be called to flight duty. Group 919, Sacramento, Calif., has 400 members in uniform.

CAP DANCE HELD--A big and highly successful dance with music by a CAP band was held last week by the Illinois Wing at the Lake Shore Athletic Club in Chicago.

RATION CARDS FLOWN--At the request of the State Sugar Rationing Board, two planes of the Arkansas Wing flew 80,000 rationing cards in two planes to the Boards in two counties.

ICE PATROL--With the wind-up of the patrol mission over the Detroit River at the end of April, the Michigan Wing had flown two flights daily over the entire river through the full month, except on two days when the planes were grounded by weather. Messages were dropped to surface vessels in waterproof containers. This was the mission that helped the ore boats get an early start in the navigation season.