

NATIONAL HEADQUARTERS
CIVIL AIR PATROL
500 FIFTH AVENUE
NEW YORK 18, NEW YORK

REPORT OF CIVIL AIR PATROL

28 DECEMBER 1943

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28 DECEMBER 1943

Subject: Report of Civil Air Patrol

To: Asst. C/AS, Operations, Commitments, and Requirements

1. Pursuant to request of 21 December, 1943, this is to report on the organization and activities of Civil Air Patrol over the past two years, from its inception to the end of 1943, and on its plans for 1944.

Section I - Pre-Organization

2. Civil Air Patrol originated from the desire of the civil airmen of the United States to serve with their equipment and auxiliary workers for volunteer wartime duties. In 1941, steps were fast being taken to ground private flying for the duration to clear the air for military operations and to prevent sabotage from the air. To demonstrate that the private pilots could outweigh these disadvantages, various State groups were formed. A committee of three prominent civilians was appointed by the U. S. Director of Civilian Defense to draft plans for a national Civil Air Patrol.

3. The OCD committee, cognizant of the mass movements whereby the air forces of Russia, Germany, and other countries were manned, recommended a far broader program than the mobilization of the private flyers. They wanted to develop youth training in aviation with a model airplane in every classroom, a glider in every high school, and on from there to powered airplane flying. But it was not feasible to advance these phases at the time so the proposal was simplified to cover merely the continuance of private flying without which most of the civilian airports in the country would have been closed so that the facilities of civil aviation would not have served in the war or as a basis for post war development.

4. When the plan was referred to General Arnold, he had it studied by a board of officers (see Attachment A) and approved it with the proviso that military effectives and critical materials would not be diverted from the military effort. In his opinion, the success of the organization hinged on the training of the civil airmen so that they would attain the necessary discipline and knowledge for effective service on wartime assignments.

5. After the Departments of War, Navy, and Commerce had approved the plan, Civil Air Patrol was founded on 1 December 1941 as a division of the Office of Civilian Defense. Maj. Gen. John F. Curry, USA, was assigned as National Commander of the Civil Air Patrol and several other Air Corps Officers were assigned as

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the National Headquarters Officers of the new organization. Maj. Gen. Curry was transferred to another assignment in April, 1942. Since that time, Lt. Col. Earle L. Johnson, Air Corps, has been the National Commander.

Section II - Organization and Training

6. Immediately on activation of the National Headquarters, a Wing Commander was appointed for each of the 48 States. Under the Wing Commands, there are now approximately 100 Group Commands, 600 Squadrons, and more than 2,000 Flights so that CAP is organized under a chain of command extending into more than 1,000 communities.

7. To date, CAP has enlisted 82,000 citizens (not counting some 2,000 applications not approved because of flaws in qualifications). In addition, applications are pending from some 7,000 provisional members who must complete 25 hours of CAP training before their identifications are issued. Some thousands of additional provisional members are serving in the local units pending transmittal of their applications, according to strength surveys. Thus the total of applications received since the beginning of CAP is well over 90,000, whose qualifications are listed in detail in the personnel files of the organization. Of these, several thousand have entered the armed services or have left their homes to enter war industries. Strength surveys indicate that the currently active membership of CAP is now approximately 60,000; that local units are maintaining their strength or are expanding; and new units are being formed. Of these 60,000, approximately half are pilots, student pilots, or ex-pilots and a majority of the others have auxiliary skills as radio, experts, mechanics, photographers, etc. About 20% are women.

8. In addition to this senior membership, there are approximately 40,000 CAP Cadets so that the entire strength of the organization is approximately 100,000. Heretofore, CAP has never campaigned for recruits since the organization has been large enough to perform all its duties. The expansion of the CAP Cadet program, however, now calls for enlargement of the senior membership as well.

9. Aside from the National Headquarters officer and civilian employees and the secretaries assigned to the larger Wing offices, the organization is composed of civilian volunteers who serve without compensation except when assigned to active-duty operations when they receive a modest per diem for personal expenses and a moderate hourly rental allowance to cover the costs of maintaining, insuring, and operating their planes. All the practice flights and volunteer missions are without compensation. Each member is required to purchase his own uniform consisting of regulation Army garments with the CAP red shoulder loops and special CAP insignia. The planes and other equipment used by CAP also are privately owned. Many local units have developed elaborate ground facilities and rolling equipment.

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10. Each CAP member takes a simple oath of allegiance to the United States and obedience to CAP officers. Those on active duty take a further oath placing themselves under the Articles of War. Discipline has been excellent. The most severe penalty imposed has been dishonorable discharge from CAP and this has rarely been invoked.

11. CAP officers are appointed by National Headquarters on recommendation by Wing Commanders and non-commissioned officers are appointed by local units pursuant to tables of organization and rating systems. The policy is to hold grades at or below those which would be given Army personnel on comparable assignments. CAP officer appointments are temporary and terminate with relief from the assignments to which the grade pertains. Heretofore the highest grade has been Major. Recently about half of the Wing Commanders, for long and meritorious service, were promoted to Lieutenant Colonel.

12. The principal activity of the membership as a whole is continuous training in military and aviation subjects in order to maintain a reservoir of trained personnel on which to draw for various assignments. In keeping with the policies outlined by General Arnold, the first assignments given to the local units, as soon as they began to organize, was to carry out a series of training courses taught by aid of manuals and special CAP texts. The original training program, prepared by Col. Harry H. Blee, Air Corps, then Training and Operations Officer of CAP and now Operations Officer, consisted of 30 basic and advanced courses. The program has been broadened from time to time and now comprises some 65 courses, including the following:

- a. Military--Infantry drill, military courtesy and discipline, safeguarding of military information, Articles of War, etc.
- b. Pre-Flight--Theory of flight, aircraft engines, meteorology, navigation, etc.
- c. Ground Service--Crash procedure, duties of servicemen, aircraft inspection, etc.
- d. Auxiliary--Morse code, photography, first aid.
- e. Flight--No flight training but many practice missions to simulate wartime work such as search, reconnaissance, and patrol.

13. Instruction is given by members and other local volunteers best qualified to teach various courses. For example, the drillmaster may be a veteran of the last war; the Morse code instructor a skilled radio amateur; and the first aid instructor a doctor or Red Cross official. The effect of the program has been to develop instructional ability throughout the membership.

14. The organization, activities, and training of CAP have been governed by various series of orders, directives, and memoranda. Most of this material

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is being condensed into a simplified set of CAP Rules, which, with amplifying instructions and manuals, are about to be printed into a small hand book, for issuance shortly after the first of the year.

15. Under the above policies, the wings and their subordinate units function as follows:

- a. They are "aerial home guards", trained, equipped, and ready for emergencies in their areas, such as flood disaster relief and lost plane searches, and are able to serve without regard to State lines.
- b. They comprise a training corps to prepare thousands of CAP members and cadets for service in the armed forces, especially as Aviation Cadets and Air WACs.
- c. They serve as recruitment, training, and replacement centers for CAP operations.

Section III - Equipment and Facilities

16. The equipment used in CAP operations is almost entirely the property of the members or otherwise privately owned, except for the 288 liaison airplanes assigned to CAP for the Aviation Cadet recruiting program and certain safety equipment, special operating equipment, and armament furnished by the Army. No compensation is provided for the use or maintenance of privately-owned equipment except for the hourly rentals to cover costs of depreciation and operation of airplanes assigned to CAP operations; nothing for airplanes on practice and volunteer missions.

17. At the start of the war, there were some 25,000 privately owned aircraft in the United States. Of these, probably more than half have been used in CAP. At the beginning, the Patrol could count on being able to mobilize a fleet of nearly 10,000 planes. Maneuvers by single State Wings have assembled upwards of 300 planes on one airport in a number of instances.

18. The freezing of aircraft under General Limitations Order L-262 of the War Production Board, early in 1943, and the purchase or requisitioning of several thousand planes for the War Training Service from private hands has seriously reduced the number of aircraft at civilian fields throughout the country. In order to protect the CAP planes needed for operations, and to secure the necessary priorities for parts, the planes dedicated by the owners exclusively to CAP operations have been registered by CAP National Headquarters. Approximately 900 planes are now so registered, including about 300 of 90 horsepower and over, suitable for such missions as Coastal Patrol, and the remainder less than 90 horsepower, suitable for most other types of missions.

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19. In addition, there are upwards of 1,000 planes being used by CAP members on practice and volunteer missions throughout the country. Few of these are 90 horsepower or above. The policy of CAP has been to perform courier and most other missions with planes under 90 horsepower because the heavier ships were needed on Coastal Patrol and because this policy kept down operating costs as against flying larger planes at higher hourly rentals. While the reduction of the number of planes at local fields impairs CAP's practice activities and holds down on the development of new pilots, there is still an adequate reserve of planes and competent pilots for missions immediately in sight.

20. Radio is an important phase of CAP. Each local unit has a Communications Officer. By special regulations of the Federal Communications Commission, whose officials have given splendid cooperation, the Wings may establish special CAP radio stations under the War Emergency Radio Service for practice and use in emergencies. This phase of the CAP program is making fast progress and is attracting many radio amateurs as members. Other communications methods such as pick-up and dropping of messages, blinkers, and carrier pigeons are used extensively.

21. Special facilities have been developed in other fields such as first aid. Many CAP units have constructed motorized dispensaries, crash trucks, and other special equipment which can be moved out for such emergencies as a lost plane search and rescue of survivors. In mountainous areas, where CAP planes can spot wreckage but cannot land, horse and ski units in addition to motorized units have been organized. On lakes and rivers, motorboats are available. Special parachutes are kept on hand for the dropping of such supplies as blood plasma and forest fire fighting equipment.

22. While the typical CAP unit operates from some established municipal or private airport and meets in borrowed quarters such as a school building or armory, many units have developed their own fields and buildings. In a number of instances, good airports have been constructed by donated supplies and volunteer labor by CAP members. In many cases, hangars, office buildings, and meeting rooms have been built by the members out of salvage materials. The effect of WPB General Limitations Order L-262 and the wartime regulations requiring additional airport guards and personnel has been to force many fixed-base operators out of business. At many points, CAP units have taken over the operation of such airports. The result has been to maintain bases not only for CAP training which has sent thousands of good recruits into the armed services and CAP emergency missions which have often saved lives, but also to save a number of Army planes and pilots. It is estimated that this saving alone amounts to more than the entire administrative budget of CAP from its inception and the maintenance of these fields has not cost the Federal Government one cent. Their continued operation served the further purpose of building local aviation interest

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for post-war development of aviation so that there will be quick employment for many members of the Army Air Forces and aircraft workers who otherwise would be unemployed at the end of the war.

Section IV - Policy Governing Flight Missions

23. It has been of the utmost importance that there be enough CAP flight operations so that a majority of the pilots qualified for duty could get a chance to do some active flying for the Army. While the pilots qualified for such service are a minority in the CAP membership as a whole, they are the backbone of the organization and their morale suffers if, after all the time they have spent on CAP training, they do not get an opportunity to fly on some real military assignment.

24. Such assignments must be bona fide. CAP has never recommended any missions merely for the sake of flying. All its flying has been calculated to relieve military aircraft and airmen for duties elsewhere and to render genuine service. How useful this work has been may be judged from the following report on operations which clearly indicates that CAP's services have repaid their cost to the taxpayers many times over. This report will also indicate that the full usefulness of CAP flying has not yet been harnessed. The additional planes which can be assigned to military duty constitute a resource for transportation and service which can relieve additional Army pilots and planes for combat duty on an "at-cost" basis without any overhead expense whatsoever.

25. The flight missions which CAP performs for the Army Air Forces are in most cases performed by specially organized CAP operations units made up of carefully selected volunteers, equipped with suitable maintenance facilities, and commanded by experienced CAP officers who report direct to National Headquarters. These units function under the provisions of AAF Regulation No. 20-18, 25 May 1943 (Attachment B) and AAF Regulation No. 65-63, 10 September 1943 (Attachment C).

Section V - Operations

26. Operations Projects Completed

a. Antisubmarine Patrol with 21 bases extending from the Canadian Border to Tampico, Mexico. This service, which was inaugurated on 5 March 1942 and completed on 31 August 1943, involved a total of more than 24,000,000 miles of over-water flying. Summary of these operations is presented in Attachment D.

b. Aircraft Warning Missions performed for III Fighter Command for purpose of exercising aircraft warning service in the coastal areas of Western Florida, Alabama, Mississippi, Louisiana, and Texas. This service was inaugurated

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on 1 August 1942 and completed 30 June 1943. Summary of these operations is presented in Attachment E.

c. Miscellaneous Projects which have been completed include:

- (1) Control of depredation by migratory water fowl in Sacramento and San Joaquin rice areas in California.
- (2) Flights carrying officers of Engineer Corps engaged in lay-out and inspection of camouflage installations.
- (3) Flights carrying officers of Chemical Warfare Service observing effectiveness of experimental smoke screens for amphibious operations.

27. Operations Projects in Progress

a. Souther Liaison Patrol covering Mexican Border from Brownsville, Texas to Arizona State Line for Southern Defense Command. These operations, which were inaugurated 3 October 1942, are conducted from two main bases located at Laredo, Texas and El Paso, Texas, with sub-bases at Del Rio and Marfa. Summary of these operations through 23 December 1943 is presented in Attachment F.

b. Tow Target and Tracking Operations for First and Fourth Air Forces in support of antiaircraft gunnery training of the Eastern and Western Defense Commands. This service was inaugurated on 1 December 1942 as a tracking service for the First Air Force and is now being expanded to include tow target and tracking operations for both the First and Fourth Air Forces as follows:

(1) First Air Force

- (a) CAP Tow Target Unit No. 1 — New York Area
- (b) CAP Tow Target Unit No. 5 — Boston Area
- (c) CAP Tow Target Unit No. 17 — Washington-Philadelphia Area
- (d) CAP Tow Target Unit No. 21 — Norfolk Area

(2) Fourth Air Force

- (a) CAP Tow Target Unit No. 7 — Los Angeles Area
- (b) CAP Tow Target Unit No. 12 — San Diego Area
- (c) CAP Tow Target Unit No. 15 — San Francisco Area
- (d) CAP Tow Target Unit No. 20 — Tacoma Area

Summary of these operations through 23 December 1943 is presented in Attachment G.

c. Scheduled Courier Service operating between bases and sub-bases under jurisdiction of Second Air Force over routes extending into 16 different states with a daily route mileage of 16,382 miles and daily scheduled flights

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totalling 54. This service was inaugurated 27 August 1942 and includes transportation of Army mail, airplane parts, and other supplies and materials. Summary of these operations through 15 November 1943 is presented in Attachment H.

d. Sub-Depot Courier Service performed for Headquarters First Area Service Command and consisting of non-scheduled missions between various Sub-Depots under that Command. This service was inaugurated on 1 December 1942. Summary of these operations through 15 November 1943 is presented in Attachment I.

e. Search Missions for Lost Army Aircraft are constantly being performed by Civil Air Patrol units. Most of these missions are performed over the mountain and desert regions of the West by local CAP units thoroughly familiar with the areas involved.

f. Radar Training Missions are performed each week for the Southern Signal Corps School, Camp Murphy, Florida. These missions involve day and night operations over both land and water.

g. AAF Liaison Type Airplanes Assigned to Civil Air Patrol have been allocated throughout the 48 State Wings and are being operated in connection with the organization and conduct of the Aviation Cadet and Air WAC Recruitment Programs.

h. Miscellaneous Services of an intermittent nature performed by CAP include the following:

- (1) Aircraft radio calibration flights for Signal Division, Air Service Command.
- (2) Special CAP emergency missions arising out of disasters, such as floods, explosions, or fires.
- (3) Emergency transportation of medical aid, blood plasma, and supplies for Red Cross and Federal and State agencies.
- (4) Transportation of officers of defense sectors engaged in inspection of defense units and installations.
- (5) Industrail Courier flights.
- (6) Observance of blackouts.
- (7) Forest Patrol for Federal and State agencies.
- (8) Promotional flights for War Bond drives.
- (9) Pipe Line Patrol.
- (10) Special flights for State and Municipal agencies.
- (11) Guarding airports.
- (12) Manuevers with State Guards.

i. Personnel and Aircraft on Active Duty Assignment - At present there are some 720 CAP members on active duty assignment, exclusive of personnel engaged on industrial courier operations and exclusive of the large number of

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volunteers working on the Aviation Cadet recruitment and training program. Approximately 900 airplanes, exclusive of the 258 AAF liaison type airplanes assigned to Cadet recruitment, are presently engaged on CAP operations either on a part-time or full-time basis.

28. Additional Operations Projects for 1944

a. In addition to including all the operational projects now in progress, as listed in the foregoing paragraph 27, the CAP operations program for 1944 is planned to include the following projects:

- a. Courier service for Third Air Force.
- b. Courier service for Fourth Air Force
- c. Killing wolves preying on Alaskan reindeer herds.

b. The Western Defense Command has requested that the CAP Southern Liaison Patrol be extended along the Mexican Border from the eastern boundary of Arizona to the Pacific Coast. This request is now under consideration by Headquarters Army Air Forces.

Section VI - Aviation Cadets and CAP Cadets

29. On 29 April 1943, CAP was transferred from the Office of Civilian Defense to the War Department by Executive Order of the President and became an Auxiliary of the Army Air Forces. Its first new assignment was to assist in recruiting Aviation Cadets. With the schools closing for the summer, the AAF recruiting officers were having a hard time meeting their quotas. So the facilities of the entire CAP organization were placed at their disposal. News paper and radio campaigns, parades, aerial demonstrations, demonstration airplane rides, exhibits, window displays, and all manner of promotional efforts were used by the resourceful local units of CAP. In the fall, a more direct approach was made through the schools. CAP officers now conduct the mental screening tests for Aviation Cadet applicants. This procedure is bringing in recruits in large numbers. Some of the larger wings of CAP are finding as many as 1,000 applicants per month each. The work of CAP has changed the whole Aviation Cadet recruiting picture. After the mental and physical standards have been cut down and down over the past three years in order to meet quotas, it is now to be hoped that a floor can be put under the standards and then jacked up.

30. As a long-range means of recruiting Aviation Cadets, Air WACs, and other types of aviation personnel, the CAP Cadet program is being expanded to large proportions. This program was founded on 1 October 1943 in keeping with the original plans laid out by the founders of CAP. The senior organization had developed the training program to the point where its benefits could be extended to a younger age level. So each CAP Squadron and Flight was authorized to form

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a counter-part unit of CAP Cadets chosen from the last 2 years of high school. Each man in CAP could sponsor one boy and each woman could sponsor a girl cadet. Within this limit, the program gradually developed throughout the country on a sound basis. While CAP was still a part of OCD, there was no definite tie-in with Army recruiting. Thousands of the CAP Cadets were inducted into all branches of the service. Their training proved of great value. Many became Corporals or Sergeants soon after induction or won a chance to attend Officer Candidate School because of their CAP training.

31. When CAP became an AAF auxiliary, the CAP Cadet program was broadened to make 17-year-old members of the Air Corps Enlisted Reserve automatically eligible so that they could receive the CAP training while at home awaiting call to active duty at 18. In many areas, young men are being placed in CAP Cadet uniform (similar to that of CAP) as soon as they file their Aviation Cadet applications so that they can start immediately on military and aviation training. Without national publicity, promotion, or aid, upwards of 40,000 CAP Cadets have been placed in training and the program is expanding rapidly. After it reaches a certain point in an area, there is a spontaneous demand among young people, parents, and educators to build it to large proportions. All the Aviation Cadet recruiting and CAP Cadet training to date has cost the Federal Government only a few hundred dollars; merely the cost of printing application and identification forms and directives.

32. Plans are now being made to expand the CAP Cadet program to at least 250,000 members by the end of 1944. This will involve the further building of the CAP organization and the formation of CAP units in additional communities with the aid of civilian organizations. To mobilize the cooperation of such groups as Rotary, Kiwanis, American Legion, etc., an Executive Committee composed of leaders of these groups is being formed under the chairmanship of Thomas H. Beck, President of the Crowell-Collier Publishing Co., and a member of the original 3-man committee appointed to found CAP. Mr. Beck has been closely identified with air-youth activities for some years. His appointment was approved by General Arnold. A larger policy committee, composed of distinguished national leaders, is to be assembled. State and local committees also will be formed where needed. Shortly after the first of the year, it is expected that appropriate announcements will be made by Mr. Beck. The firm of Geyer, Cornell & Newell, retained to prepare Aviation Cadet recruiting advertising, is cooperating closely in the preparation of promotional literature and sponsored ads.

33. The policy is to make the program a civilian undertaking. Cooperation is being arranged with various components of the Army Air Forces. CAP already has been assigned 288 airplanes of the liaison type for use by the 48 Wings in the furtherance of the Aviation Cadet program. Delivery of 110 planes has been made and the ships will be used for such purposes as orientation flights for Aviation Cadet and Air WAC recruits and prospective recruits. Cooperation also is being arranged with the Training Command for the assignment of officers to

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the 9 Service Commands and for the preparation of special manuals and other training aids. As before, close cooperation will be maintained with the Aviation Cadet Branch, the Air Liaison Officers in the 9 Service Commands, and the Aviation Cadet Examining Boards throughout the country. Many AAF bases also have generously extended the aid of their personnel and facilities for CAP Cadet training. The close working relationship that CAP now enjoys with the various AAF components has been a natural development from cooperation in the field and therefore is based upon mutual good will.

Section VII - CAP Budget

34. Budget for Fiscal Years 1943-44 and 1944-45

	July thru Dec. 1943	Estimated Jan. thru June 1944 Expenses	Total	Estimate for Fiscal Year 1944-45
Coastal Patrol	1,782,647.48	0 *	1,782,647.48	0
Southern Liaison Patrol	303,024.54	318,000.00	621,024.54	636,000.00
First Air Force Courier	25,573.25	36,000.00	61,573.25	72,000.00
First Air Force Tracking	129,847.88	0	129,847.88	0
Second Air Force Courier	486,541.29	520,000.00	1,006,541.29	1,020,000.00
Eight New Tow Target & Tracking Units	66,875.00	1,001,000.00	1,067,875.00	2,002,000.00
Travel	30,000.00	30,000.00	60,000.00	120,000.00
Activities Not Yet Established	0	** 197,634.57	197,634.57	460,000.00
Miscellaneous Costs	8,352.84	0	8,352.84	0
Hqs. & Wing Secretaries	<u>92,300.00</u>	<u>95,000.00</u>	<u>187,300.00</u>	<u>190,000.00</u>

Total	2,925,162.28	2,197,634.57	5,122,796.85	4,500,000.00

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- * Some expense actually will be incurred here and must be balanced by a reduction in "Activities Not Yet Established", (\$197,634.57).
- ** Is a residual figure obtained by calculating costs of activities already established and deducting these from funds available for fiscal year 1943-44; services requested by AAF will use at least these funds.
- *** Consists of \$2,472,862.28 obligation recorded to 14 December 1943 and an estimate of \$452,300.00 in obligations for period still to be received.

The above figures do not include estimated costs of carrying on Aviation Cadet Recruitment Program for the rest of this fiscal year and fiscal year 1945. These are presented in the following paragraph.

35. Additional Funds Required for Aviation Cadet Recruitment Program

a. Fiscal Year 1944-45 - It is estimated that for the fiscal year 1944-45, the additional funds necessary to meet the requirements of the Aviation Cadet Recruitment Program presently being undertaken will be as follows:

30 Additional Wing Secretaries.....	\$ 60,000.00
5 Additional Clerk-Stenographers for National Headquarters.....	10,000.00
Additional Travel Expenses for Wing Commanders and Executive Officers (at the rate of \$200. per month per Wing, which will permit approximately ten days travel per month per Wing on the Aviation Cadet Program)	115,200.00
Travel for Wing personnel between high schools, meetings, inspections, etc., in connection with Aviation Cadet Program (at the rate of \$200. per month per Wing which, at five-cents per mile, will permit travel in connection with this Program at the rate of approximately 4000 miles per month per Wing)	<u>115,200.00</u>
Total	\$300,400.00

b. Fiscal Year 1943-44 - For the period December 1943 forward to July 1944, it is estimated that the additional allotment necessary for the Cadet Recruitment Program will amount to seven-twelfths (7/12) of the total indicated above for this program for the fiscal year 1944-45, or the sum of \$175,230.00.

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Section VIII - Authorized Personnel

36. Military Personnel - Twenty Air Corps officers are authorized to administer Civil Air Patrol. At present fourteen Air Corps officers are on CAP assignment, as set forth in Attachment J. No enlisted personnel are authorized for CAP.

37. Civilian Personnel - A maximum of 110 civil service employees, including Wing secretaries, has been authorized for Civil Air Patrol. As of 30 September 1943, by order of Headquarters Army Air Forces, this number was restricted to 96 employees. The number of civil service employees on the CAP roster at present is 93. (See Attachments K and L)

Section IX - Payments and Benefits

38. Payments and benefits to which certain Civil Air Patrol members and units are entitled include the following:

a. Uniforms:--The Adjutant General has authorized CAP members to wear the standard service uniform and insignia of grade used by the AAF ----- with certain distinctive exceptions including, in particular, red shoulder loops, silver buttons and lapel insignia and the silver letters "CAP" in place of the gold letters "U.S.".

b. Rank in Civil Air Patrol:--Certain Civil Air Patrol officers are commissioned by the National Commander, Civil Air Patrol, in grades appropriate to the positions held. This entitles them to wear army grade insignia on the CAP uniform.

c. Death and disability payments:--Under the Temporary War Civilian Protection Program established by the President, the Federal Security Administrator has received funds with which he is authorized to make payments to certain civilian defense workers injured or killed while engaged in official activities. CAP members are specifically covered by the provisions of this Program and when injured or killed are entitled to receive monthly disability or death benefit payments to a maximum of \$85.00 per month, and in addition to receive hospitalization expenses and \$100.00 to cover funeral costs. The Social Security Board has recently ruled that CAP members who receive insurance as set forth in paragraph h hereof are not entitled to the full payments of the Program but has suggested that the matter be presented to the Bureau of the Budget for final decision.

d. Hospitalization in Army Hospitals:--The Secretary of War has directed that Army Regulation 40-590 be amended so as to permit CAP members injured while engaged in official activities to be admitted to Army Hospitals. The Adjutant General has been requested to publish this amendment.

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e. Use of the penalty privilege:--The Postal Department has extended the use of the so-called "Franking Privilege" to Wing, Group and Squadron Commanders of CAP for use in connection with transmission of official mail.

f. Supplies, etc.:--Supplies, services, and facilities have been made available to CAP units as follows:

- (1) AAF operational equipment will be installed in CAP aircraft and serviced without charge when necessary for the performance of an assigned mission for Army Air Forces (see AAF Regulation 65-63, presented in Attachment C).
- (2) Maintenance parts, supplies and fuel may be secured on memorandum receipt or outright sale, as determined by the Commanding General, Air Service Command, for aircraft assigned to missions for the armed forces. (see AAF Regulation 65-63).
- (3) Personal flying equipment and special operating equipment such as life rafts, parachutes, etc., may be drawn on memorandum receipt where such equipment is necessary in connection with missions to be performed for the armed forces. (see AAF Regulation 65-63).
- (4) Organized messes of Civil Air Patrol are authorized to purchase from the Office of the Quartermaster General such subsistence supplies as may be required in the operation of such messes (see Army Regulation 30-2290, Change No. 4, dated 14 September 1943, Attachment M).
- (5) Office equipment, general office supplies, and stationery may be requisitioned from the Office of the Quartermaster General and will be given the same consideration by Regional Depots as requisitions from other installations (see Circular Letter No. 171, Army Service Forces, Office of the Quartermaster General, dated 13 December 1943, Attachment N).
- (6) Communication expenses of Civil Air Patrol Headquarters and Wings are provided by the Signal Corps; the transportation of government property used in connection with CAP official activities for the War Department is provided by the Office of the Quartermaster General; and the renting of essential office space is handled by the Corps of Engineers, under arrangements which have been worked out with each of such offices. National Headquarters, Civil Air Patrol has placed administrative maximum limitations on the extent to which such services and facilities may be had.

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28 December 1944

g. Reimbursements of costs:--CAP members assigned to official activities (except gratuitous missions) receive from the Army Air Forces or other employing agency the following reimbursement for costs incurred:

- (1) Aircraft allowances, determined by National Headquarters on the basis of costs incurred in the operation of aircraft of various specified horsepower categories, are paid to the owner of each aircraft assigned to such official activities. This allowance provides the owner with funds sufficient to cover the cost of operating and maintaining his plane and purchasing the necessary fuel, parts and insurance and affords a minimum amount to cover depreciation.
- (2) Per diem allowances are paid to each CAP member engaged in such official activities to cover his subsistence costs. These allowances are likewise specified by National Headquarters, Civil Air Patrol, and range from \$5.00 to \$10.00 per duty day. No payment for services is made.
- (3) Transportation costs incurred in connection with official travel are paid to the Wing Commanders and Executive Officers of CAP and, in certain instances, to other CAP members required to undertake particular official travel. The travel is authorized by National Headquarters, Civil Air Patrol, and reimbursement is on an actual expense basis.

h. Insurance:--With allowances which are received by aircraft owners as set forth in the paragraph above, these owners are required to carry insurance under policies developed by the private aviation underwriting groups affording protection against the following:

- (1) Personal liability to the limit of \$50/100,000.00 and property damage of \$50,000. This protects the employing agency and all parties concerned.
- (2) Aircraft insurance protecting the aircraft owner against loss to his plane through accident while in flight or on the ground, subject, of course, to the terms of the policy.
- (3) Accident insurance against all personnel in the plane, except members of the Armed Services, which provides disability or death benefit payments to the limit of \$3,000.00.

- 15 -

R E S T R I C T E D

R E S T R I C T E D

Report on Civil Air Patrol

28 December 1943

i. Air Medal:—The President has awarded the Air Medal to two CAP members who distinguished themselves beyond the call of duty in undertaking the hazardous rescue of men lost at sea. It has been recommended and approved by the Army Air Forces Awards Board that the Air Medal be awarded to all CAP pilots and observers who flew 200 hours or more on over-water flying in the Coastal Patrol operations. Action by the President on these requests is expected in the near future.

/s/ Earle L. Johnson

EARLE L. JOHNSON
Lt. Col., Air Corps
National Commander

R E S T R I C T E D

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON, D.C.

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Special Orders)
No. 53)

November 4, 1941.

1. A board of officers is appointed to meet at this headquarters, at the call of the president thereof, to determine the basis on which the War Department will actively enter into a plan as outlined by the Office of Civilian Defense to organize and train Civil Air Patrol.

DETAIL FOR THE BOARD

BRIGADIER GENERAL GEORGE E. STRATEMEYER (O-3893), United States Army, Office of the Chief of the Air Corps.
COLONEL HARRY H. BLUE (O-104289), Air Corps, (on inactive status - active duty orders pending)
MAJOR LUCIUS P. ORDWAY, Jr. (O-404919), Air Corps, Officer of the Chief of the Air Corps.
MAJOR ALEXIS B. MCMULLEN (O-153687), Air Corps, Headquarters Army Air Forces.

By command of Major General ARNOLD:

CARL SPAATZ,
Brigadier General, Air Corps,
Chief of the Air Staff.

OFFICIAL:

/s/ Wm. W. Dick

WILLIAM W. DICK,
Lieutenant Colonel, A.G.D.,
Air Adjutant General.

DISTRIBUTION:

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A.A.F. REGULATION)
NO. 20-18)

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON, MAY 25, 1943

ORGANIZATION

Civil Air Patrol

1. General. Pursuant to the authority granted by AGO Memorandum No. W95-12-43, May 4, 1943, subject "Transfer of Civil Air Patrol from the Office of Civilian Defense to the War Department," the National Headquarters Civil Air Patrol is hereby established as an exempted activity under the supervision of the Commanding General, Army Air Forces.

2. National Commander, Civil Air Patrol. The National Commander, Civil Air Patrol shall be such AAF officer as may be designated from time to time by the Commanding General, Army Air Forces. He shall inspect and supervise the activities of the Civil Air Patrol, including training; report on its needs; prepare estimates of funds, supplies, and equipment required for its operations; furnish liaison between the Civil Air Patrol and the Army Air Forces; and perform such other duties in connection with the Civil Air Patrol as may be delegated to him from time to time.

3. Activities. The continuance of the following activities of the Civil Air Patrol is authorized as directed by the Commanding General, Army Air Forces as hereafter set forth:

- a. Coastal Patrol. Coastal patrol units of the Civil Air Patrol are authorized as directed by the Commanding General, Army Air Forces to patrol coastal shipping lanes for the purpose of protecting friendly shipping and of locating and reporting enemy submarines, war ships, or suspicious surface craft, and to take such action as their equipment permits in the destruction of enemy submarines.
- b. Liaison Patrol. Liaison patrol units of the Civil Air Patrol are authorized to patrol such land frontiers of the continental United States as are determined from time to time by the defense commands having jurisdiction of these frontiers.
- c. Military Courier Service. Such units of the Civil Air Patrol as may be designated from time to time are authorized to augment special flight services for the armed forces, including special courier services, scheduled courier operations, AAF subdepot courier service, aircraft warning missions, aircraft tracking missions, camouflage, and other aerial inspection missions.

B

- d. Miscellaneous. Units of the Civil Air Patrol are authorized to engage in such other activities in behalf of the armed forces or of federal, state, or municipal authorities, or persons or corporations engaged in the war effort as are deemed advisable by the National Commander and are within policies established by the Commanding General, Army Air Forces.

4. Operational Control. Operational control of the units of the Civil Air Patrol engaged on missions described in paragraph 3 hereof shall be as follows:

- a. Coastal patrol units will function under operational control of the AAF Antisubmarine Command, through National Headquarters, Civil Air Patrol. Special tactical situations which may arise may be met by instructions direct from the Anti-submarine Command to the coastal patrol commanders concerned.
- b. The units of the Southern Liaison Patrol will function under the operational control of the Southern Defense Command, through National Headquarters, Civil Air Patrol. Special tactical situations which may arise may be met by instructions direct from the Southern Defense Command to the liaison patrol commanders concerned.
- c. The units of the courier service will function under the operational control of the AAF command for whom the service is rendered through National Headquarters, Civil Air Patrol, or in the case of missions not performed for any AAF command, under the operational control of National Headquarters, Civil Air Patrol.

5. Procedure:

- a. Administration and supply of field activities of the Civil Air Patrol will be as directed by Headquarters Army Air Forces.
- b. The Commanding General, Army Air Forces will exercise his control over the Civil Air Patrol through the Assistant Chief of Air Staff, Operations, Commitments and Requirements.

By command of General ARNOLD:

OFFICIAL:

FRED C. MILNER
Colonel, A.G.D.
Air Adjutant General



GEORGE E. STRATEMEYER
Major General, U.S. Army
Chief of Air Staff

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AAF REGULATION)
NO. 65-63)

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON, 10 SEPTEMBER 1943

SUPPLY AND MAINTENANCE

Procedure for Furnishing Supplies and Services to the Civil Air Patrol

1. General. Pursuant to the provisions of AAF Regulation 20-18, Civil Air Patrol units and/or activities, as described in paragraph 3 thereof, are authorized to requisition and/or purchase AAF supplies and services in accordance with the provisions of this Regulation when such units or activities are on official active duty assignment with the Civil Air Patrol serving the armed forces of the United States. This Regulation pertains to no other units or activities of Civil Air Patrol.

2. Division of Responsibility:

a. The Civil Air Patrol is responsible for:

- (1) Providing the Commanding General, Air Service Command, Patterson Field, Fairfield, Ohio with a list of airplanes and engines, by type, in operation by the Civil Air Patrol.
- (2) Providing the Commanding General, Air Service Command, Patterson Field, Fairfield, Ohio on the first of each month, with a list of CAP officers who are authorized to certify CAP per diem vouchers and to certify for the procurement of AAF technical supplies from activities of the Air Service Command as authorized in this Regulation.

b. The Air Service Command is responsible for:

- (1) The installation and servicing of AAF operational equipment installed in CAP aircraft without charge when necessary for the performance of an assigned mission. Emergency services will be provided as authorized by AAF Regulations 65-13 and 65-13A. This installation and maintenance work may be accomplished by any Air Service Command activity having suitable facilities and personnel.
- (2) The furnishing to authorized representatives of the Civil Air Patrol, of maintenance parts, supplies, and fuel. Items of a critical nature including instruments and certain airframe and engine parts and accessories as determined by the Commanding General, Air Service

4-1615, AF

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Command, Patterson Field, Fairfield, Ohio will not be furnished to the Civil Air Patrol, unless authorized by the Commanding General, Air Service Command, who will determine if issue is to be made on memorandum receipt or outright sale. In addition to the above, the Air Service Command will not be responsible for furnishing items authorized by this Regulation for sale to the Civil Air Patrol, if such items are not in AAF stock.

- (3) The furnishing of maintenance parts, supplies, and fuel so authorized by this Regulation for sale or issue to the Civil Air Patrol through regular supply channels. Requests for these items will be made by authorized CAP personnel on the nearest Air Service Command activity. This Air Service Command activity will take necessary action to secure the authorized items concerned through regular supply channels (if not available locally) and will handle all details of issue and/or sale to the Civil Air Patrol, unless the point of delivery to the Civil Air Patrol is another Air Service Command activity in which case the latter will perform the issue and/or sale functions.
- (4) The issuance on AAF Form 99 (Memorandum Receipt) to authorized CAP representatives of necessary older types of personal flying equipment for temporary use, including flying clothing and masks. This equipment will be returned to the issuing agency upon completion of special mission requiring same. Signatures will be obtained from properly identified CAP personnel. These issues will be specifically authorized in writing to the Civil Air Patrol by the Assistant Chief of Air Staff, Materiel, Maintenance and Distribution, Headquarters Army Air Forces, Washington, D.C. CAP personnel requesting such issues will present certificates of necessity executed by the certifying officer of their respective unit or activity, together with personally certified copies of special orders assigning them to active duty and will present for inspection, official CAP identification cards.
- (5) Special operating equipment such as life rafts, pneumatic life vests, parachutes, and other nonexpendable items of safety and rescue. This equipment will be signed for by the CAP certifying officer or supply officer designated by him and then reissued by him on memorandum receipt. Signatures will be obtained from properly identified CAP personnel. These issues will be specifically authorized in writing to the Civil Air Patrol by the Assistant Chief of Air Staff, Materiel, Maintenance and Distribution, Headquarters Army Air

4-1615, AF

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Forces, Washington, D.C. CAP personnel requesting such issues will present certificates of necessity executed by the certifying officer of their respective unit or activity, together with personally certified copies of special orders assigning them to active duty and will present official CAP identification cards for inspection.

3. Method of Issue:

- a. Issues of authorized maintenance parts and supplies (including fuel and lubricant) to CAP units and/or activities will be accomplished on a reimbursable cash basis except as otherwise provided in paragraph 2b above. Such sales will be made at cost price plus 15%.
- b. When purchases are accomplished in person, the CAP personnel making the purchase will furnish a personally certified copy of active duty assignment orders, together with a certificate of necessity executed by the certifying officer of the respective CAP unit or activity and will present official CAP identification cards for inspection.
- c. Where CAP centers of activity are located on, or adjacent to, the same Air Service Command activities, consolidated procurements of fuel and oil may be made as mutually agreed upon by the National Commander, Civil Air Patrol and the Commanding General, Air Service Command, Patterson Field, Fairfield, Ohio.

4. Determination of Cost Price. The price listed in AAF stock lists or other cost records available locally will be considered in determining the cost price of maintenance parts and supplies issued under authority of this Regulation. Fuel and oil cost prices will be determined from TO 00-35A-2, 2 October 1942 and subsequent revisions thereto, based on the weighed average costs of the products including allowances for transportation, service charges, etc.

5. Disposal of Cash Receipts. Cash receipts from sales referred to above will be disposed of in accordance with AR 35-780.

6. Salvage:

- a. Equipment worn out in the performance of missions by authorized CAP personnel will be exchanged by activities under the Commanding General, Air Service Command, for serviceable property in kind; necessary salvaging to be performed by the Air Service Command activity.
- b. Equipment held on memorandum receipt by CAP activities which is lost or destroyed in the performance of authorized flights, will be reported to the nearest Air Service Command activity by authorized CAP personnel, who will furnish the necessary dates and circumstances together with any supporting affida-

4-1615, AF

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vits considered necessary. Report of Survey (WD AGO Form 15) will then be accomplished and submitted by the Air Service Command, using the above data.

7. Coordination by National Commander, Civil Air Patrol. All problems involving supplies, equipment, and services issued or obtained from other arms and services of the War Department, other than Army Air Forces, will be coordinated by the Commander, Civil Air Patrol with the Air Quartermaster, Air Ordnance Officer, Air Engineer, Air Chemical Officer, Air Finance Officer, and the Communications Equipment Officer (Signal), in the office, Assistant Chief of Air Staff, Materiel, Maintenance and Distribution, Washington, D.C., and appropriate instructions will be issued.

By command of General ARNOLD:

(SEAL)

BARNEY M. GILES
Major General, United States Army
Chief of Air Staff

OFFICIAL:

FRED C. MILNER
Colonel, AGD
Air Adjutant General

A Certified True Copy:

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ELWOOD GADDIS
2d Lt., Air Corps
Supply Officer.

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NATIONAL HEADQUARTERS
CIVIL AIR PATROL
500 FIFTH AVENUE
NEW YORK 18, NEW YORK

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3 September 1943

SUMMARY OF CAP COASTAL PATROL OPERATIONS

The figures presented in the following schedule are the cumulative totals from date of undertaking Coastal Patrol operations, 5 March 1942, through 31 August 1943, the date of termination of these operations:

1. Missions flown.....	86,685
2. Hours flown.....	244,600
3. Submarines on which positions were reported by radio.....	173
4. Vessels reported in distress.....	91
5. Irregularities observed at sea.....	836
6. Special investigations made at sea or along the coastline.....	1,046
7. Floating mines reported.....	17
8. Survivors reported.....	363
9. Dead bodies reported.....	36
10. Bombs dropped against enemy submarines...	82
11. Enemy submarines definitely damaged or destroyed.....	2
12. Special convoy missions performed on request of the Navy.....	5,684
13. Airplanes lost.....	90
14. Fatalities.....	26
15. Personnel seriously injured	7

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NATIONAL HEADQUARTERS
CIVIL AIR PATROL
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7 August 1943

SUMMARY OF COURIER SERVICE - THIRD FIGHTER COMMAND

The figures presented in the following schedule are the cumulative totals from date of undertaking Aircraft Warning Missions for the Third Fighter Command, 1 August 1942 through 30 June 1943:

1. Hours flown.....	4,978
2. No. of flights.....	612
3. No. of planes.....	50

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NATIONAL HEADQUARTERS
CIVIL AIR PATROL
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27 December 1943

SUMMARY OF SOUTHERN LIAISON PATROL OPERATIONS

The figures presented in the following schedule are the cumulative totals from date of undertaking Liaison Patrol operations, 3 October 1942, through 23 December 1943:

1. Hours flown.....	23,885
2. Routine patrols flown.....	3,695
3. Special missions flown.....	1,178
4. Suspicious aircraft observed and reported..	143
5. Suspicious signals or markings observed and reported.....	381
6. Unusual or out-of-the ordinary activities observed and reported.....	4,884
7. Forced landings.....	48
8. Airplanes lost.....	12
9. Fatalities.....	None
10. Personnel seriously injured.....	None

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NATIONAL HEADQUARTERS
CIVIL AIR PATROL
500 FIFTH AVENUE
NEW YORK 18, NEW YORK

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27 December 1943

SUMMARY OF TOW TARGET AND TRACKING MISSIONS

The figures presented in the following schedule are the cumulative totals of tow target and tracking operations for the First and Fourth Air Forces in support of antiaircraft gunnery training of the Eastern and Western Defense Commands, since the initiation dates, 1 December 1942 for First Air Force, and 23 December 1943 for Fourth Air Force, through 23 December 1943:

1. Day tracking missions.....	7,441
2. Hours flown on day tracking missions.....	16,374
3. Night tracking missions.....	391
4. Hours flown on night tracking missions.....	861
5. Total tracking missions.....	7,832
6. Total hours flown on all tracking missions..	17,235
7. Airplanes lost.....	3
8. Fatalities.....	3
9. Personnel seriously injured.....	None

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NATIONAL HEADQUARTERS
CIVIL AIR PATROL
500 FIFTH AVENUE
NEW YORK 18, NEW YORK

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3 December 1943

SUMMARY OF SCHEDULED COURIER OPERATIONS - SECOND AIR FORCE

The figures presented in the following schedule are the cumulative totals from date of undertaking scheduled Courier Service for the Second Air Force 27 August 1942, through 15 November 1943:

1. Hours flown	70,960
2. Pounds of cargo carried.....	2,602,665
3. No. of pouches.....	156,253
4. Airplanes lost.....	5
5. Fatalities.....	3

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CIVIL AIR PATROL
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NEW YORK 18, NEW YORK

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SUMMARY OF SUB-DEPOT COURIER SERVICE
FIRST AREA SERVICE COMMAND

The figures presented in the following schedule are the cumulative totals from date of undertaking Sub-Depot Courier Service for Headquarters First Area Service Command, 1 December 1942, through 15 November 1943.

1. Missions flown.....	2,280
2. Hours flown.....	2,545
3. Pounds carried.....	54,528
4. Passengers carried.....	455
5. Airplanes lost.....	1
6. Fatalities.....	2

5

NATIONAL HEADQUARTERS
CIVIL AIR PATROL
500 FIFTH AVENUE
NEW YORK 18, NEW YORK

28 December 1943

AIR CORPS OFFICERS ASSIGNED TO NATIONAL HEADQUARTERS.
CIVIL AIR PATROL. AS OF 28 DECEMBER 1943

<u>NAME</u>	<u>RANK</u>	<u>ASSIGNMENT</u>
Adams, Frank I.	Captain	Communications Officer
Barnes, Thomas E.	1st Lt.	Adjutant
Blee, Harry H.	Colonel	Operations Officer
Buchanan, Robert A.	1st Lt.	Personnel and Transportation Officer
Hawgood, Henry A.	Captain	Special Assistant to National Commander
Hoyt, Kendall K.	Major	Intelligence Officer
Hughes, Garnet N.	Major	Asst. Operations Officer
Johnson, Earle L.	Lt. Colonel	National Commander
Licht, Louis F., Jr.	Captain	Budget and Fiscal Officer
Sheehy, Lester F. X.	1st Lt.	Supply Officer
Steers, Sheldon B.	Major	Asst. Operations Officer
Sterne, Howard S.	Major	Asst. Operations Officer
Vilas, Logan A.	Lt. Colonel	Executive Officer
Wolfe, Richard S.	Captain	Insurance Officer

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NATIONAL HEADQUARTERS
CIVIL AIR PATROL
500 FIFTH AVENUE
NEW YORK 18, NEW YORK

28 December 1943

ROSTER OF CIVIL SERVICE EMPLOYEES
AS OF 28 DECEMBER 1943
NATIONAL HEADQUARTERS

<u>NAME</u>	<u>TITLE</u>
<u>GRADE CAF-12</u>	
Chase, Charles W.	Sr. Administrative Officer
<u>GRADE CAF-9</u>	
Wall, Daniel R.	Auditor (Cost)
<u>GRADE CAF-6</u>	
Henderson, Gladys M.	Principal Clerk-Stenographer
<u>GRADE CAF-5</u>	
Gray, Pearle H.	Senior Clerk
Mora, Consuelo R.	Senior Clerk
Steingliesser, Helen L.	Senior Clerk-Stenographer
<u>GRADE CAF-4</u>	
James, L. Jean	Clerk-Stenographer
Miller, Marian E.	Clerk-Stenographer
Robinson, Mary L.	Clerk-Stenographer
Wood, Maye V.	Clerk-Typist
<u>GRADE CAF-3</u>	
Cossack, Bessie	Asst. Clerk-Typist
Emert, Beverly R.	Asst. Clerk-Typist
Francisco, Helen J.	Asst. Clerk-Typist
Gabbeart, Avenell L.	Asst. Clerk-Typist
Holmberg, Anna E.	Asst. Clerk-Typist
Jampole, Ruth	Asst. Clerk-Stenographer
Lyons, Mary E.	Asst. Clerk-Stenographer

<u>NAME</u>	<u>TITLE</u>
<u>GRADE CAF-3 (Cont.)</u>	
Manley, Margaret C.	Asst. Clerk-Stenographer
Nye, Patricia A.	Asst. Clerk-Typist
Parkinson, Marie A.	Asst. Clerk-Stenographer
Rabinovitz, Mary	Asst. Clerk-Typist
Scriba, Eugenia I.	Asst. Clerk-Stenographer
Singer, Julia	Asst. Clerk-Stenographer
<u>GRADE CAF-2</u>	
Cohen, Henrietta	Jr. Clerk-Stenographer
Conley, Corinne	Jr. Clerk-Typist
Damon, Mabel C.	Jr. Clerk-Typist
DeLong, Dorothy D.	Jr. Clerk-Stenographer
Genua, Rose	Jr. Clerk-Stenographer
Heiman, Rhoda L.	Jr. Clerk-Stenographer
Hinson, Betty G.	Jr. Clerk-Typist
Huffman, Hazel L.	Jr. Clerk-Typist
Karl, Anna E.	Jr. Clerk-Typist
King, Marie P.	Jr. Clerk-Typist
Kotzen, Jean Cynthia	Jr. Clerk-Typist
Lutz, Rose M.	Jr. Clerk-Stenographer
Marcus, Adeline	Jr. Clerk
Scalise, Carmela T.	Jr. Clerk-Typist
Simms, Joyce W.	Jr. Clerk-Typist
Steckel, Clare	Jr. Clerk-Stenographer
<u>GRADE CAF-1</u>	
Gerreta, Adeline P.	Under Clerk-Typist
Reilly, Patricia C.	Under Clerk-Typist
Scarcella, Virginia A.	Under Clerk-Typist
Ford, I. Lucille	Under Clerk-Typist
<u>GRADE CPC-2</u>	
Kingsberg, Herbert	Assistant Messenger

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NATIONAL HEADQUARTERS
CIVIL AIR PATROL
500 FIFTH AVENUE
NEW YORK 18, NEW YORK

28 December 1943

ROSTER OF CIVIL SERVICE EMPLOYEES
AS OF 28 DECEMBER 1943
WING SECRETARIES

<u>NAME</u>	<u>TITLE</u>
<u>GRADE CAF-4</u>	
Johns, Ann M.	Clerk-Stenographer
Royse, Mary R.	Clerk-Stenographer
Vaillancourt, Lila M.	Clerk-Stenographer
<u>GRADE CAF-3</u>	
Bandy, Fern A.	Asst. Clerk-Stenographer
Bryant, Laura I.	Asst. Clerk-Stenographer
Carroll, Francetta B.	Asst. Clerk-Stenographer
Diveley, Ruth E.	Asst. Clerk-Stenographer
Fortner, Edna R.	Asst. Clerk-Stenographer
Fox, Louise F.	Asst. Clerk-Typist
Gibson, Lillian P.	Asst. Clerk-Stenographer
Jennings, Aliene E.	Asst. Clerk-Stenographer
Kavanaugh, Mary E.	Asst. Clerk-Stenographer
Kehler, Emily E.	Asst. Clerk-Stenographer
Kersey, Ina M.	Asst. Clerk-Stenographer
Kiplinger, Thelma I.	Asst. Clerk-Stenographer
Mansinger, Mary D.	Asst. Clerk-Stenographer
Martin, Lottie M.	Asst. Clerk-Stenographer
Maynard, Merry Ellen	Asst. Clerk-Stenographer
McCrory, Lillian A.	Asst. Clerk-Stenographer
Olsen, Helen S.	Asst. Clerk-Stenographer
Ramsey, Mary E.	Asst. Clerk-Stenographer
Rolf, Hilda J.	Asst. Clerk-Stenographer
Rueger, Doris W.	Asst. Clerk-Stenographer
Sanders, C. Jane	Asst. Clerk-Stenographer
Sanders, Ellen R.	Asst. Clerk-Stenographer
Sands, Anne L.	Asst. Clerk-Stenographer
Tighe, Anna M.	Asst. Clerk-Stenographer
Toms, Adeline M.	Asst. Clerk-Typist
Waddington, Gwendolyn A.	Asst. Clerk-Stenographer
Wallace, Janet F.	Asst. Clerk-Stenographer
Wieland, Luella L.	Asst. Clerk-Stenographer

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NAME

TITLE

GRADE CAF-2

Brinson, Mildred D.	Jr. Clerk-Stenographer
Carmer, Thelma P.	Jr. Clerk-Stenographer
Casey, Frances	Jr. Clerk-Typist
Cashman, Judith	Jr. Clerk-Stenographer
Cavanagh, Virginia	Jr. Clerk-Stenographer
Eckert, Ruth E.	Jr. Clerk-Stenographer
Eldredge, Eleanor J.	Jr. Clerk-Stenographer
Garver, Phyllis P.	Jr. Clerk-Typist
Gutherie, Lucilla E.	Jr. Clerk-Stenographer
Henry, Blanche B.	Jr. Clerk-Stenographer
Klipstein, Adelia E.	Jr. Clerk-Typist
Kohnke, Mae E.	Jr. Clerk-Stenographer
Mell, Ruth I. W.	Jr. Clerk-Stenographer
McFarlane, Helen M.	Jr. Clerk-Stenographer
Parmelee, Imogen C.	Jr. Clerk-Stenographer
Peterson, Iris	Jr. Clerk-Stenographer
Sarr, Helen M.	Jr. Clerk-Stenographer
Wyskup, Dorothy M.	Jr. Clerk-Stenographer

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QUARTERMASTER CORPS

Sale of Supplies and Services

Changes

No. 4

War Department

Washington 25, D.C., 14 September 1943.

AR 30-2290, 10 August 1938, is changed as follows:

2. Kinds of sales and to whom made.

* * * * *

- e. Civil Air Patrol organized messes.--When the Civil Air Patrol is under the War Department control, organized messes of the patrol may be authorized to purchase such subsistence supplies as may be required in the operation of such messes.

(A.G. 400.32 (1 Jun 43).) (C 4, 14 Sep 43.)

By order of the Secretary of War:

G. C. MARSHALL,

Chief of Staff.

Official:

J.A. Ulio,

Major General,

The Adjutant General.

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ARMY SERVICE FORCES
OFFICE OF THE QUARTERMASTER GENERAL
WASHINGTON 25, D. C.

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13 December 1943

CIRCULAR LETTER)
NUMBER 171)

SUBJECT: Transfer of Accountability to the Civil Air Patrol.

1. On the basis of Executive Order No. 9339, dated 29 April 1943, transferring the Civil Air Patrol to the War Department, instructions have been issued by this office that requisitions for office equipment, general office supplies and stationery received from Civil Air Patrol Units will be given the same consideration by regional depots as requisitions from other installations within their areas of distribution.

2. Property furnished Civil Air Patrol Units will be dropped from accountability of regional depots upon issuance of shipping documents. Shipping documents will be addressed to the Civil Air Patrol Unit requisitioning the property.

M. B. GREGORY
Major General
The Quartermaster General

SPQFN