

RAID ON INDIANAPOLIS--Bringing together the greatest number of aircraft ever assembled on one field in the State of Indiana, the CAP staged a mock air raid on Indianapolis with 147 planes and more than 400 aircrew in exercises incident to Navy Day Recruiting, it is reported by Wing Commander Walker W. Winslow.

The Indiana Wing is getting the airport situation in the State well under control. On Feb. 15, there was not one airport open in Indiana and by March 7, 25 were designated and operating. To aid CAP practice exercises, CAA is cooperating in issuing waivers which will permit bombing practice, dropping of supplies by parachute, and the delivery and pickup of messages. Definite schedules will be under way soon.

The State Guard is cooperating by furnishing facilities and instructors. Much of the military instruction will be conducted in this manner. The Indianapolis Camera Club is working closely with CAP in making a photographic record of matters of interest.

FROM THE PAPERS--Here are news clips about other units across the country:

"An investigation of dry lake beds and other remote areas of Nevada for possible hidden enemy air bases was ordered by Wing Commander E. J. Questa of the Nevada Civil Air Patrol. ... All Nevada pilots were ordered to stand ready to check recent movements of non-military aircraft, sales and deliveries of aviation gasoline. Flat areas of desert or pasture which could serve as possible air fields and objects which could serve as cover for hangars will be scrutinized. The order urged cooperation with civil authorities and trappers, prospectors, and cowboys who cover remote areas." Reno, Nev., NEVADA STATE JOURNAL.

"Wartime red tape has not interfered with flying interest. City Airport Manager Don Martin reported 175 clearances of private flights last Sunday with schedules and identifications properly met." Detroit, Mich., NEWS.

"Inspection of train movements, fires by any nature, large congregations of people, as well as more routine flights of inspection over bridges, reservoirs, irrigation canals, besides grounding and detention of all unidentified airplanes and pilots flying over the area among the duties of the Patrol." Boise, Idaho, STATESMAN.

"A possibility that members of the Reading Squadron of the Civil Air Patrol will be called to duty outside the state is foreseen by Ernest G. Helms, Commander. He predicted that missions will last from one hour to as much as three weeks." Reading, Pa., EAGLE.

"As anyone familiar with organization work knows too well, there is a tendency to let a handful of enthusiastic workers do all the work with the result that the bulk of the membership finds little to interest them. Michigan Wing Commander Sheldon B. Steers is insistent that Squadron Commanders arrange flying schedules and other activities in such a way that everyone is given a chance to participate." Detroit, Mich., NEWS.

"An unidentified airplane dropped three flares near an Indianapolis defense plant last night, two telephone callers reported to Walker M. Winslow, Wing Commander of the Civil Air Patrol. The plane was hunted today by the CAP, the CAA, and state and local police. ... Mr. Winslow announced that the Patrol has compiled a list of 28 planes illegally stored in Indiana. He declared that a quiet crack-down would be made on the owners of these planes which are stored in barns and on authorized airfields and have not been dismantled." Indianapolis, Ind., TIMES.

"Gus Gillette, manager of the Civil Aeronautics station here, gave a demonstration lecture on airplane communication at a meeting of the Civil Air Patrol at the municipal airport here last night. Using the plane of H. A. Smalley, Commander of the Patrol, he demonstrated the use of 2-way radio." Beaumont, Tex., ENTERPRISE.

Wing and Group Commanders:

NEW NATIONAL COMMANDER--With the return of Maj. Gen. John F. Curry to Denver as commander of the Fourth District Air Corps Technical Training Command, Earle L. Johnson now takes over as National Commander of the Civil Air Patrol.

Civil aviation is fortunate to have had Maj. Gen. Curry as its champion and leader through the critical weeks of organization. Thoroughly believing in the practical wartime usefulness of civilian pilots and planes, he brought many officials in Washington to realize the potentialities of the CAP and to give the Patrol its first assignments which already have demonstrated the value of the program.

Official confidence in the civilian leadership of the Patrol is reflected by the promotion from the ranks which brings Mr. Johnson from the post of Executive Officer to full command. The Office of Civilian Defense has cooperated wholeheartedly at every step of the program. Provision for financing the Civil Air Patrol is now being considered by the Budget Bureau after hearings and studies.

(For further details as to the change in command, see the OCD press statement herewith.)

COURIER SERVICE FOR THE ARMY--At an Army air field recently, the control tower was reluctant to permit the landing of a small, private plane bearing the unfamiliar emblem of a three-bladed propeller within a triangle and circle. The pilot kept insisting that he was sent by the Civil Air Patrol with cargo to deliver at the field. After the little ship had circled a few times, it was allowed to land. The pilot astonished the welcoming committee of armed guards by unloading a consignment weighing hundreds of pounds.

"Did you bring all that!", an officer exclaimed on arriving at the plane. "We have been using bombers for loads that size."

Before the CAP airplane took off, another Army post had become warmly enthusiastic about the services of the Civil Air Patrol. As courier operations of this type are developed, dozens of Army bases already have received service which releases military planes and aircrew for more important duties.

An experimental 30-day test of courier service, now being conducted at the Middletown, Pa., Air Depot by the Pennsylvania Wing of the Civil Air Patrol, already has proven highly successful. According to a report to Earle L. Johnson, National Commander of the CAP, from Pennsylvania Wing Commander William L. Anderson, more than one million pound-miles of Army cargo were flown in the first ten days of the mission, despite bad weather.

Five planes were based at the Harrisburg Airport, six miles away. Pilots were on the alert from 7:00 a.m. and were able to report at the Middletown Air Depot within 15 minutes of notification of a trip. In addition to cargo missions, an Army officer whose plane was incapable of flight was carried a considerable distance by one of the CAP ships.

Trips were made to points as far distant as Georgia and South Carolina. The experiment has made it possible to get the "bugs" out of the preliminary plans. According to Wing Commander Anderson's report, "The response at all Army fields has been enthusiastic and officers promised to make additional use of the Civil Air Patrol as they become more familiar with its functions."

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ANTI-AIRCRAFT PRACTICE--A test of anti-aircraft units was successfully completed recently by the Illinois Wing of the Civil Air Patrol, according to a report from Wing Commander Jack Vilas. Since Army planes were not available for training maneuvers, the Anti-aircraft Training Center at Fort Sheridan, Ill., requested that the CAP cooperate in training exercises.

Several ground units went out from the fort to an area where they could spread out and simulate anti-aircraft defense. Gun emplacements and observation posts were set up. Then came a surprise flight of three CAP planes which circled the area at low altitudes while the men on the ground took cover and aimed the ack-acks. The mission was performed despite a snowstorm which blew in just at the time, although simulated dive bombings had to be cancelled because of weather.

IOWA CRACKS DOWN ON NO-SHOWS--The Iowa Wing is among those issuing a regular CAP Bulletin. They are getting tough out there on members who don't turn out for meetings. The current issue of the Iowa publication advises units commanders to ask members, after unexcused and unexplained absences, to report whether they wish to remain active in the Patrol. If there is no response, it is recommended that their CAP identification cards be taken away from them.

AIRLINE COOPERATION--C. R. Smith, President of American Airlines, has sent the following memorandum to all his pilots and supervisory personnel:

"The company is in accord with the objectives of the Office of Civilian Defense and of the Civil Air Patrol. It has been and is our policy to encourage and aid in the effectiveness of the work undertaken therein.

"Whether or not you should become a member of the CAP is a determination which we leave to your own good judgment. The requirements and opportunities of direct participation vary in different localities and communities, dependent upon the facilities available and the objectives undertaken.

"If it is your belief that you can be of aid to the war program by participating in the Civil Air Patrol in your community, you are entirely at liberty to do so. Whether you participate directly or not, any aid and encouragement which you can offer will be appreciated."

YOUR PHONE NUMBERS--National headquarters must be kept up to date in its listings of all CAP unit officers--their names, addresses, and phone numbers. Earlier in the week we had to do some fast phoning in order to locate skilled men for a particular assignment. In some cases it was hard to get the calls through. Be sure we have your home and office number so we can reach you day or night. The particular reason for this week's phoning was:

MECHANICS AND RADIO MEN--When the Patrol has occasion to operate a number of its planes on an assignment, the presence of at least one good A & E mechanic and one radio technician, capable both of operating and repairing 2-way radio equipment, is indispensable.

CAP Squadrons whose complement has not been filled in this regard should make special efforts to find skilled men. If local volunteers are not sufficiently expert, prompt steps should be taken to train men. Garage mechanics should be encouraged to learn to service light planes. Local radio amateurs should be brought in to operate ground sets during practice maneuvers so they can learn control tower procedures and be able to participate in real missions.