

**The early history of
San Francisco Bay Group 2
California Wing
CIVIL AIR PATROL
Auxiliary of the United States Air Force**



The World War II through 1949

THE EARLY HISTORY OF GROUP 2 CIVIL AIR PATROL

THE WORLD WAR II THROUGH 1949

INTRODUCTION

Since the beginning of recorded history, people have dreamed of flight, whether it was the story of Icarus and his father's escape from Crete, or the lions with wings from Sumerian and Persian culture. The dreams of humanity were realized in 1903 when the Wright brothers were able to break free from the ground in their own flying machine. This revolutionary feat would lead to an explosion of people trying to make their own planes and competing to get into the sky. A decade later planes would be used as weapons during the First World War.

LIEUTENANT GILL ROBB WILSON AND THE 1930s

A United States Army Officer who had finished West Point would go to the frontlines and serve in the ambulance corps. Later, he would switch and become a pilot.¹ After the Great War, he would eventually become a minister. This U.S. Army officer was Lieutenant Gill Robb Wilson. In 1939, he was one of the five founders who helped lay the foundations for the Aircraft Owners and Pilots Association.² Yet, during the 1930s he saw the resurgence of Germany under Adolf Hitler. He recognized that the US coasts were not properly defended. It was then that he came up the idea to use aviators as a resource.³

1941 - CIVIL AIR PATROL FORMED DECEMBER 1, 1941

Lieutenant Gill Robb Wilson's foresight into the coming war became reality when the Japanese attacked Naval Station Pearl Harbor. After the attack it was estimated that about 3600

¹ Find a Grave, "Lieut Gill Robb Wilson."

² Aircraft Owners and Pilots Association. "History of AOPA."

³ Wilson, "I Walked with Giants," 277.

personnel were killed or wounded.⁴ The day after, on December 8th, Franklin D. Roosevelt, made the following statement:

Yesterday, December 7th, 1941 -- a date which will live in infamy -- the United States of America was suddenly and deliberately attacked by naval and air forces of the Empire of Japan.⁵

In the aftermath was that the American public was willing to support the US decision to enter the Second World War. The Oakland Airport was closed for security purposes to the public at large. The army blocked access to the airport using trucks. It was said by Robert H. Hinckley that the Office of Civilian Defense issued orders about whether the Civil Air Patrol would be formed in Oakland or not.⁶ Two weeks later Civil Defense asked for and received Major General John F. Curry to be in charge of the organization.⁷ In Redwood City, the first CAP unit was formed in the Bay Area.⁸

1942

General Curry wanted to keep civilian aviation active. He recognized that only the US still had an active civilian aviation sector. General Curry wanted to keep it that way. One program that was just formed was CAP and he was in support of using the pilots.⁹ One of the first units of CAP to be formed in the San Francisco Bay Area was in Palo Alto at the Defense Training Center.¹⁰

⁴ The National WWII Museum. "Remembering Pearl Harbor: A Pearl Harbor Fact Sheet."

⁵ Independence Hall Association. "FDR's Infamy Speech."

⁶ "Oakland Airport Close to Private Planes; Trucks Block Entrance," Oakland Tribune, December 8, 1941, <https://newspaperarchive.com/oakland-tribune-dec-08-1941-p-32/>

⁷ "Maj. Gen. John F. Curry," Santa Ana Register, December 8, 1941, <https://newspaperarchive.com/santa-ana-register-dec-18-1941-p-13/>

⁸ "Civil Air Patrol Is Organized," San Mateo Times, December 23, 1941, <https://newspaperarchive.com/san-mateo-times-dec-23-1941-p-4/>

⁹ "Civilian Aviation Kept Alive," San Mateo Times, January 05, 1942, <https://newspaperarchive.com/san-mateo-times-jan-05-1942-p-6/>

¹⁰ "Civil Air Patrol Unit Is Formed," San Mateo Times, January 14, 1942, <https://newspaperarchive.com/san-mateo-times-jan-14-1942-p-4/>

Meanwhile, another CAP squadron was formed in the East Bay. The first group commander of the nine counties in the Bay Area was Leonard B. Daniels of San Mateo.¹¹ By February, CAP in the Bay Area was recruiting members.¹² In Oakland, the squadron had a local celebrity join the ranks of CAP, Royal U. St. John.¹³ In April of 1942, the first squadron meeting was held by the Oakland Squadron 9-12-2.¹⁴ The first known commander of the Oakland Squadron 9-12-2 was Ray P. Bowman.¹⁵



¹¹ “Call Issued for Fliers to Form Patrol,” Oakland Tribune, January 23, 1942, <https://newspaperarchive.com/oakland-tribune-jan-23-1942-p-33/>

¹² “2000 Ground Workers Needed for Civilian Air Patrol Jobs,” Oakland Tribune, February 19, 1942, <https://newspaperarchive.com/oakland-tribune-feb-19-1942-p-6/>

¹³ “Noted Flier Joins Civil Air Patrol,” Oakland Tribune, March 31, 1942, <https://newspaperarchive.com/oakland-tribune-mar-31-1942-p-10/>

¹⁴ “Civil Air Patrol to Hold First Class Tomorrow,” Oakland Tribune, April 13, 1942, <https://newspaperarchive.com/oakland-tribune-apr-13-1942-p-5/>

¹⁵ “Officers Reshuffled by Civil Air Patrol,” Oakland Tribune, December 08, 1942, <https://newspaperarchive.com/oakland-tribune-dec-08-1942-p-16/>

1943

After a year of existence, it was revealed that CAP had sub hunters on the East Coast, meanwhile most members were taking part in patrols, search and rescue, first aid, etc. People started calling the Civil Air Patrol the modern Flying Minute Men.¹⁶ By June of 1943, the Civil Air Patrol was transferred to the War Department under the United States Army Air Forces.¹⁷ For many CAP pilots in the San Francisco Bay Area, the move was greeted with warmth and some hoped to have more missions.¹⁸ With the move to the Army Air Forces (USAAF), those who were part of Civil Air Patrol would have a shorter training period. In Oakland several hundred young people joined the organization as cadets.¹⁹ For Bay Area youth who were interested in the USAAF they had an opportunity to meet with USAAF officers who discussed plans they had for training those interested in moving from CAP into the USAAF.

1944

In January of 1944, 100 of the 400 cadets who desired enlistment in the USAAF, after becoming of age, were given the cadet oath, while 19 more were going off to the USAAF.²⁰ Within a few months, the USAAF reported that with the help of CAP members the Air Corps Enlisted

¹⁶ "Flying Minute Men," Hayward Review, March 25, 1943, <https://newspaperarchive.com/hayward-review-mar-25-1943-p-5/>

¹⁷ Ray Tucker, "National Whirligig," Hayward Review, June 04, 1943, <https://newspaperarchive.com/oakland-tribune-jun-04-1943-p-36/>

¹⁸ "50 Oakland Civil Air Patrol Pilots Hope for Assignment to Active Military Aid Service," Oakland Tribune, September 06, 1943, <https://newspaperarchive.com/oakland-tribune-sep-06-1943-p-13/>

¹⁹ "Hundreds of Oakland Youth Join Civil Air Patrol Program," Oakland Tribune, November 05, 1943, <https://newspaperarchive.com/oakland-tribune-nov-05-1943-p-17/>

²⁰ "CAP Cadets Administer Oath Sunday," Berkeley Daily Gazette, January 22, 1944, <https://newspaperarchive.com/berkeley-daily-gazette-jan-22-1944-p-12/>

Reserve was sufficiently staffed.²¹ Though there were times when CAP would do missions, they would also take part in local events such as Alameda's Flag Day.²²

In July of 1944, the Civil Air Patrol units in the Bay Area had two surprise visits. The first was by Col Earl Johnson who would stress that CAP had set up a good foundation. The foundation would only be reinforced if there was discipline within the cadets and a continuous recruitment of future generations of Americans.²³ A while later, the first California Wing Commander visited the Bay Area and inspected the Oakland squadron. He said that the Oakland Squadron had the best recruitment in the state as well as being the largest by far.²⁴ Yet, the Oakland Squadron became known for their work with other units such as assistance with the air cadets in Santa Rosa.²⁵ In August, the California Wing had its first encampment at Mather Field and 75 Oakland Squadron cadets were scheduled to attend encampment.²⁶ In Alameda, there was another squadron that formed under the command of Lt Charles A. Metcalfe.²⁷ An interesting training experience in the Bay Area was completed by E. G. Rose of Albany who made a model bomber to present to the public and CAP cadets.²⁸ The end of 1944 was interesting for the Bay

²¹ "Ahead of Schedule: An AAF Report on the Aviation Cadet Program," Berkeley Daily Gazette, March 31, 1944, <https://newspaperarchive.com/berkeley-daily-gazette-mar-31-1944-p-13/>

²² "Historical Pageant to Fete Flag Day," Oakland Tribune, June 01, 1944, <https://newspaperarchive.com/oakland-tribune-jun-01-1944-p-14/>

²³ "Johnson Visits Civil Air Patrol," Oakland Tribune, July 18, 1944, <https://newspaperarchive.com/oakland-tribune-jul-18-1944-p-13/>

²⁴ "Oakland CAP Unit Inspected," Oakland Tribune, July 21, 1944, <https://newspaperarchive.com/oakland-tribune-jul-21-1944-p-7/>

²⁵ "Santa Rosa Air Cadets Get Their Initiation to the Sky," Oakland Tribune, August 11, 1944, <https://newspaperarchive.com/oakland-tribune-aug-11-1944-p-9/>

²⁶ "75 Civil Air Patrol Cadets to Train at Mather Field," Oakland Tribune, August 15, 1944, <https://newspaperarchive.com/oakland-tribune-aug-15-1944-p-13/>

²⁷ "Value of CAP in War, Peace Told," Hayward Review, October 09, 1944, <https://newspaperarchive.com/hayward-review-oct-09-1944-p-1/>

²⁸ "Albany Man to Show Model Bomb Plane," Berkeley Daily Gazette, October 20, 1944, <https://newspaperarchive.com/berkeley-daily-gazette-oct-20-1944-p-4/>

Area CAP squadrons. In conjunction with the Women's Army Corps (WAC), Civil Air Patrol squadrons did a "bombing" raid over Oakland.²⁹

²⁹ Tribune Photo of CAP Bombing Oakland with WAC recruiting bulletins, Oakland Tribune, November 06, 1944, <https://newspaperarchive.com/oakland-tribune-nov-06-1944-p-4/>

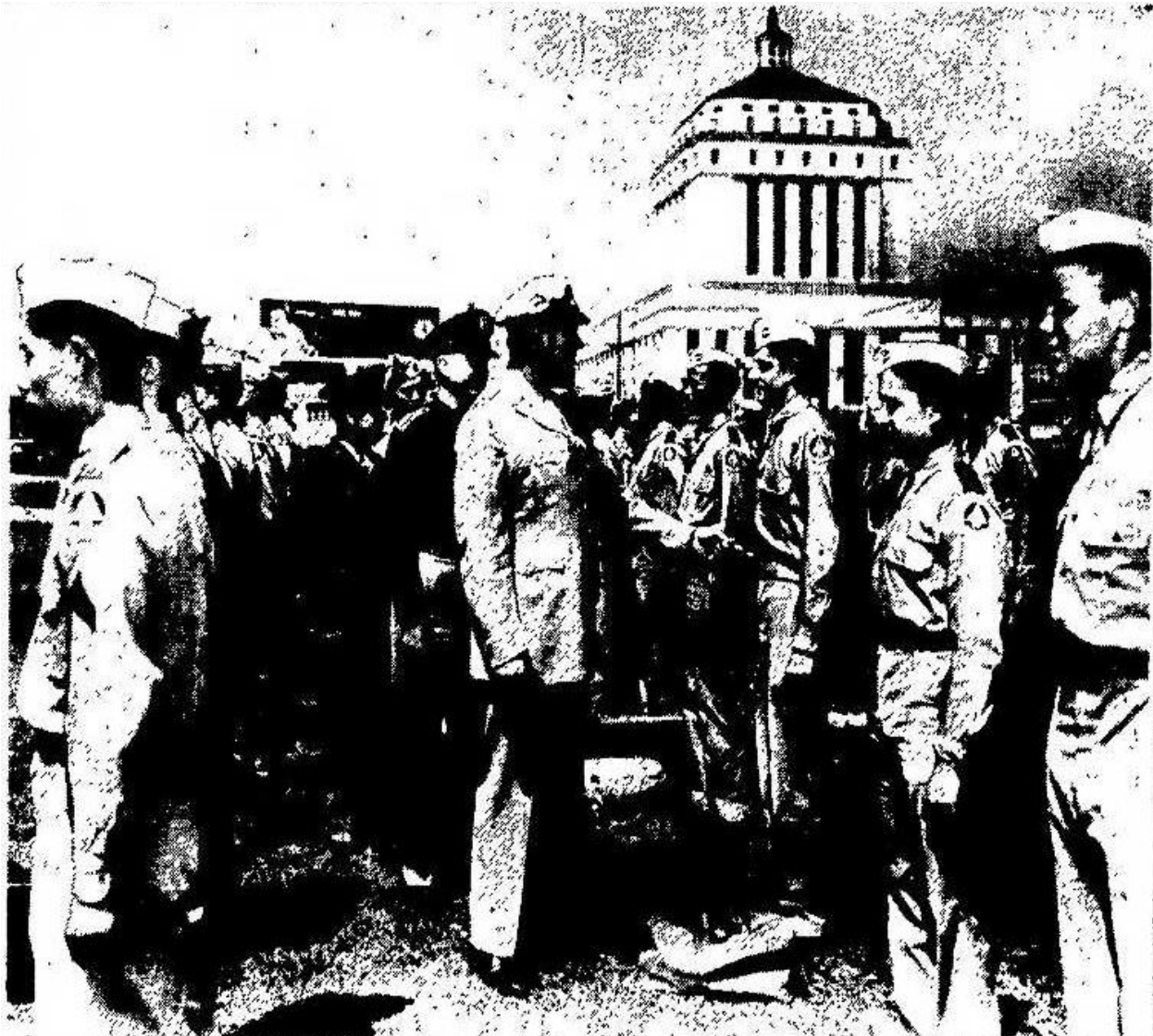


Last-minute instructions were given Oakland **Civil Air Patrol** cadets yesterday, before each of them was taken for their first ride in the airplane assigned to the Oakland Squadron by the Army. Here Capt. R. P. Bowman, squadron commander, talks to (left to right) First Sgt. Preston Hagler, Sgt. Marion Stokes, both of Oakland; Cpl. Bill Horn and Cpl. Howard Harvey, Richmond, and Paul Casattas, Alameda. They will train in this plane.—Tribune photo.



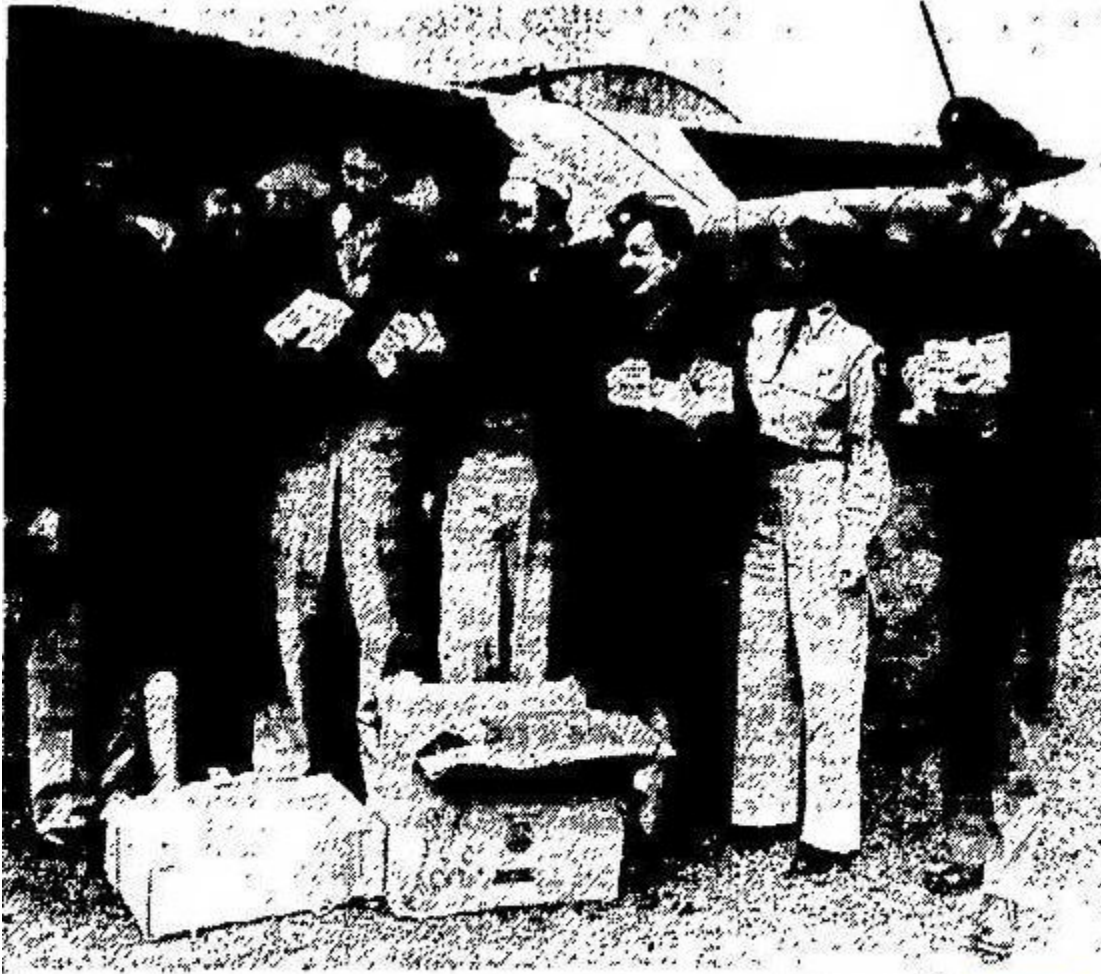
Cadets of the Oakland Squadron of the **Civil Air Patrol**, training now for future service in the Army Air Forces, put in hours of earnest work during a four-day flight and training mission at Quincy, but found time one evening to entertain C.A.P. officers with a wiener roast. The cadets presented

a skit of their own arrangement. Sleeping facilities were inadequate for the group and the cadets slept in trucks or at the airport without protest, eager for their hours in the air and ground exercises. Thirty-two young men and women were in the cadet group at Quincy.



Seventy-five Oakland Squadron Civil Air Patrol cadets pass inspection by Capt. W. G. O'Neil, U.S.A., front; Capt. R.

P. Bowman, C.A.P., and Lieut. G. E. Rickard, U.S.A., before leaving today for a 10-day encampment.—Tribune photo.



In the first civilian flying in this area since Pearl Harbor, three airplanes of the Civil Air Patrol "bombed" Oakland with 50,000 WAC recruiting bulletins. Shown before the take-off are (left to right) Lieut. C. E. Beatie of the C.A.P., pilot: T/Cpl. June Wieland of the WAC, Cpl. Barbara Deuser, C.A.P.; Pct. Ted Swift, C.A.P. pilot: Sgt. Kay Bailey, C.A.P.; T/Sgt. Flora Farris, C.A.P. pilot and T/Sgt. Ray Gagnon, U.S.A. The flight was part of a WAC recruiting drive in this area.—Tribune photo.

1945

In early 1945, Alameda Squadron commander Lt Charles A. Metcalfe met with George L. White who was the principal of Acalanes High School, to discuss and present information about the Civil Air Patrol and requirements of the program. As there was interest to develop a CAP unit at Acalanes High School.³⁰ As the war in Europe was closing and the road to Japan was continuing,

³⁰ "School Seeking Aviation Unit," Oakland Tribune, February 18, 1945, <https://newspaperarchive.com/oakland-tribune-feb-18-1945-p-19/>

the United States started to discharge service members. Members of CAP who served throughout the war were put on a list exempting them from privileges such as the G.I. Bill.³¹ CAP Oakland Squadron 9-12-2 aimed recruitment towards service members who were coming back because of their expertise that could be useful expertise.³² Eventually there was enough support that a flight was opened at Berkley High School.³³ On March 18, the Berkley High School flight was officially organized.³⁴ The East Bay Area squadrons continued to have relationships with the North Bay, e.g. Vallejo.³⁵ Squadrons also supported each other. For example, such as the Oakland Squadron helped the Berkley flight to recruit cadets for the band that is being formed.³⁶ The first mention of group in Bay Area was Group 2 in San Francisco. The first commander was Thomas Fair Neblett.³⁷ Thomas Fair Neblett worked primarily on the War Labor Board (WLB) in San Francisco. The organization was setup to deal with labor disputes that could arise and as a result hinder the war effort. The oldest known flight, later to be changed to a squadron, was formed in Hayward. With the formation of new units in the East Bay, a new group stood up – East Bay Group 4. The new commander of the Group was R. P. Bowman who handed over the Oakland Squadron to Lt F. G. McElwain.³⁸ As the Second World War ended, CAP needed to change to move forward in the postwar years. California Governor Earl Warren used CAP in helping set

³¹ “Exemptions for Servicemen: Discharged Veterans Get Privileges,” Oakland Tribune, March 02, 1945, <https://newspaperarchive.com/oakland-tribune-mar-02-1945-p-7/>

³² “Civil Air Patrol Invites Veterans,” Oakland Tribune, March 06, 1945, <https://newspaperarchive.com/oakland-tribune-mar-06-1945-p-7/>

³³ “Civil Air Patrol Chapter to be Organized Here Thursday,” Berkeley Daily Gazette, March 13, 1945, <https://newspaperarchive.com/berkeley-daily-gazette-mar-13-1945-p-9/>

³⁴ “Berkeley Fliers Organize Civil Air Patrol Unit,” Oakland Tribune, March 18, 1945, <https://newspaperarchive.com/oakland-tribune-mar-18-1945-p-10/>

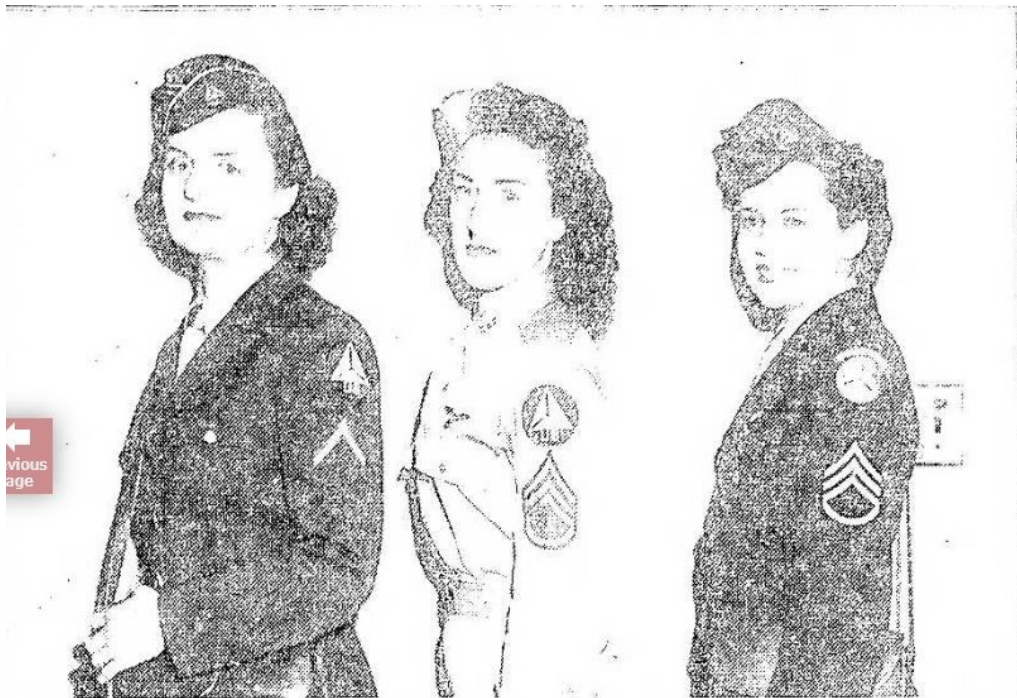
³⁵ “Civil Air Squadrons Plan Co-ordination,” Oakland Tribune, March 20, 1945, <https://newspaperarchive.com/oakland-tribune-mar-20-1945-p-12/>

³⁶ “CAP Cadet Band Wants Members,” Hayward Review, April 23, 1945, <https://newspaperarchive.com/hayward-review-apr-23-1945-p-1/>

³⁷ “Neblett Named to Bay Air Committee,” Oakland Tribune, June 05, 1945, <https://newspaperarchive.com/oakland-tribune-jun-05-1945-p-18/>

³⁸ “Bowman Named C.A.P. Chief,” Oakland Tribune, April 02, 1945, <https://newspaperarchive.com/oakland-tribune-apr-02-1945-p-4/>

up air markers across the states.³⁹ Additionally, Lt Col Bertrand Rhine, who used the California Department of Education (CDE) and former veterans to serve as liaisons between CAP and the USAAF.⁴⁰ CAP cadets were instrumental in guiding visitors during a presentation at the Oakland Airport.⁴¹ As 1945 closed there were some major changes to CAWG CAP. A new headquarters was created in San Francisco, and some members, including Maj Ray P. Bowman and Capt Thomas Fair Neblett, moved from their group positions to the Wing echelon.⁴²



Three comely young ladies and very proficient aviatrixes who are helping to organize and instruct the newly formed Berkeley flight of the Civil Air Patrol are shown above. They are, left to right, Pfc. Val Lukanish and S./Sgt. Alice Wittorf of Oakland and S. Sgt. June Steiner, 2235 Hearst Ave. Miss Lukanish is a student pilot owning her own craft, a Stinson Voyager; Miss Wittorf is a private pilot with more than 500 flying hours to her credit while Miss Steiner also is a student pilot with 35 hours in her log. Next meeting of the local flight will be held Thursday at 8 p.m., in the Little Theater of Berkeley High School at Milvia and Kittredge Streets. —Gazette photo.

³⁹ "Official Air Marking Urgent, Governor Warren Declares," Hayward Review, October 19, 1945, <https://newspaperarchive.com/hayward-review-oct-19-1945-p-8/>

⁴⁰ "Paid Jobs Open to CAP Men," Hayward Review, October 02, 1945, <https://newspaperarchive.com/hayward-review-oct-02-1945-p-3/>

⁴¹ "C.A.P. Cadets Help," Oakland Tribune, November 08, 1945, <https://newspaperarchive.com/oakland-tribune-nov-08-1945-p-11/>

⁴² "CAP Bay Area Wing Formed," San Mateo Times, December 31, 1945, <https://newspaperarchive.com/san-mateo-times-dec-31-1945-p-3/>



Pictured are a number of the officers and others who were instrumental in establishing of a Hayward unit of the Civil Air Patrol. Among these pictured are (right to left): Capt. Roy Bowman, Lt. Schools; on unidentified Army Air Corps lieutenant; O. B. Paulsen, high school superintendent; Lt. Eeri Wright, Frederick Dycke, teacher of science and aeronautics at Hayward high school; Lt. Charles Metcalfe, commanding officer of the Alameda squadron, and Lt. Roy Eickemeyer.

1946

The Civil Air Patrol was informed in January of 1946 that the War Department was going to make it a peacetime organization by March 31 of that year. Lt. Col Bertrand Rhine the California Wing Commander told all Bay Area units that he was already drawing up plans for the move.⁴³ General Spaatz said that CAP would be an official auxiliary of the Army Air Forces

⁴³ "Civil Air Patrol Plans Outlined," Oakland Tribune, January 14, 1946, <https://newspaperarchive.com/oakland-tribune-jan-14-1946-p-10/>

while the Bay Area under Maj R. P. Bowman sought to expand training.⁴⁴ On July 1, 1946 in Congress, PL-476 was passed and CAP was made into a benevolent civilian organization.⁴⁵ Yet, this move did not really affect the Bay Area squadrons and groups. In November, the Alameda Squadron worked to set up a radio station and had received permission from the FCC.⁴⁶ The development of the radio station was used for CAP activities and continued to be used to support units during missions.

1947

At the beginning of 1947, introductory flights began out of Hayward, Martinez, and Oakland Airports with senior member pilots helping cadets become future pilots.⁴⁷ These flights were encouraged and assisted by the California Department of Education who was providing sponsorships for cadets.⁴⁸ The success of the program bought the Hayward Board of Education to on board the CAP flight program.⁴⁹ Civil Air Patrol members in the Bay Area helped organize flying clubs in the East and North Bay Areas and these clubs made it easier for people to get their licenses.⁵⁰ In September of 1947, the National Security Act of 1947 reorganized the military and established various intelligence communities. The United States Air

⁴⁴ "Civil Air Patrol Offers Broader Training Program," Oakland Tribune, February 28, 1946, <https://newspaperarchive.com/oakland-tribune-feb-28-1946-p-6/>

⁴⁵ An Act to Incorporate the Civil Air Patrol, Public Law 476, <https://govtrackus.s3.amazonaws.com/legislink/pdf/stat/60/STATUTE-60-Pg346.pdf>

⁴⁶ "Alameda Air Patrol Opens New Radio Station Tomorrow," November 21, 1946, <https://newspaperarchive.com/oakland-tribune-nov-21-1946-p-20/>

⁴⁷ "Indoctrination Flights Begin," Oakland Tribune, January 19, 1947, <https://newspaperarchive.com/oakland-tribune-jan-19-1947-p-11/>

⁴⁸ "Civil Air Patrol to Push Flying Among School Youth," March 06, 1947, <https://newspaperarchive.com/oakland-tribune-mar-06-1947-p-18/>

⁴⁹ "Teachers Become Air Minded," Hayward Daily Review, April 24, 1947, <https://newspaperarchive.com/hayward-daily-review-apr-24-1947-p-4/>

⁵⁰ "Flying Clubs Are Popular Herel They're Easy on Your Pocketbook," September 18, 1947, <https://newspaperarchive.com/oakland-tribune-sep-18-1947-p-13/>

Force was established as department of the Department of Defense. The Civil Air Patrol would become the United States Air Force Auxiliary, a bit later on.

1948 and 1949

In 1948, Representative Leroy Johnson introduced PL-80-557 to make the Civil Air Patrol an Official Auxiliary of the Air Force.⁵¹ By May the bill made its way to the White House for signing.⁵² California celebrated Civil Air Patrol week when Governor Warren announced the celebration.⁵³ In the beginning of 1949, Bay Area squadrons participated in a search and rescue operation for Jack Wood and Glen Ayers.⁵⁴ After four days of hunting, they are awarded with success and a few members won their Rescue Wings.⁵⁵ The Civil Air Patrol would occasionally work with the California Highway Patrol (CHP) to show them their procedures.⁵⁶ An early participant of the International Air Cadet Exchange was William Huckins.⁵⁷ In August of 1949, a time of trouble rose up for the Civil Air Patrol that could have impacted the Bay Area, as it was said that Johnson wanted to reorganize the Air Force even if it meant scrapping the Civil Air Patrol to get the money.⁵⁸ However, CAP dodged a bullet and remained in operation. In December, in a tragedy for the Air Force, a F-84 Thunderjet exploded over the

⁵¹ "World News Front, Washington" Oakland Tribune, February 6 1948, <https://newspaperarchive.com/oakland-tribune-feb-06-1948-p-3/>

⁵² "Civil Air Patrol Bill Goes to White House," Oakland Tribune, May 26, 1948, <https://newspaperarchive.com/oakland-tribune-may-26-1948-p-8/>

⁵³ "CAP Honored by Governor This Week," Berkeley Daily Gazette, June 08, 1948, <https://newspaperarchive.com/berkeley-daily-gazette-jun-08-1948-p-3/>

⁵⁴ "Planes Push Hunt for Pair Lost in Flight," Berkeley Daily Gazette, January 24, 1949, <https://newspaperarchive.com/berkeley-daily-gazette-jan-24-1949-p-1/>

⁵⁵ "Aviation News: Patrol Wins Rescue Wings," Oakland Tribune, January 27, 1949, <https://newspaperarchive.com/oakland-tribune-jan-27-1949-p-32/>

⁵⁶ "Civil Air Patrol and California Highway Patrol," Hayward Daily Review, February 15, 1949, <https://newspaperarchive.com/hayward-daily-hayward-review-feb-15-1949-p-2/>

⁵⁷ "Alamedan Wins Britain Tour," Oakland Tribune, July 26, 1949, <https://newspaperarchive.com/oakland-tribune-jul-26-1949-p-5/>

⁵⁸ "Leaders Know How," Oakland Tribune, August 28, 1949 <https://newspaperarchive.com/oakland-tribune-aug-28-1949-p-3/>

Bay Area. CAP planes helped with the search for the plane and its pilot.⁵⁹ As the 1940s closed out, Lt Melvin Graham made a wish that the 1950s will bring about a larger and improved CAP.⁶⁰



Civil Air Patrol flying cadets and officers who left Oakland Airport Saturday for a two-week ground school encampment at Mather Field, Sacramento, are (front row, left to right) Ervin Smith, Frank Quenga, Ben Brixen, Bill Taylor, Wesley Johnson, Louis Martin, Fay Lew, Roland Lokmor, William Martinez, Al Worthington, Bud Schwab, Wayne Clymo and Donald Nicol; (back row, left to right) Robert Niel, Russell Ellis, Richard Wortman, Charles Dier, Don

Walsh, Lyman Wheeler, Ted Thiery, Ronald Raver, William Sullivan, Harold Groves, George Malson, Donald Thornton, George Clark, Herman Wittarff, George Hill and Lieut. W. T. Ward. Standing in the doorway of the plane are (left to right) Captains H. P. Brown, Vallejo; H. H. Emde, Alameda, and W. J. Imbrulia, Oakland. The group flew to Mather Field aboard Air Force C-47 planes.

—Tribune photo.

⁵⁹ "Jet Fighter Explodes in Air Over Bay; Pilot is Killed," Oakland Tribune, December 09, 1949, <https://newspaperarchive.com/oakland-tribune-dec-09-1949-p-14/>

⁶⁰ "Everyone Sits on Santa," Hayward Daily Review, December 24, 1949, <https://newspaperarchive.com/daily-review-dec-24-1949-p-6/>



California Highway Patrolmen L. P. Wood and Dale Talliferro check out on Civil Air Patrol procedure with Warrant Officer R. E. Gilbert of the Hayward flight in an L-4 from

the Hayward airport. Ground school instruction and instruction in the Link trainer is also offered volunteers of the Civil Air Patrol. (Kent Studio photo for The Daily Review.)



Everybody had a chance to sit on Santa's lap at the Civil Air Patrol party held at the Hayward squadron's "hut" on Lewelling boulevard Wednesday night. Here Lt. Melvin Graham tells Santa his Christmas wish for a bigger and better CAP in 1950. The role of

Santa was played by Nick Tribuzio who was the principal entertainer for the squadron members and their families. A box social, held in conjunction with the party, served to raise over \$100 for the squadron. Mrs. Ferreira planned the party. (Kent Studio photo.)

Honorable Mention

One honorable mention from the early days of Civil Air Patrol in the San Francisco Bay Area is Honorary Colonel George E. Dijeau. Here is a snippet of his achievements during the time period:

After Graduating from High School, he joined the Navel Reserves and trained as a Rear Gunner in a Dive Bomber. With his acquired Flying Skills and instructors rating, when his squadron was activated, after Pearl harbor, he learned that they needed 'Basic Flight Training Instructors' over at the Army Air Force. He applied for and received a 'special Order Discharge' from the Navy and was enlisted in the 'Army Air Force' as a Basic Flight instructor where he was assigned to King City California for 16 months. When he received his discharge from the Army Air Force, in 1944, he was made a First Lieutenant in the Civil Air Patrol and received training in Texas for Sub Patrol and Target towing, for some months, and returned to California to Tow Targets and ferry aircraft for the CAP and remained on duty at the CAP Tow Target Unit NO. 15 at the San Jose Army Airfield in San Jose, California for the duration of the War.⁶¹



Colonel Dijeu with his wife at Squadron 188

⁶¹ Edward, "Santa Rosa Resident Civil Air Patrol Colonel Passes," January 4, 2014, <https://patch.com/california/sonomavalley/santa-rosa-resident--civil-air-patrol-colonal-passes>

Another honorable mention is the San Jose Senior Squadron 80. The squadron was formed sometime between 1945 and 1953. On going research is being done to determine the accuracy of the date. More information will be made available as it is discovered.

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