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ARTHUR EDWARD POWELL
Editor and Proprietor

Civil Air Patrol Outlines Work

The Civil Air Patrol was organized December 1, 1941 to mobilize civilians and airplanes for wartime use. The original concept was to control civilian flying and to use available civilian airplanes to replace Army aircraft on essential missions.

To date we have approximately 100,000 members consisting of cadets between the ages of 15 and 18 and senior members, who are instructors and pilots. Senior pilots must have a private pilot's license, 200 hours solo time and pass a flight test. Their duties consist of flying cadets on orientation flights and training missions, such as aerial photography, air search, parachuting supplies and navigation.

Instructors teach these subjects of which they are familiar.

The C.A.P. record is one of which we are justly proud.

During the war C.A.P. pilots located one airliner and 14 crashed military planes in the state of Utah alone. They flew a total of 24 million miles on coastal patrol. Twenty six men and 100 planes were lost in eighteen months but the unpaid pilots spotted 173 Nazi subs, scores of floating mines and hundreds of shipwreck survivors. 824 C.A.P. pilots received air medals.

High school students can take the C.A.P. aeronautics course and receive credits in return and are not required to take military drill. Each year encampments are held at Key Air Force bases and cadets are flown to and from these encampments in Air Force transports. They receive training and practical experience on the latest Air Force equipment including Jet engines.

Cadets in the Central Point Flight are on their fourth week of code and are starting to study meteorology.

Last Monday's meeting was well attended but we still have room for more cadets. Anyone between the ages of 15 and 18 is invited to attend a meeting and see how interesting the classes are. We meet every Monday evening—time, 8 o'clock, at the C.A.P. building at the Medford Airport.

All cadets are asked to be at the airport at 10:30 a.m. Sunday to fly, weather permitting.

State Traffic Deaths Low in February

Seven persons died in Oregon traffic accidents last month according to fatality reports received to date, Secretary of State Earl T. Newbry reported this week.

Although the figure may climb somewhat if traffic victims now listed as injured later die as a result of their injuries, the tentative February toll is the lowest ever recorded for any single month.

The near-absence of death on the highways sent safety division statisticians delving into past records. They found the lowest previous monthly toll on record also occurred in February but in 1938, when nine were killed. Ten deaths were charged to both February and April in 1943, and eleven were recorded on February, 1941. Worst month on record was November, 1936, with 58 deaths. Worst February, with 40 killed, was in 1948.

Information now available indicates that total accidents in February exceeded those of January and are higher than during February of 1948, when 31 were killed, Newbry said.

Fatalities dropped to the all-time low probably because bad weather and road conditions held speeds to a minimum during the month, the secretary believes.

He said the spectacular death decrease could be credited largely to individual drivers and pedestrians who met obviously dangerous road surfaces and poor visibility by reducing speed and redoubling alertness.



Unlicensed Drivers Are Traffic Hazard

In Oregon, the traffic accidents of unlicensed drivers are nearly three times as likely to be fatal as those of valid license holders.

Although licensed drivers are responsible for the lion's share of all accidents and deaths, the record reveals a difference in the lethal quality of their mishaps when compared with those of unlicensed drivers, according to Secretary of State Earl T. Newbry.

Using figures for Oregon residents only, the secretary reports that licensed fatal drivers numbered 368 in a total of 104,924 involved in accidents last year. The ratio of non-fatal to fatal drivers was approximately 284 to one. Unlicensed death drivers totalled 39 out of 4014 involved in accidents for a ratio of 102 to one.

Newbry pointed out that unlicensed drivers include those who have allowed their permits to expire as well as those who have never held a valid permit. Those in the first category have been steadily increasing since the staggered license renewal program went into effect in June, 1947, after a war-time extension of expirations.

He urged drivers holding licenses with a "5R" numerical prefix to obtain renewal schedules from their police station or driver's examiner office. All such licenses will have expired by the end of May.

Muscle Disease Attacks Beef Calves

White muscle disease in beef calves will draw careful scrutiny from O.S.C. department of veterinary medicine staff members during the next three months—the period when outbreaks are most likely to occur.

Staff veterinarians will be in the field to investigate actual cases, to make chemical analysis, and to carry on experimental work using trial treatments on infected animals, Dr. O. H. Muth, experiment station veterinarian, states.

Cause or cure for the disease is still unknown. Death losses in calf crops as high as 75 percent have been encountered in Oregon, the veterinarian states. No cases, meanwhile, have been reported where dairy calves have been infected.

Preliminary findings as reported by the college veterinary department indicate early calves are most frequently affected. Most susceptible period is when the calves are from 4 to 12 month of age, it appears.

Dr. Muth says the college has now found a substance in the intestines of calves killed by the disease which is also deadly to laboratory animals. Other work is in progress with feeds. All results to date, Dr. Muth emphasizes, are inconclusive.

First white muscle disease symptoms are usually followed by death within a matter of a few hours. At the outset, animals customarily are dull and have breathing difficulty. When death occurs, a bloody foam

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is often discharged from the animal's nose and mouth.

Less severely affected calves show muscular stiffness, move slowly and with apparent difficulty.

Cases of the disease, first encountered in Oregon near Prairie City in 1939, have been noted in Lake, Klamath, Deschutes, Grant, Crook, Jackson, Lane and possibly in Union and Wasco counties. Montana, Nevada and Canadian stockmen have also reported the disease, Dr. Muth states.

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