

CIVIL AIR PATROL



Civil Air Patrol Fast Taking Form

As thousands of applications roll through the procedure of Washington clearance, the Civil Air Patrol is fast taking form in every one of the 48 states. After the national conference of State Wing Commanders in December, nearly all the Group Commanders, covering regions of each state according to the distribution of pilot population, have been appointed. Wing and Group staffs are being assembled. While comparatively few local squadrons have yet been formally organized, active flying groups are in the air at many points where units were formed under the N A A plan prior to the official authorization of the CAP by the Office of Civilian Defense.

Ohio leads in the number of enrollments with New York, Pennsylvania, Michigan, Illinois, New Jersey, California, and Texas among the states where volunteers are joining in large numbers. In some of the smaller states such as Montana, Connecticut, and Delaware, where available pilots are not so numerous, a large percentage of the pilots already have applied. Approximately 80 per cent of the applicants thus far are pilots but of course the Patrol is open to all citizens over 16 who can render effective service—especially to those with training as aviation mechanics, radio operators, servicing of planes, and in other specialized skills.

Women pilots are joining up. The Ninety-Nines have rendered effective aid in many areas through the valuable combination of secretarial and aviation experience which makes them highly useful in expediting the office work of organization.

To speed the clearance of applications, which have to go through 30 operations before they can be sent back to the State Wing Commanders, the headquarters staff in Washington has been increased from three girls to 100.

Johnson Named Executive Officer

Earle L. Johnson of Cleveland, Ohio, has been named Executive Officer of the Civil Air Patrol. As an active pilot and Director of Aeronautics for Ohio, he was one of the pioneers in the movement to organize the patrol and signed up hundreds of pilots in his state long before the CAP was launched on the outbreak of war. Mr. Johnson is a Director of N A A.

Gill Robb Wilson, president of N A A, who served as Executive Officer temporarily during the initial organization period, has returned to his post as Director of Aeronautics for the State of New Jersey. He will continue to aid the CAP in a consulting capacity and will have active direction in his area.

Maj. Gen. John F. Curry, National Commander of the CAP, has won the confidence of private pilots through his leadership. Officials in Washington have been thoroughly sold on the value of private planes and pilots for wartime services by the successful performance of many mis-

sions the details of which cannot be made public at this time.

The Aviation Writers Association is cooperating with the Patrol and its members have volunteered their services as public relations officers in their localities.

Weather Reports

Members of the CAP, it is now understood, are entitled to weather reports because the Patrol is designed to be auxiliary

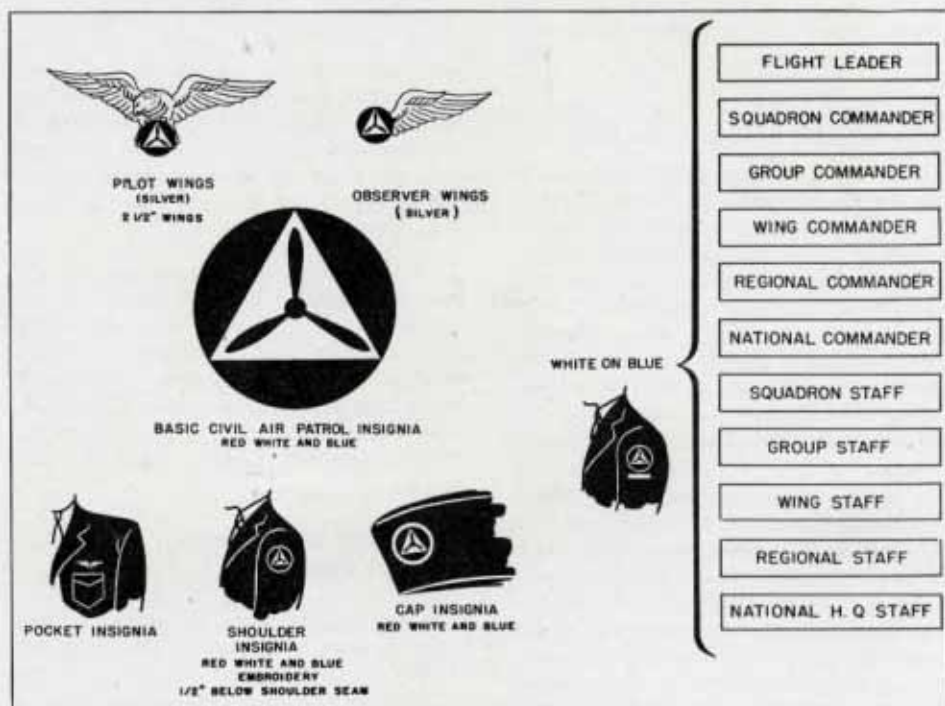
fabrics because of military demand. It is hoped that designs can be issued soon at least for the officers. The pictures herewith give a general idea of how the lads will look.

Initial training directives have been issued on Military Courtesy and Discipline and Infantry Drill Regulations. These two Army pamphlets are being issued so that, as semi-military units, the Squadrons can turn out in snappy formations and follow established military customs.

The guiding principles behind the CAP are set forth in General Order No. 1:

"The origin of the Civil Air Patrol is hereby credited to the universal demand of the civil airmen of the United States to be utilized, together with their equipment and facilities, for the common defense. . . .

"The purpose . . . is to mobilize and organize the civil aviation personnel of the nation not otherwise engaged full-time in governmental service or commercial air transportation activities, that such may be available and effective for auxiliary service to the armed and civil defense forces of the United States, and further that civil aviation may be preserved and activated for the post-war requirements of the United States."



to the armed forces and is commanded by military personnel. This will solve what has been a difficult problem. Civilian pilots other than on the airlines have been barred from securing information from the weather offices and going in to scan the maps as heretofore, although in some sections they can readily get the data by radio. In case of sudden snow and cold, as happened a few days ago, pilots without advance warning have been in a tough spot.

CAP Uniforms

Final plans for CAP uniforms have not been completed due to the shortage of

National Parachute Jumpers Association

Plans are under way for the affiliation of the National Parachute Jumpers Association as a Chapter of N A A. Already, the group has more than the minimum of 25 N A A members required for chartering a Chapter. Affiliation has been discussed with Joe Crane, secretary-treasurer of the NPJA, recently in Washington to volunteer the services of the expert jumpers and riggers for the Civil Air Patrol. N A A hopes to make available a regular parachute section in *National Aeronautics*, as a service to the NPJA.