

CAA Newsletter

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WASHINGTON, D. C.

ADMINISTRATOR MAKES EVERY CAA EMPLOYEE A RECRUITING AGENT TO BUILD UP PERSONNEL

"Every CAA employee must now consider himself a recruiting officer to keep our personnel up to an efficient operating level."

This request by the Administrator assigns everybody in CAA to an important job, one that must be done if CAA is to continue to do its part in helping to win the war. Personnel difficulties are serious and, as men are called into the service, become worse daily.

Recruiting is no new job for most of the CAA personnel. The interest of young America in learning to fly, and the opportunities offered in this connection by CPT, have made all CAA personnel involuntary purveyors of information.

Now the job must be broadened to enlist prospects for CAA employment. It is needless to list the jobs for which people are most needed. Virtually every section of the CAA needs men and women to replace lost employees. For example, the stenographer has never before been able to pick and choose her employment as she is now. Clerical help of all kinds is needed in Washington and in all the regional offices.

An acute need for experienced and skilled people in the technical aspects of CAA work is growing day by day. Recently more than 70 reserve officers who held important places in CAA inspection and administrative sections, were called to active duty.

CAA is trying hard to keep its services staffed and adequate. With military traffic constituting an estimated 85 percent of the total on the Airways, with Airports, CPT, and Safety Regulation services snowed under with work for the armed services, every top official is becoming aggressive in his efforts to keep his staff up to a normal number. Training classes are under way to produce Aircraft Communicators and Airway and Airport traffic controllers. Many individuals throughout the CAA are

being promoted to better positions when they can assume the responsibilities.

Officials are concerned with the prospects of losing many young men as their draft numbers come up. In most cases, local draft boards have been considerate in granting deferments. The difficulty is that since many CAA employees cannot be replaced, only an indefinite deferment would solve the problem.

Older men, i.e. above 45 years of age, especially those in the aviation game, are usually at work using their extensive skill in special jobs. There may be many men of such age, however, who would be interested in the kind of work CAA does.

Urge your friends and acquaintances to consider working for the CAA. This will be a service to your country.

CHART SHOWS JOBS CPT PILOTS GET

CPT has produced a flow chart showing the progress of the student from the beginning of his training to his ultimate assignment in the war effort. It is a graphic and informative sheet and should be of great help to CAA employees who are daily meeting prospective CPT trainees and trying to give them accurate information and simple instructions. These charts are now available in Regional and District offices.

14,000 HIGH SCHOOLS START AIR EDUCATION

Eighty-one boys and girls from a High School near New York walked into the offices of the McMillan Company, each with a dollar in hand and bought a book.

It was the first time such a thing had happened to the company, and it further convinced them that the youth of America is ready for the air education prepared for them by the CAA. The book the students bought was "The Science of Pre-Flight Aeronautics," one of the 17 volumes prepared by the Air Education project of the CAA.

Of the 27,500 high schools in the U. S. more than 14,000 are now giving courses in aviation as a result of the promotion of this idea by the CAA and the U. S. Office of Education. So far, 420,000 volumes of these texts have been printed, and they are selling at a rate of about 25,000 a week.

The subjects in the various courses range from simple mathematics employing aviation facts and terminology to rather exhaustive texts on the science of aeronautics and include two anthologies of writing on aviation subjects, the biology of flight, social studies for the air age, air age geography and studies on aeronautics in the industrial arts.

BOOKS FOR THE BOYS

Sixth Region employees are collecting books to send to the CAA men stationed in the islands. They know most about our fellow-workers in these outlying posts, but there are many others in remote places about the world to whom we could send reading matter that would be very welcome. If you are interested, send books to Hal Carrick, Sixth Region. Perhaps other regions would consider collecting similar material for other CAA employees far from home.

ALASKA LEADS ALL CAA IN PERCENTAGE ALLOTTED FOR BUYING WAR BONDS

Alaska, the Eighth Region, leads all the CAA in the percentage of its quota of salary allotted for the purchase of war bonds, with 108.77 percent. Close behind is Region Five with 105.15 percent.

Lowest in the list are Region Seven with 73.20 percent of its quota filled, and Washington, with 77.97 percent.

Over all, however, the CAA may be proud of its record. The 7,177 employees of the total of 8,418 have allotted 10.79 percent of their pay for war bond purchases and have

reached 90.89 percent of their quota of \$80,525.54.

Various reasons have been put forward for Washington's showing of 9.53 percent of pay allotted. Among these is the claim that living costs in Washington are higher.

Region	Employees		Total allotment	Percent of pay allotted	Quota	Percent of quota
	On pay-roll	Participating				
			<i>Dollars</i>		<i>Dollars</i>	
I.....	1,060	918	8,568.99	10.04	10,068.86	85.10
II.....	999	828	8,381.61	10.93	9,295.90	90.16
III.....	952	858	8,527.91	10.29	8,993.84	94.82
IV.....	959	828	8,528.52	11.10	8,961.17	95.14
V.....	840	781	8,237.70	11.71	7,833.82	105.15
VI.....	959	868	9,429.98	11.23	9,929.02	94.97
VII.....	877	465	4,873.13	10.45	6,383.80	73.20
VIII.....	521	424	6,460.47	13.22	5,939.29	108.77
Washington....	1,451	1,207	10,229.99	9.53	13,120.04	77.97
Totals.....	8,418	7,177	73,036.30	10.79	80,525.54	90.89

JOE TUFF TELLS 'EM

Joe Tuff is not a grammarian. He's a maintenance man on the Federal Airways, and when we met him, he had just come down off a very high and very cold hill. He had climbed up there to fix a temperamental beacon.

Joe's is a tough job, but his mind wasn't on his job when he reached the bottom of the hill. He'd had time to think, and his interview—remember, he isn't a grammarian—is worth passing on.

"I been thinking about this war bond business," he said, sitting there in his little CAA truck. "There's more guys in this outfit who are 100 percent dumb about war bonds. 'Djever think of that? They're dumb about 'em. Don't know the first thing about bonds, they don't."

"The first thing, as I see it, is what a bond means to the guy that buys it. You know, I actually heard some of 'em say they couldn't give any more than 5 percent of their wages. Jeez! They said GIVE! Just as if they're donating something to Uncle Sam. They oughta have said save. That's what they're doing, saving. Uncle is just tapping them on

the shoulder and saying, 'Looky! Here's an easy and safe way of saving your dough.' He oughta beat 'em over the head and make 'em save.

"My wife used to try to make me save. She was always at it. Now, she's got Uncle Sam helping her, and boy, have we got bonds socked away! When I think about the things I'm gonna buy with that dough after the war—an airplane, probably.

"They tell me CAA has done fairly well in this bond-buying business, but this is an important outfit, the CAA. We're helping win this war in a hundred ways. And here's a chance to help win it with our money, while we're saving for ourselves. If anybody says 'give' to me again, I'm gonna pop him one."

Walter Winchell said: "An idle dollar is a Quisling dollar. The irony of this appeal to you (to buy bonds) is bitter, indeed. Any street corner faker who offered \$100 for \$75 would be mobbed by crowds. But your Government pleads with you now and has to urge you to take four dollars for three—in the name of patriotism."

Joe and Walt are right!

CPT Grad, Flying With Doolittle, Captured



One CPT graduate, who flew to Tokio with Doolittle, has vaulted into the news columns with Japan's threat to "punish" U. S. Airmen captives for "inhumanities."

Lt. W. G. Farrow, of Darlington, S. Carolina, took his primary college training at the University of S. Carolina in 1939-40 and his flight training at the Hawthorne Flying Service at Columbia, S. C. It is assumed, though the Army has made no detailed announcement, that his was one of the planes forced down in Jap-occupied territory in China after crossing the Japanese islands.

According to Tokio radios, the prisoners have already "confessed" that they machine-gunned civilians including women and children.

Another of Doolittle's crew Lt. Jack Gray of Killeen, Texas, was signaled out for acclaim on the radio program, "They Live Forever" September 13. On the same program Charles I. Stanton, Administrator, told a forceful story of CAA's pilot training program.

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AIRPLANES, ENLIST!

All CPT contractors need secondary trainers. Private owners, whose flying is restricted these days, probably do not need such planes. If you know of any, enlist them.

CAA ON THE RADIO

Wherever you turned the dial on your radio during the week of November 2-8, there was probably an announcement of CAA pilot training.

Timed to coincide with the CPT session opening in November, the Information and Statistics Service arranged, through the Office of War Information, to have 25 network radio programs tell the story of CAA pilot training.

Amos N. Andy, Bob Hope, Dinah Shore, Vox Pop, Double or Nothing, Walter Winchell—these are a few of the outstanding broadcasts on which the message was carried.

All Regional offices were rushed with interested calls. The Correspondence Section in Washington used a special postcard system in answering inquiry letters.

PATRICIA IS LEND-LEASED

Patricia O'Malley, Chief of the Press Section of the Information and Statistics Division, has been "lend-leased" to the Office of War Information for a few months. She will work in New York in picture section of the growing propaganda service of the OWI.

WOMEN'S FLYING SCHOOL BORROWS PHOEBE OMLIE

Phoebe Omlie, veteran woman flier, is the proud flight mother of the first group of Tennessee girls now being trained as instructors by that aeronautically progressive state.

Having been instrumental in getting some \$200,000 of gasoline tax money allocated annually for strictly aviation purposes in Tennessee many years ago, Mrs. Omlie is the logical person to assist in administering that fund. She has been loaned by the CAA for the purpose.

Tennessee's aviation law is the envy of many states, largely because it applies the gasoline tax money paid in on aviation gas to strictly air purposes, such as improvement of fields, training, flight aids, etc.

Now that women are not being enrolled for CPT training, and find it difficult to do their part in winning the war within the aviation field, Tennessee is again leading the way in making this training available to them.

The first class of 10 girls is now under way at Gillespie Field, near Nashville.

In her typical style, Phoebe ascribes full credit for the plan to Percy McDonald, long time-aviation booster of Memphis. He, however, bows to her long flying experience and known reputation for getting things done.

Armed Services Call High CAA Officials to Duty

Fred M. Lanter, former Chief of the General Inspection Division, has become Director of Safety Regulation to replace John F. Warlick, Acting Director, who has been called to active duty.

A. S. Koch, the Deputy Administrator, is also on active duty as a Captain in the Air Forces.

E. R. Scroggie, Chief of the General Inspection Branch of the Sixth Region, will succeed Lanter as Chief of the Division. Frank Trumbauer, Aeronautical Inspector of the Fifth Region, is filling that position temporarily, but will return to the Fifth as Chief of the General Inspection Branch there on November 15, when Scroggie comes to Washington.

Four CAA Regional Managers have been called to active duty, and have been succeeded by officials in their respective regions.

William M. Robertson, Superintendent of Safety Regulation in the Second Region, succeeds George W. Vest; William E. Kline, Superintendent of Airways in the Fifth Region, replaces Leonard W. Jurden; Howard A. Hook, Superintendent of Airways in the Sixth Region, succeeds Joseph A. Marriott; and Paul Morris, Superintendent of Airports in the Seventh Region, succeeds R. D. Bedinger.

L. E. Shedenhelm succeeds Bennett Griffin as director of the Standardization Center at Houston.

In all, nearly 100 men have been lost, all of them from the Safety Regulation Division.

CAA UNIFORMS?

At a staff meeting in Washington October 27, the question of uniforms for CAA personnel was discussed. The Administrator suggested that we get the views of the people in the field before deciding on the matter.

Will you please get the votes of the people concerned in your office and send them to the Information and Statistics Service, Washington? Note that only 4,500 Newsletters are printed for the 8,500 CAA employees. Put votes on additional sheets if necessary.

It is suggested that only those who feel that a uniform would be of value to them in doing their CAA jobs vote on the subject.

I approve _____ CAA uniforms
I do not approve _____

(Signed)

(Position)



NEW CPT SUPERINTENDENTS DUE AT REGIONAL OFFICES

New employees who will take up their duties in each of the Regional headquarters soon will be known as Procurement and Materiel Superintendents of the CPT.

They will work to keep the enrollment of trainees working smoothly, levelling out the big backlog of applications that are found at almost every big population center by assigning the excess to areas where quotas are not filled. This has long been a headache for operators and CPT officials alike.

In addition, the new superintendent will assist Flight Contractors in their supply problems, and in general keep the Washington office informed of CPT matters in the field.

They will also handle the thousands of queries received every day at Regional and District offices on the pilot-training program, and work with the Coordinators in the conduct of their duties.

AIR CARRIERS IN ALASKA SURVEY PROSPEROUS YEAR

Airline operators are grinning from ear to ear in Alaska, as they survey the annual report of the Territory's Aeronautics and Communications Commission.

Increases are registered in every phase of flying both inside and to and from the Territory except in the matter of freight carried within, and that was only 2 percent.

The carriers flew more passengers more miles on fewer trips than they did last year and that's progress on any airline.

CAA employees in Alaska, like all other CAA workers, are doing a bigger and more important job than ever before. The spotlight of world attention has been on that country, and the world of aviation knows now the effectiveness of the spade work CAA has done there over the past years.

Military secrecy surrounds almost every CAA activity there, but when the veil is lifted and the airways and airports serving that great area can be seen and described, it will be a story reflecting credit on the whole CAA force under the leadership of Glenn Honnin, Regional Manager.

NOW WE'RE LOSING WOMEN

Mattie and Vivian are off to the wars!

The First Region recently gave a farewell party to Vivian Opresko who has been with the CAA since 1939, and who has left for Des Moines to train with the WAACs. The First claims they are the first to send a girl to the Army, but there may be some question, which no mere male editor will dare to umpire.

Mattie Pinette, lately secretary to Howard Rough, lately Regional manager at Large, must now be called Lieutenant Pinette. She has finished her training with the WAACs at Des Moines, and has been made an officer and a lady by Act of Congress.

Her letters would be very interesting to men who have had military service, but space prevents their inclusion. Two items should be included. The girl soldiers are going to give a tea to the next graduating class, and reveille has been moved up 15 minutes to 5:30 because, as Mattie reported in her letter to CAA friends at Washington, "the girls couldn't get into the girdles and get washed and dressed in 15 minutes."

So much for our Amazons.

ADMINISTRATOR URGES DRAFT DEFERMENT OF INSTRUCTORS

The Administrator is working hard in Washington to hold up the hands of CAA officials in the field who are continually losing essential employees to the draft.

In particular, the deferment of flight instructors, who are called "the very backbone of our war effort" by Mr. Stanton, has been asked of local draft boards. Mr. Stanton points out that the government has spent several thousands of dollars training each instructor, and that the normal course is for them to be called eventually from the CPT contractor to the Army or an Army contractor for service in their special capacity. Placing them in the foot soldiery is a waste of important war resources.

AN ODE TO THE COLD STORAGE EGG

Gray wanderer from the hoary past
Dumped on Alaska's shore at last.
We break you with a prayer or curse
We know you are bad—you may be worse.

The hen that cackled at your birth
Long since has mingled with the earth.

The boy that gathered thee with glee
Dangles his grandson on his knee.

Tell us, oh, how, where and when
Thou relic of primeval hen,
What evil genius spoke the doom
That laid thee in thy frozen tomb.

"In sun-baked barn in Illinois
I was gathered by a barefoot boy.
Five cents a dozen was the price
That led me to a room of ice.

"Beside me rose the great world's
Fair,
Yet left me in my frozen lair.
The Klondike yielded up its gold,
Yet found me still in storage cold.

"Seattle said, 'you're good enough
To feed Alaskans rude and rough.'
So here at last I end my race
Engulfed in some poor sourdough's
face."

STRICKLAND, FORMER CPT MAN DESCRIBES DIEPPE AIR FIGHT

"We certainly had a knock-down-dragout."

This is the description of the air action over Dieppe written to friends in Detroit by Pilot Officer H. H. Strickland, member of the American Eagle Squadron, and former CPT instructor and employee. Strick was District Flight Supervisor in charge of CPT's Indianapolis office.

"I had my closest call at dawn when we were covering the frontal assault. Four Focke-Wulfe 190's tried to polish me off. I got one of them but all I can claim is a 'damaged' because I did not see it crash into the water, due to darkness and counterattacks by the other three."

Strickland, like other Eagle Squadron members is now in the American Air Force.