

OFFICE OF CIVILIAN DEFENSE
CIVIL AIR PATROLNATIONAL HEADQUARTERS
WASHINGTON, FEBRUARY 11, 1942

Subject: Progress Report from Delaware Wing

To: All Wing Commanders

1. For your information there is quoted below a progress report received from Wing Commander Holger Hoirris:

"In reporting the progress of the Civil Air Patrol in the State of Delaware, we can look back on approximately one month of organization work with some flying activity. After my appointment as Wing Commander, I returned to Wilmington and got leave of absence from All American Aviation, Inc., and resigned my position as Richard DuPont's assistant in order to devote full time to the job of Wing Commander.

Having no Federal or State funds I was fortunate enough to raise a small fund from private sources, and set to work organizing an office for the Civil Air Patrol. Realizing that voluntary workers, while enthusiastic, could not devote enough time to keep the files in order and handle correspondence, I hired a full-time stenographer.

The first official act of the Delaware Wing was to call a meeting of all fixed-base operators and, at the meeting, we told them the aims and purpose of the Civil Air Patrol. With cooperation assured from the sixteen airports in the State, we started our membership drive. Each base operator got a portion of our application blanks with instructions to distribute them to everyone in his particular area.

The State police were contacted for the purpose of fingerprinting applicants as city police were already being deluged with defense applications.

For the Wing Staff I picked men who, through their positions and life work, were especially qualified to meet Civil Air Patrol requirements. For instance, our Executive Officer is the Attorney General of Delaware, whose first assignment was to license all airports in the State. The day after the meeting, by proclamation of the Governor, a deadline for licensing all airports was set. A committee, set up to visit all airports for the purpose of issuing Certificates of Compliance, covered the State, and, thus in a few days, an

effective licensing system was established. Assisted full-time here in the office by Allison F. Fleitas, I then split the State into two Groups, selected Group Commanders, who in turn picked their Group Staff. Group 1, due to its pilot and airplane population, was split up into three squadrons with eleven flights. Group 2, having very small pilot population, has only one squadron with three flights.

My Operations Officer, Hugh R. Sharp, Jr., addressed a meeting of squadron commanders and flight leaders, at which time he outlined the necessity of keeping a record of Civil Air Patrol flights and explained the system which we have set up to handle these reports. Briefly, we have designed a pilot report card which is filled out by the pilots after each flight. This data is assembled on a master sheet by the squadron commanders, who turn it in to their group commanders. In this way, a fool-proof filing system is set up and a running record kept of all flight activities.

The State has 3,000 airplane spotters, who work under the interceptor command. The Civil Air Patrol realized the necessity of educating these spotters to the correct altitude of airplanes at various heights. About two weeks ago this flight started out, the spotters were notified in advance of the pre-arranged altitude and departure of the squadron, and four airplanes departed from the DuPont Field to make a complete tour of the State. The altitudes assigned were 2,000, 4,000, 8,000, and 15,000 feet, and airplanes kept in contact with each other through radio. At the last minute, however, it was necessary to cancel the 15,000 feet flight due to the weather. This flight was a great success and was witnessed by over 90% of the spotters in the State.

At present, the Civil Air Patrol has contacted a military unit here in the State and offered their commanding officer the facilities of the Civil Air Patrol on a voluntary basis anywhere, anytime, for official flights. We have also offered our services to the State Office of Civilian Defense.

Other flight activities have consisted of flying over blackout tests. For instance, the DuPont Company wanted its blackout efficiency tested, and the Civil Air Patrol flew around over the building at 1500 feet, and was able to report that the building's more than 7,000 windows were darkened in less than 20 seconds.

In facilitating looking for lost aircraft, the State has been divided up into twelve areas and one flight leader has been assigned to each of these areas. In case of lost aircraft, he is then competent to search the territory without overlapping

or doubling up on other flight leader's territories. In this manner, the State can be completely and efficiently surveyed at a moment's notice. When the State of Delaware requested the Civil Air Patrol to furnish them with a report of the roof markings in the State, we were in this way already set up to comb the State and in one day had a complete record to hand over on the markings on roofs and names of towns.

In regard to ground activities, we are now running classes in radio, advanced navigation and advanced meteorology for pilot personnel, and we have made it a requirement that all pilots obtain a Third Class Radio Operators Permit. It is also a requirement that all personnel completes courses in Red Cross First Aid, Chemical Warfare, and Military Drill and Procedure.

We are eyeing our Atlantic Coast and the Delaware River shores and hope the Navy Department or Army Staff will see the value and the possibilities of civilian pilots thoroughly familiar with the territory making a constant and slow survey from small aircraft of the vulnerable area and when such a time comes, the 119 airplanes and 249 pilots in Delaware will be ready, willing and able to carry out this mission for Uncle Sam."

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