



CAP NEWS OREGON WING

Wing Headquarters: 507 Lumbermens Building



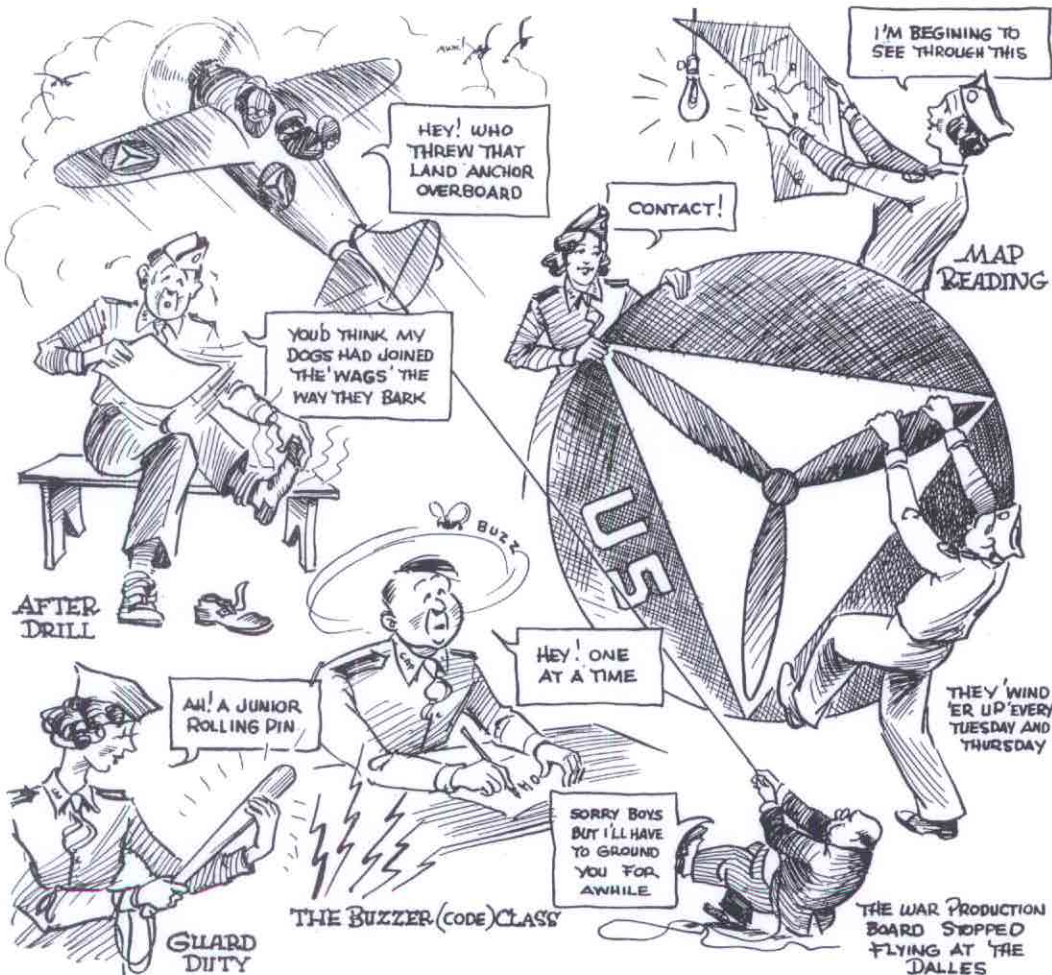
Volume I

PORTLAND, OREGON - MAY 1943

No. 4

CAP Placed Under Direction Of Army Air Force

The First 100 Years Is The Toughest - -



Cartoon by Lieutenant Paul Keller, Journal Artist Cut Courtesy, Oregon Journal.

National Commander Visits Oregon

Oregon was honored by a flying visit from the national CAP commander, Lt. Col. Earle L. Johnson of Washington, D. C., recently. Though he had only one day in Portland, he held a four-hour conference with wing, group and squadron officers, giving them a first-hand view of the CAP program nationally.

Membership Leaps

National publicity that has been given recently to the activities and accomplishments of the Civil Air Patrol, the only federally organized, uniformed and disciplined organization in America outside the armed services, has caused CAP membership to spurt from 66,000 to 71,500 in the last three months. Col. Johnson said at a dinner conference at the Aero club. Col. Johnson, an air force officer, in the West for con-

ferences with army and CAP officers, flew in from Los Angeles and on to Seattle.

Colonel Johnson predicted that the army would assume direction of CAP, formerly a part of OCD, thus giving CAP a better break when it comes to obtaining bombs, life-saving equipment and parts for its 20,000 light planes. He also said army, navy and merchant marine officials now give CAP credit for sinking "several" enemy submarines on Atlantic and Gulf patrols and with saving 40 ships and 252 lives.

THIS ISSUE OF
CAP NEWS - OREGON WING

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NUDELMAN BROS.
CAP UNIFORMS AND INSIGNIA
425 S. W. 4th, Portland

He recalled that the president recently decorated two CAP officers with the air medal for a daring rescue at sea, the first time civilians were so honored.

20 Lost on Duty

The CAP whose single-motored puddle jumpers patrol as far out as 75 miles, has lost 20 pilots and observers at sea and four others on courier missions, but it has nevertheless set a new world record for safe flying, considering the 17,000,000 miles flown, the national commander said.

Less spectacular than the anti-submarine and southern liaison patrols maintained by CAP for more than a year, but even more important, is the courier service which provides a regularly scheduled light-

By executive order of President Roosevelt, the Civil Air Patrol was transferred April 28 to the War Department and now becomes an auxiliary of the Army Air Forces. The War Department has announced that it contemplates no changes in the administrative and operating method of CAP, according to an official bulletin from National headquarters received by Major Leo G. Devaney, Oregon wing commander.

"Substantial increase in the already acknowledged military effectiveness of the Civil Air Patrol" should result from the transfer, in the words of James M. Landis, Director of Civilian Defense, who expressed full agreement with the change.

CAP members and cadets are **not** placed in the army by the order but their activities and operations henceforth will be **under** the army, Major Devaney explained. CAP becomes a military rather than a civilian defense auxiliary but its personnel will remain on a civilian status, serving however, under the Articles of War, as before, when on CAP active duty.

A Job Well Done

Complimenting CAP for a "job well done," Robert A. Lovett, Assistant Secretary of War for Air, said:

"In connection with the transfer of the Civil Air Patrol from the Office of Civilian Defense to the War Department, it is appropriate for me to express the War Department's appreciation for the outstanding performance of this organization.

"The transfer to War Department control is a recognition of a job well done, and it is motivated by the desire to make the Civil Air Patrol more directly available to perform its services to the armed forces. Although it was originally thought that the functions of the Patrol would be largely civilian, actually from a very early stage in its existence a large part of its activities has been of a military character. With so large a part of its missions unconnected with those of the Office of Civilian Defense, the transfer of Civil Air Patrol to the War Department has appeared logical to both of us. The War Department is glad to welcome this new auxiliary."

Future of Patrol

In a letter to Dean Landis, Mr. Lovett expressed the War Department's policy as to the future of the Patrol as follows, with particular emphasis on the value of CAP as a training corps:

"You indicate that you would like to get assurance, so far as reasonable assurance can be given, that various aspects of the Civil Air Patrol will be fostered and cared for by the army. I can answer this by saying that it is our intention to continue to make use of the CAP in every field where the expense in men, money and materials is justified as a part of the over-all war effort, including in that objective the

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(Continued on page 2)

CAP NEWS

Official Publication
Oregon Wing, Civil Air Patrol

MAJOR LEO G. DEVANEY
WING COMMANDER

Capt. Kenneth S. Jordan.....Adjutant
Capt. Lee U. Eyerly
Training and Operations Officer
Capt. F. T. Humphrey.....Intelligence Officer
Capt. Cecil J. Ross.....Medical Officer
Capt. Harold Singleton
Communications Officer

Capt. F. T. Humphrey.....Editor
Lt. Mel Arnold.....Asst. Editor
Acting Lt. Paul Keller.....Asst. Editor

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Lumbermen's Building.

CAP Training

By Paul Keller
Acting Lieutenant, Assistant
Operations and Training Officer

The Portland Squadron of Civil Air Patrol, in line with the directives issued from National headquarters, is conducting a series of training classes for the benefit of the high school cadets now enrolled.

The first group of required courses was completed April 1 and examinations held April 6. This group included military courtesy and discipline, interior guard duty, terrain familiarization, organization of the navy, safeguarding military information, military correspondence, map reading and camouflage.

The second group of training courses, now being conducted, includes leadership and exercise of command, aircraft inspection, observation and reconnaissance, fundamentals of air navigation, radio communications and fundamentals of meteorology.

Besides these courses, which are offered exclusively for cadets, classes in code, use of the computer and meteorology for pilots are being conducted for the older members. Some cadets are taking the 9 to 10 o'clock code class besides their required training subjects.

Instructors for the classes are all members of Civil Air Patrol. Although this is probably their first experience as class instructors, the men are doing a grand job and have spent a lot of their time outside meeting nights preparing their various subjects.

At the present time there are 10 classes being conducted each evening.

Bend Squadron

Commissions were awarded several members of the Bend Civil Air Patrol by National headquarters and presented by Major Joseph Arnold, commander of the Madras air base, following a review of the group at its headquarters in the Bank of Bend building recently.

Receiving commissions were Commander Ward H. Coble, Lieutenant Thomas F. Brooks, Lieutenant Frank H. Loggan, Lieutenant G. A. McCann, Lieutenant E. V. Ward, Lieutenant J. A. Chamberlin, Lieutenant Delbert Hale, Lieutenant Ernest Ranger, Lieutenant G. R. V. Bolster, Lieutenant C. E. Richie, and Lieutenant Nels Holm. Lieutenants Phil and Maurice Hitchcock were unable to be present.



Lt. Col. Earle L. Johnson, left, national commander of the CAP, who conferred in Portland recently with Major Leo G. Devaney, right, Oregon Wing commander and other CAP officers, and who predicted transfer of CAP from OCD to the war department, a move since ordered by President Roosevelt. Cut, courtesy The Oregonian.

CAP COMMANDER VISITS OREGON

(Continued from page 1)

plane air lines connecting important air bases all over the country, Col. Johnson said. This courier service flies 21,000 miles daily in the 14 Northwestern states, including Oregon, carrying everything from military personnel to serum and monkey wrenches, he said.

CAP also has furnished 15,000 trained pilots for the army, navy, and marine corps and is now training 50,000 high school cadets who later hope to get into military aviation.

Airport Draws Praise

Colonel Johnson praised the Portland-Columbia airport as one of the finest in the country, also giving the Oregon wing credit for leading the way for other states when it comes to communications and cadet training. He predicted that aviation will be America's greatest industry after the war and that CAP fliers will have a big voice in its development.

Those conferring with Col. Johnson included Major Leo G. Devaney, Oregon wing commander; Captain Calvin L. Smith, group commander; Captain Cecil J. Ross, wing medical officer; Captain H. C. Singleton, wing communications officer; Captain Kenneth S. Jordan, wing adjutant; Captain F. T. Humphrey, wing intelligence officer; Lieutenant Hugh Stout, group executive officer; Lieutenant Al Vaughn, group intelligence officer, and Lieutenant Mel Arnold, squadron intelligence officer, all of Portland; and Lieutenants E. G. Newbill of Astoria, Roy K. Reed of Eugene and Ward H. Coble of Bend, squadron commanders.

CAP UNDER AAF

(Continued from page 1)

importance of increasing the flying experience of a large number of civilians and stimulating and developing interest in aviation among all our citizens, particularly the younger men."

Created on December 1, 1941, by the OCD as a volunteer civilian organization, the Civil Air Patrol will continue as such, operating as an auxiliary of the Army Air Forces under direct control of the Commanding General, A.A.F., the War Department announcement said.

The OCD heretofore has paid the administrative expenses of the CAP per diem of pilots and costs of operation, maintenance and depreciation of their planes for missions requested by the armed services have been supplied by funds of the AAF.

How AAF Will Act

The Army Air Forces will now assume all administrative costs, as well as operating expenses and per diem for pilots on military missions. The rate of \$8 per diem for CAP pilots and hourly allowances ranging from \$5 to \$56 for operations, maintenance and depreciation of their aircraft on military missions will continue.

The anti-submarine patrol is the CAP's principal military activity. No reduction in the extent of this service is anticipated at the present time.

Other chief military services of the CAP also are expected to continue unchanged. These are the Southern Frontier Liaison Patrol, along the Mexican border; a courier service for the Second Air Force in the Northwest and a similar service for the First Air Force in the Northeast, and local searches from time to time for missing military aircraft.

BEND SQUADRON GOING TO TOWN

By Commander Ward H. Coble
Squadron 921-2, Bend

Addition of several new members, coupled with interesting meetings and many activities have served to keep things humming in Squadron 921-2. At present 37 active members are on the roster, with more or less inactive members totaling an additional five or six. Attendance at meetings has been excellent, averaging more than 90 per cent. During the last half of January it was necessary to suspend meetings for a short time because of snow conditions that made it almost impossible for members to get to the meeting place. However, when meetings were again resumed attendance was very good, indicating that members had not lost interest in CAP.

Clerk Typist Ruth Ann Perry is still in active service with the southern liaison patrol. Several letters have been received from Miss Perry, indicating that she likes active service very much. Second Lieutenant Charles A. Bay who made application for active service with the border or coastal patrol has been assigned.

CAP Instruction

A course in map reading was recently completed. Instructor for this course was Mr. Larry Mays of the U. S. Forest Service. Also, a course in care of aircraft was instituted under the supervision of Mr. Chipman of the CAA war training program. In addition to military drill and reports on activities, these courses have often run over the scheduled two hours an evening twice a week. Courses in civil air regulations and radio are planned for the future.

CAP Cadet Program

Under the supervision of G. R. V. Bolster, personnel officer and chaplain of the squadron, the CAP Cadet program has gotten off to a good start. At the present time 26 cadets are enrolled, officers have been appointed, and instruction courses are being given. Three courses, first aid, Morse code, and military drill, have been lined up. The cadets meet twice a week at the local high school. Officers of the cadets attended a recent Civil Air Patrol meeting, and it is planned to have the entire group at a CAP meeting in the very near future.

Courier Service

Although beset by bad weather and several minor accidents, the Courier service has made numerous round trip flights to Walla Walla since its inception. Lieutenant Chas. A. Bay has logged approximately 53 hours in this service thus far. With the advent of better weather conditions the Courier service will be running every possible day.

Seek Lost Bomber

On February 4 the local squadron was called upon to assist in the search for a missing army bomber in the vicinity of Burns. Within two hours after receipt of the request we had lined up three planes and six pilots to make the trip to Burns. Those making the trip were Commander Ward H. Coble, Second Lieutenant Phil S. Hitchcock, Second Lieutenant Maurice Hitchcock, Pilot Walt Petersen, Pilot Fred Frederiksen, and Second Lieutenant Charles (Continued on page 6)

Wing Commander Reports Healthy CAP Growth

By Major Leo G. Devaney
Commander, Oregon Wing

The second general inspection of the Oregon Wing was started on March 22 when your wing commander in company with Lieutenant Al Vaughn, group intelligence officer, called on the Eugene Squadron. This unit is showing a very healthy growth and has inaugurated flights at Junction City and Elmira. This squadron, commanded by Lieut. Roy K. Reed, has much in its favor in that it has two nearly distinct organizations in Eugene alone. One is composed of regular attending members plus members of high school age, and one composed of instructors and students at the Eugene vocation training school.

After a very snappy drill conducted by Lieutenant Carey Strome, the entire squadron was inspected and found to be in excellent shape. Lieutenant Vaughn, having brought with him a transcription of a radio interview with Major Earle L. Johnson, National Commander of Civil Air Patrol, arranged with the local radio station to rebroadcast this program for the benefit of the general public and Civil Air Patrol members.

On March 23 the Klamath Falls unit under the command of Lieutenant Robert Fulton, was visited and arrangements were made with the local radio station to broadcast Major Johnson's interview during the regular CAP meeting. The Klamath Falls Squadron has been slow to develop the possibilities in enlisting high school youths, but through the cooperation of the city superintendent of school, Captain Calvin L. Smith, group commander, is assisting in recruiting this unit to its capacity.

Bend Squadron Improving

March 24 was spent visiting the Bend Squadron under the command of Lieutenant Ward H. Coble. This squadron continues to improve on a thoroughly sound basis with all staff officers taking care of their respective assignments.

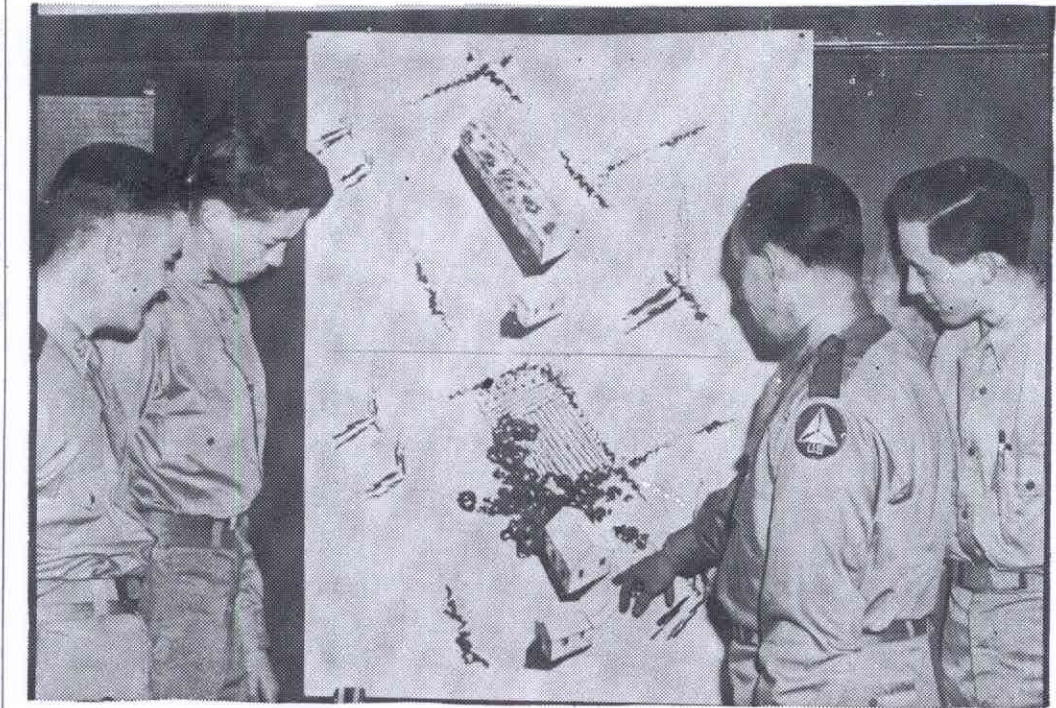
The Cadet program in Bend is under the direct supervision of George Bolster who has a vast amount of experience upon which to draw in this most important work. The transcription of Major Johnson's interview was rebroadcast on the Bend radio station during the meeting and was thoroughly enjoyed by all members.

In the cities where this transcription has been rebroadcast, a new interest in Civil Air Patrol has developed and several new members have been acquired as a result.

Further interest in CAP activities is enjoyed by the Bend Squadron in that it has a Courier Service operating from the Redmond air base to Walla Walla, Washington. This Courier Service provides interest for active pilots and an incentive for others to secure ratings which will permit them to take part in Courier activities.

Courier Service Helps

March 25 was spent visiting the Ontario Squadron, commanded by Lieutenant Elmo E. Smith. At the time of this visit, Lieutenant Smith was engaged on the Courier run and was unable to attend the meeting. However, his duties were taken over by Lieutenant Lloyd Case. This Squadron, like that at Bend, has the added advantage of having the



Protective concealment proved to be one of the popular courses given CAP cadets by the Portland Squadron. Here Lieutenant Paul Keller, second from the right, (a Journal artist in his spare moments) shows a class how to camouflage a machine shop to make it look like an ordinary farm house.

Courier Service to provide a local point of interest in operating a Courier run between Boise, Idaho, and Pendleton, Oregon. Also like Bend, this squadron has participated in several emergency flights looking for army aircraft lost in the mountainous sections of Eastern Oregon and Western Idaho.

New Flights Added

The Ontario Squadron has a flight at Nyssa and another flight is being organized at La Grande. It is felt that before the summer is over, this unit will be developed into a very strong squadron, and it has the distinction at the present time of having two of its members assigned to Task Force bases as observers, who prior to the establishment of CAP had not had any aeronautical training, but upon enlisting in CAP have taken their basic training and finally secured their private pilot rating. This is just another indication of some of the good that can be derived from Civil Air Patrol in furthering the war effort.

Salem, Astoria Progress

March 29 the Salem Squadron, under the command of Captain Lee U. Eyerly, was visited and inspected in the Marion county courthouse. This squadron has had a very nice growth in the past few months, and its members are being well grounded in basic training of CAP.

April 1, in company with Captain Kenneth S. Jordan, the Astoria Squadron, commanded by Lieutenant E. G. Newbill, was visited and inspected. The Astoria Squadron, consisting of flights at Astoria and Seaside, put on a very effective drill in the high school gymnasium. While operating under serious handicaps, this squadron has forged ahead and made it

self a very useful unit in the community.

Portland Squadron Booming

The Portland Squadron, under the direction of Captain Calvin L. Smith, group commander, has enjoyed a very fine growth since January 1. The nearly 350 youths of high school age are being ably grounded in basic military aeronautical subjects of Civil Air Patrol. The older members are taking a very active interest in seeing that the younger members receive interesting as well as constructive training.

During this inspection tour, a leaf was taken from a book of our National Commander, Major Earle L. Johnson, and the several units were told what CAP is doing, what CAP has done, and what it hopes to accomplish in the war effort. This information was well received by all members, and unlike previous visits, there were few, if any, questions raised regarding the various directives and memorandums issued by National Headquarters. This point was very gratifying since it indicated that written information issued by National Headquarters was being well distributed and understood by all units.

Pass 1400 Mark

The Oregon Wing can well be proud of its accomplishments since Pearl Harbor, even though the majority of the population are situated in the Western Defense Zone. Our total enlistments which stood at approximately 900 as of January 1, 1943, are now well above the 1400 mark, and it is felt that this growth will continue steadily through the succeeding months.

It has been quite ably demonstrated that the training of younger members of Civil Air Patrol is a very worthwhile effort, since a great many of our new and younger members have already entered the armed services and have written back to their squadron commanders expressing appreciation for the training received in their CAP classes.

This basic training will have a further value at the close of the war in that it will provide a well trained nucleus upon which to resume private flying.

St. Helens Flight

Officers—Commander, L. R. Fulton; chief of staff, F. W. Bond; Corporal R. E. Hold, instructor; Corporal L. W. Harrington, instructor; Corporal H. Eisenschmidt, drill master; Corporal H. C. Buik, adjutant.

Personnel—A. R. Abram, H. G. Bowers, W. E. Britton, D. A. Button, H. C. Burk, G. R. Byrns, E. E. Cooper, H. Eisenschmidt, R. E. Hold, S. A. Hold, L. W. Harrington, E. Hegele, R. H. Jones, F. M. Lassen, G. A. Little, Robert Matson, L. E. Mowery, E. G. Ross, D. Ross, F. A. Smith, Keith Wens, Cecil Wickman.

Ontario Squadron

Thomas T. Ennor and Elmo E. Smith have been assigned to duty with the CAP Army Courier service.

Personnel on active duty with CAP on task force assignments includes Frank N. Van Petten, Bill Lees and George Belveal, pilots; Ray Westcott, radio maintenance; and Bill Blackaby, administrative section.



Captain Calvin L. Smith, seated, Oregon Group commander, and Captain Harold Singleton, Oregon Wing communications officer and chief engineer of Stations KGW-KEX, Portland, look over the Oregon Wing's broadcasting station which links all CAP stations of the Northwest. The station was donated to CAP by the Portland Oregonian's two stations. Cut, courtesy The Oregonian.

Wing Acquires Radio Transmitter

By Captain Harold C. Singleton
Communications Officer, Oregon Wing

Another feature of the Civil Air Patrol organization is the radio communication system. Radio is an indispensable part of all aircraft operations, both for commercial airlines and for military activities. A complete radio system is therefore a necessary part of the completely integrated CAP organization.

Radio communications are normally carried on between ground stations and airplanes in flight and between the various ground stations. Direct contact can thus be maintained with the planes and all flight operations can quickly be reported and coordinated. Emergency messages can be handled rapidly over the entire territory included in the communication system.

The headquarters radio station operated by CAP Wing 92, "somewhere in Oregon" communicates directly with other CAP stations located throughout the Northwest in Oregon, Washington, Idaho, and Montana. The Portland station has power equivalent to a medium-size broadcasting station. This station is

manned and ready for operation throughout the entire day (24 hours). The station is built along the lines of compact units with few interconnecting wires so that the location of the transmitter can be changed on very short notice which emergency circumstances might require.

The CAP radio operators have two or more receivers operating continuously on the radio channels and keep their ears intently listening for calls or for feeble messages from airplanes in distress. These boys know what to do and spring into action immediately when messages have to get through. Before they operate the station they must learn CAP radio procedure, code, secret call letter lists, government rules and regulations, and many other intricate subjects as well as the regular CAP training subjects.

The network of CAP radio ground stations started in the Northwest with only three stations but has now grown to a large group of stations including most of the important cities in this part of the United States.

In order to establish as quickly as possible such a communication system as it does a vast amount of com-

plicated technical apparatus and instruments, Civil Air Patrol enlisted the cooperation of many broadcasting stations to assist in this civil defense program. Specialized technical assistance was needed and the engineers and technicians employed by broadcast stations offered a ready solution to this phase of the problem in each locality.

Here in Portland the radio stations of the Oregonian, KGW and KEX not only offered to cooperate but generously purchased the complete lay-out of transmitting and receiving apparatus for the CAP Portland ground station. The accompanying picture shows this equipment of which Wing 92 is justly proud. This is one of the finest and most complete radio stations of this type in existence. It is under supervision of the wing communications officer.

Many interesting phases of CAP radio operation cannot be disclosed because of military secrecy, but the citizens of Oregon and the Northwest can be assured that the CAP is on the job every day with its radio system operating as a part of the highly important defense activities of the Civil Air Patrol.

\$64 Questions

Q. Do outer garments worn by CAP members require CAP insignia?

A. Leather flying coats and short field jackets that are worn on the drill field or in the classroom should have both red shoulder straps, CAP arm patches and the bars or chevrons that commissioned and non-commissioned officers are entitled to wear. Overcoats or raincoats that are discarded upon arrival at CAP meetings do not require insignia. Where insignia is required, wear all, not part, of it.

Q. Is saluting required indoors, as well as outdoors?

A. It is required in hallways and on indoor drill floors like that at the armory, but not in classrooms, assembly rooms, or headquarters unless you address or are addressed by an officer. When superior officer enters a classroom or headquarters for the first time, however, the ranking officer or non-commissioned officer calls "attention" and salutes while others stand at attention until given "at ease" by the visiting officer.

Q. What is the proper salute procedure when a superior officer approaches a large group, not in formation, outdoors?

A. The member of the group first noticing the officer calls "attention" and all salute and hold it until the salute is returned. This eliminates the necessity of answering a dozen salutes from the same group.

Q. Can a high school cadet obtain a leave of absence for the summer, if he has to work or leave town?

A. Yes. Present your request for leave to your Squadron Commander, in writing. You can resume CAP work in the fall.

Q. Will members of the Portland Squadron who started radio buzzer work in the 8 to 9 class, and were then sent back to other classes, be permitted to learn the code later?

A. Yes, as soon as basic training classes are completed.

Q. Does the president's order, transferring CAP from OCD to the war department, mean that CAP members are in the army?

A. No. You're now under the direction of the army but not in it. Present information indicates that CAP will continue as a volunteer civilian organization, subject, however, to orders and directives of the army air force instead of OCD.

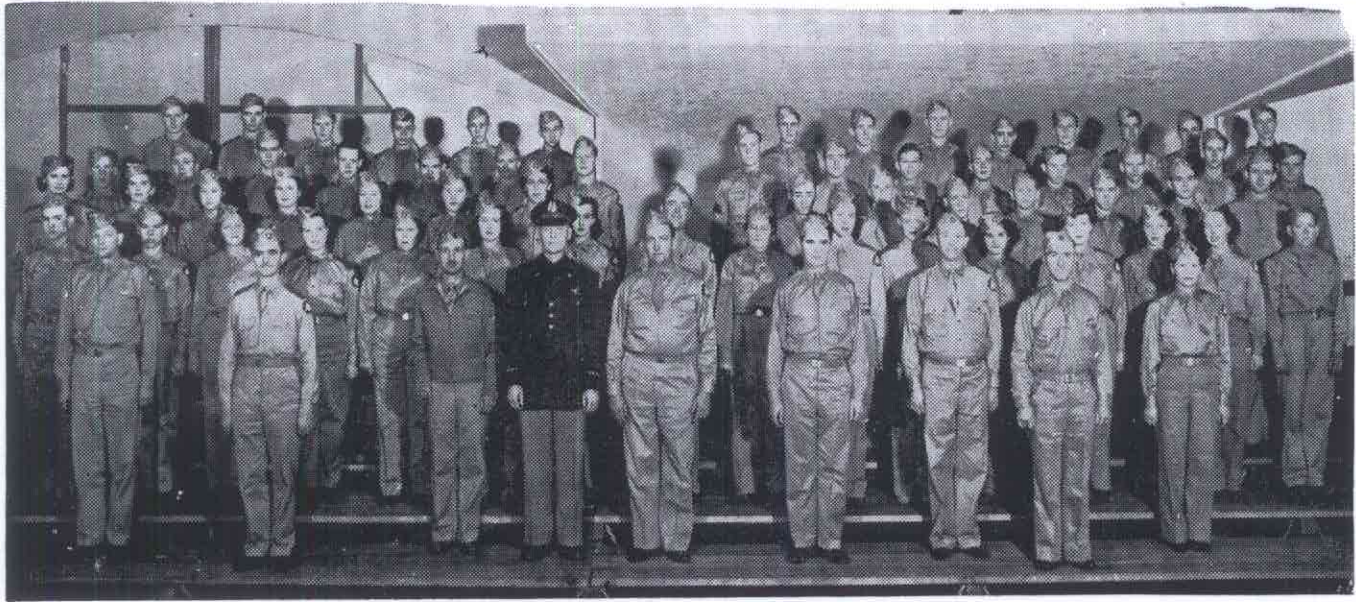
Q. Will the transfer to the war department mean new CAP insignia?

A. Probably, but new directives haven't yet been received from Washington. Hold everything until you get the official dope.

Q. Are CAP members supposed to salute army, navy and marine corps officers, as well as CAP officers?

A. Yes. When passing them on the street, come to a salute about six paces away and hold it until it is returned or you have passed the officer.

Note: If you have similar questions you'd like answered in subsequent issues of CAP News, submit them in writing to Captain F. T. Humphrey, wing intelligence officer, either at Squadron headquarters, Shattuck school, or to Wing headquarters, 507 Lumbermens Building, Portland.



Salem Squadron 921-5, shown here, was the first Squadron in Oregon to inaugurate the high school cadet program as part of CAP's war training program. The Squadron now includes more than 100 privates besides its officers and non-commissioned officers. The commander, Captain Lee U. Eyerely, is shown fourth from the left in the front row. Cut, courtesy Salem Statesman.

HERE'S COMPLETE LIST OF PORTLAND CAP CADETS

Officers—Commander, Squadron 921-1, First Lieutenant C. T. Haas, now on active duty; acting commander, Captain Calvin L. Smith, also group commander; executive officer, Lieutenant Clifford E. Willison; adjutant, Lieutenant James A. Mount; training and operations officer, Lieutenant Morris W. Williams; transportation officer, Lieutenant Philip J. Zeller; intelligence officer, Lieutenant Mel Arnold; supply officer, Acting Lieutenant Glenn Miller; flight leader, platoon 1, Lieutenant V. D. Buroker; flight leader, platoon 2, Lieutenant Dale Van Hoy; assistant training and operations officer, in charge of drill, Acting Lieutenant Hugh Angle; assistant training and operations officer, in charge of class rooms, Acting Lieutenant Paul Keller; photographic officer, Sergeant Paul Schultz; sergeant of the guard, Sergeant E. G. Duggan; assistants, Stanley Willis, William Wood, Derele Swails.

Personnel Flight 1

Leader, Sergeant H. L. Moshberger; assistant, Bill Colglazer.

Squad 1—Alvia Lyda, George Kasten, Don Esson, LeRoy Erickson, Paul Foley, Jack Sather, Ralph Byrne, John Thornberry, Bud Robinson.

Squad 2—C. F. Scott, Erwin, Clement, Jim Branson, Jack Healey, John Day, Dick Yanderwall.

Squad 3—L. C. Moore, J. Scudder, Ross D. Cohen, Jack Rogers, Wayne Pank, Frank Cook.

Flight 2

Leader, Corporal Bobbie Graham; assistant, Burt White.

Squad 1—Nancy Brown, June Haskins, Viola Ryan, Elsie Malmberg, Janet Van Vean, Jean Schwab, La Rita Matot, Shirley Greening, Vivienne Vosper, Margaret Potter, Bertha Wildhaber, Virginia Johnson, Jo Neal Siddorn, Gloria Hart, Bernice Eberhart, Muriel Post, Pat Rookledge, Anna Marie Van Hoomissen, Mildred Shields, Betty Messenger, Pat Hastings.

Squad 2—Barbara Craig, Mary

Buzan, Virginia Wiebe, Joyce Jacobson, Louise Phelps, Mary Schwab, Ruth Wilson, Owen Manin, Dorothy Wolf, Barbara Chalmers, Helen Gerber, Jean Perry, Johan Hayner, Marjorie Forman, Sophrina Williams, Norma Campbell, Nancy Lewis, Florence Burrell, Joyce Means, Helen Hinz.

Squad 3—Alice Hastay, Barbara Thorn, Kathleen Linnett, Vivian Bocher, Rhoda Kaady, Evelyn Hantzman, Imogene Molvan, Betty Hampton, Glenadean Duncan, Marjorie Lower, Bernice Stearns, Pearl Goldbasem, Betty Clark, Thelma Dean, Joanne Doney, Jeanette Barbee, Joyce Harber, Betty Sullivan, Joyce Jacobson, Nancy Schrader, Gayle Monnett, Mary Wilson.

Flight 3

Leader, Sergeant Leo Elwert; assistants, Robert Stillwell and Buford Johnson.

Squad 1—John S. Hemphill, Irvin Layton, James W. Belsey, Billy G. Boggs, Ray L. Hultman, Jack S. Nashem, Jack S. Cooper, Alan F. Goldsmith, Kenneth Gurian, Wesley M. Hoff, Joe S. Lebb, Mauris J. Greenstein.

Squad 2—Anthony Nusbaumer, Hal H. Pailay, John Gallagher, Morris J. Greenstein, Clayton R. Jones, Chas. H. Mannell, Dale H. Tweed.

Squad 3—Bill Jannick, Ralph Hartley, Richard J. McDonald, Billington Webster, Philip Pratt, Joe Lebb, K. Hagstrom, Jack Hurley, Ken Shue.

Flight 4

Leader, Sergeant Fred Began; assistants, Lloyd Miller and Turner Anderson.

Squad 1—Lloyd Miller, Sal Smith, Delos Knighten, Bill Montgomery, Del Clark, Lawrence Eddins, Warren Borey, Richard Beggs, Jim Branson.

Squad 2—Jack Moak, Joe Pattee, Abe Wexler, Arnold Sleep, Bob Hockett, Ira Wallis, Kaarlo Oivanki, Robert Myers, Floyd Carlson.

Squad 3—Floyd Miller, assistant, Jim Mickle, John Little, Leland Lane, Walter Holman, Bob York,

Martin Zell, Bob Putman, Jerry Robinson, Jack Seto, Elmer Hibbs.

Flight 5

Leader, First Lieut. Al Vaughan.

Squad 1—Stanley Sharp, Bob Morrison, Bill Turner, Jean Pratt, Albert Volgerstein, Wellington Smith, Jack Berglund, Norm Delfel.

Squad 2—John Spease, Ernest Hari, Donald Mithoug, Prentis Wallace, Donald Fulton, Robert Bruce, Richard Walker, Urban Arbour, R. K. Powell, Harold Williams.

Squad 3—Francis Whipple, Robert Coward, Weston Porter, Joseph Woltz, Howard Richardson, Don Yeomans, Albert Davis, Bill Rowley, W. Campbell, Derald Baumer.

Flight 6

Leader, Sergeant Rex De Long; assistant, K. DeLashmitt.

Squad 1—Bob McClelland, Bob Lincoln, George Davis, Karl Reinke, Glen Oakes, John Anderson, Norman Keller, Robert Henry, John Strand, Tom Campbell, Jim Blevins, Louis Fuller.

Squad 2—John Fiedler, Bill Wilcox, Ken Rhear, Jack Moore, Frank Erwert, Joe Durst, Kenneth Storaasli, Jack Kowals, Calvin Ashby, Roy Baker.

Squad 3—Chester R. Putman, Geo. Koch, Philip Jacobson, Don Carlton, Bill Dummond, Dick Leckie, Ben Cribb, Gordon Dawson, Robert Lee Boardwell, Franklin Scott, Louis Fuller.

Flight 7

Leader, Sergeant Frisco Jamerson; assistant, Howard Siemssen.

Squad 1—Richard K. Huserik, Henry S. Richanbach, John J. Peterson, Robert A. Harvey, Lydye A. Vann, George F. Cole, Ronald S. Taylor, Jack Patterson, Jack Anderson, Del Hansen.

Squad 2—Prescott Powell, Donald Savage, Judene Peterson, Robert MacFarlane, Gordon Jensen, Donald Campbell, Donald Bergstrom, Vernon Nofziger, Robert Haddock, Lawrence Campbell.

Squad 3—James Dietrich, Ted Pemm, Joe Davis, Don Smith, Robert Boden,

Ray Cox, Jim Limberatos, Jim Flanagan, Don Fagne, Carl Fraer.

Flight 8

Leader, Sergeant R. D. Hobson.

Squad 1—George Kimmell, Bill Ohara, Ronald Winans, Dick Miller, Robert Butler, Robert Hemstreet, Russell Jensen, Richard Hubbard, John Griffith, Rudy Peterson.

Squad 2—Harry Bienert, Duward Thetford, Donald Graham, Merrill Moore, Gordon Bush, Duane Hoyt, Dick Marl, John Nolten, Dave Walt, Hal Harris, John Strand.

Squad 3—Tom Burns, Roland Brown, Harold Hoskins, Bill Browne, Phil Veek, Chuck Miller, Russell Bocher, Howard Lowers, Jack Mayer.

Flight 9

Leader, Sergeant Don Metheny; assistant, Dick Hiccock.

Squad 1—Bill Wallace, Bill VanBeek, Frank Godsen, Dick Bloomer, Harold Ritchie, Floyd Wood, David Shade, Bill Dennis, Cole Gardiner, Evens Cantrell.

Squad 2—Clement Kemmer, John York, Kasper Weigant, Howard Fidler, Robert Meling, Donald Rarmer, Lowen Anslow, Richard Platt, Arley Hartley.

Squad 3—Bob Gardner, David Summers, Al Pierce, Marvin Quick, Morman Revell, Allan Wadsworth, Henry Van Holt, Wilbur Bennington, Merrill Ely, Frank Oberst.

Flight 10

Leader, Sergeant W. F. Jarmann.

Squad 1—L. Kroner, R. L. Stevens, R. C. Sind, E. T. Osborn, L. J. Skavlan, W. Irwin, M. C. Street, D. O. Parker, D. P. Stephen.

Squad 2—Charles W. Young, Henry A. Vanover, Jack Biesinber, Art Conner, Dale Walderm, Andrew Cordano, Dale Jensen, Frank Rinella, Roy Thurmond, Steve Wright, Henry Lunde.

Squad 3—Kornelius W. Kluge, Alexander B. Watson, Jim W. Kenney, Clifford A. Young, Condon J. Van Hoomissen, Richard R. Moorp, Edwarda Goodrich, Clarence J. Culler, Bob B. Sweet, Al Fletcherman.

CAP Airplane Repair Depot Is Planned For Eugene



Map reading is a "must" with CAP members. Here Lieutenant Virgil Buroker, leader of Platoon 1, Squadron 921-1, gives a group of Portland high members the low-down on a flight map. Cut, courtesy The Oregonian.

THE DALLES SHOW SHORT AND SWEET

By Lieutenant Mel Arnold
Squadron Intelligence Officer

"Maytag pursuits" bearing the tri-bladed CAP insignia buzzed busily through the Eastern Oregon sky on several Sunday afternoons recently, as the Portland Squadron launched a training program for members.

Each Sunday morning, a busload of high-school-age and older members headed for The Dalles airport, base of operations.

At the field, CAP men and women began receiving training as pilots and as observers. Several fliers engaged in a search for a lost army plane, scouring the area between The Dalles and Mt Hood.

Just as the program began making real headway, members were grounded by the government order restricting all non-military planes. It is understood that the purpose of the order was to facilitate the government's purchase of light planes. As soon as the ban is lifted, the CAP training program will be resumed.

The missions to The Dalles were under the command of Lieut. C. E. Willison, squadron executive officer, with Lieutenant Philip Zeller in charge of transportation. Mrs. Willison acted as chaperon.

Them Commissions

Many heretofore undecorated sleeves of Civil Air Patrol members are sported the red chevrons of non-commissioned officers. Besides those who are wearing a sleeve decoration for the first time, many have had a boost in rating and an extra stripe has been added.

The new list of non-commissioned officers, Squadron 921-1, follows:

Technical sergeants—Jack Sather, Francisco Jamerson, Theron White, Lawrence Moore, Howard Dean, Clyde Bruyn and Ella Graham.

Sergeants—Grayton Duggan, Robert Stillwell, R. E. DeLong, H. Hobson, Don Metheny and W. F. Germann.

Corporals—Richard Harney, Stanley Willis, William Wood, Bud Curtner, Derele Swails, K. DeLashmitt and Robert York.

Privates, first class—Richard Walker and Stanley Sharp.

New squadron staff officers are Willard R. Maxwell, communications officer, and John Alesko, engineering officer.

Before another issue of CAP News is printed, we feel sure a number of the cadets will be wearing chevrons as a reward for their efforts in drill, class work and, last but not least, their regular attendance.

Obviously a cadet can't expect to be rewarded if he or she misses too many sessions. Smooth drilling is the result of constant practice, knowledge of subjects related to flying

and military procedure is attained by attending classes regularly and periodic examinations will test a cadet's knowledge. For those who expect to be in the armed forces your Civil Air Patrol training will go a long way toward promotion in the regular army. Captain Smith has received a number of letters from ex-CAP members now in the armed forces stating that their training with able help in winning promotions and the local squadron was of invaluable recognition in a very short time after entering the service.

BEND SQUADRON

(Continued from page 2)

A. Bay. J. L. Van Huffel also assisted in driving an auto to Burns and hauling personnel and equipment. Search was given up by the army on February 10, and the local men returned home. The plane was later found in central Idaho, with all personnel alive, but suffering from many days of exposure. Those making the trip had many interesting stories to tell the Squadron on their return, and their experiences will probably be of great aid, should it again be necessary to call out the Patrol for emergency service.

Ski Patrol Work

On February 20 members of the CAP flew to a spot in the timberlands west of Bend and dropped and took bearings on a colored streamer. Bearings were taken on several land

Plans for a CAP airplane repair depot at Eugene, utilizing the personnel and repair facilities of the war industry training center there, one of the finest in the West, were announced by Captain Calvin L. Smith, group commander, following a tour of inspection of Bend, Klamath Falls and Eugene squadrons. He was accompanied by Captain Cecil J. Ross, Oregon Wing medical officer.

After conferring with Lieutenant Roy K. Reed, commander of the Eugene Squadron, and inspecting Eugene's facilities, Captain Smith said that it is intended to have the repair work done under the supervision of three A and E mechanics in a separate CAP shop. Regular fees would be charged for this service, the money being pro-rated among men doing the work on an hourly basis, with a small deduction for squadron operation.

Captain Smith said that the repair depot, badly needed by CAP fliers, could serve not only the Bend-Klamath Falls-Eugene triangle, but could be employed to service planes from other CAP squadrons of the state. He added that he has been informed that special permission could be obtained from the military authorities to take planes into the Eugene depot, either by truck or air, and to fly them out after repairs are made. Some CAP fliers now send their planes as far away as Boise for top overhaul jobs and as a result, lose weeks of time.

Captains Smith and Ross found the Bend Squadron, commanded by Lieutenant Ward H. Coble, very active, well uniformed and disciplined and busy with courier service and training programs for older members and cadets. A completely equipped office has been set up for the courier service, separate from CAP headquarters downtown. They found the Klamath Falls Squadron organizing and enlisting personnel and obtained pledges of complete cooperation from civic leaders, city and school officials. The squadron has been granted use of Klamath Falls high school two nights a week for cadet training. Lieutenant Robert Fulton is squadron commander.

marks in the vicinity and these bearings were given to the local ski patrol. On February 21 the ski patrol made a trip on skis, with full equipment, into the area and recovered the streamer. The purpose of this practice maneuver was to coordinate the efforts of the two patrols in event a plane should actually be forced down in this area.

New Tables

Squadron 921-2 was particularly fortunate in obtaining 25 new tables for the club rooms in the Bank of Bend building. Lumber for the tables was donated by Brooks-Scanlon Lumber Company, Inc., and Richard Withycomb, of the CAP, arranged to have the lumber worked up at the Oregon Trail Manufacturing Co., a local pine furniture manufacturing plant. The tables add to the general appearance of the club rooms.

Visitors

Visitors from other squadrons are always welcome in Bend, and with the advent of better flying weather, would appreciate it if visitors from other CAP squadrons would look us up when in town.

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