

MEDFORD CAP UNIT EXPANDING

Youngsters Train
For Aid Careers,
Seniors Active

Uniforms, Camp, Other
Activities Available

By Richard D. Jewett
Mail Tribune Staff Writer

Are you an in-between-ager, boy or girl, who would like a good basic knowledge of aviation? Would you like to wear a snappy military uniform and still be a civilian? Does a summer camp for two weeks at an air force base appeal to you? Would you enjoy state (and perhaps regional and national) close-order drill competition next summer?

The aviation training is available to boys and girls of the Medford vicinity for as little as 50 cents per month.

The answer? Become a cadet in the civil air patrol.

Cadets Sought
With the summer program particularly in mind, the Medford flight of the Oregon wing, CAP, commanded by Lt. Don Stewart, is currently conducting a drive for additional cadets and senior members.

What is the CAP? It is a civilian auxiliary to the air force. It is not military training. Lt. Stewart and the other officers say that parents have no need to fear that their sons or daughters will be "sent off to Timbuktu."

During the war the fliers of the CAP guarded this country's shores against enemy encroachment. Since the war CAP's function has been primarily emergency service, using airplanes and various types of communication in mishap and disaster, and working hand in hand with police, relief organizations, the air force and other groups.

On Upgrade
The Medford flight has struggled along for about three years and its few senior members feel

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it is on the upgrade. It was first organized in 1947 at Central Point as the Central Point flight. Last spring the unit underwent reorganization. The flight now has six senior and 18 cadet members. They convene each Monday at 8 p. m. at the air force reserve building at the municipal airport.

Since the beginning of the organization, especially in 1947 and 1948, the unit has participated under supervision of the air force's air rescue service in hunts for downed airmen and has searched for the air for other missing persons. Activities of the flight have been restricted by weather, and limited to spare time of the members and what other time off from regular work they could get.

Expect Radios
A link in a nationwide secondary radio network has not been established here, but arrival of equipment is expected soon, according to Stewart and Lt. Gay Anderson, training officer. When set up the station will be manned principally by trained cadets, the two officers said.

Shining feature of the CAP flight here is its air cadet program. The small, hard-working group of senior members is conducting one of the most commendable youth activities in the valley in its efforts to impart a fundamental understanding of one of this country's biggest industries and services.

Instruction Given
At each weekly class senior members give instruction which includes theory of flight, structure of aircraft, navigation, meteorology, physical fitness, communications, motors (jet included), latest radar and military manners. Classes are made more interesting with jaunts along the

river once a month during the summer for practice with two-way radio field sets.

Much of the training is following a manual now being suggested for public schools.

Orientation in the air, aimed at making cadets proficient as observers, is part of the program. There is considerable flight orientation in summer months. Three private planes are now available to the Medford flight. Stewart expects a fourth, an air force L-3 (Piper), to arrive at any time. Weather has held up delivery.

Seek Objectives
Before cadets are taken aloft they are explained the workings of the aircraft and shown its primary functions. They pore over maps and familiarize themselves with landmarks or objectives on them. In the air they seek out the objectives and, when found, report them and the location back to comrades on the ground.

Many flights are over the rugged Shady Cove, Trail and Butte Falls areas. This training has been provided by senior members without cost to cadets.

While a general air education is a primary purpose of the CAP cadet work, local senior members have pointed out that teaching boys and girls to fly is not a main objective. CAP planes are to be employed for search, rescue and orientation but not for pilot instruction. Only qualified pilots are permitted to fly CAP craft.

May Learn Flying
With three private planes on hand, nevertheless, senior members have stated that Medford cadets by sharing some of the expense will have a chance to learn to fly or pick up some pointers if they wish. They have promised that the cadet with the best work and attitude will, as a reward, be taught to fly and enabled to get his private pilot's license.

Many cadets look forward to the summer encampment where they get a taste of military life and intensive training for two weeks. Last summer 10 boys of the Medford flight went to camp at McChord air force base, Wash., and one girl, Cpl. Marjorie Ferris, went to Hill air force base, Ogden, Utah. They all reportedly had a good time.

The boys studied airborne radar, ground control approach, instruments, navigation, weather, aircraft structure and theory of flight, power and motors, map and air photo reading, control tower procedure, accident causes, instrument flying and communications. They were given close order drill and physical training and participated in social activities.

Advanced Knowledge
Stewart said this training gave the cadets more advanced knowledge than senior members had in some subjects.

Medford flight is seeking cadets to give them background for the summer camp and to train them for the drill competition. A platoon of 33 cadets is needed for the July and August rivalry. The national champion will contend in the international contest with the title-holders in a similar Canadian cadet program.

Cadet membership is open to boys and girls between the ages of 14 and 18. Senior members are also wanted. Men and women more than 18 years of age are in the senior category regardless of qualifications and experience. Applicants are judged by character, according to Lt. Anderson. A senior member at his discretion may take the classwork along with cadets. Seniors and cadets at their own desire may drop out of the flight.

Members furnish their own uniforms.

Members Named
In addition to Lt. Stewart and Lt. Anderson, Medford flight senior members are Stewart's

wife, Lt. Norma Stewart, adjutant and second in command; Lt. Bill Turner, operations officer; Lt. Alvin Maple, public information officer, and Elmer Nye.

All are fliers. Lt. Anderson and Lt. Maple have been with the flight since its organization at Central Point.

Lt. Anderson, a licensed mechanic, has been with Pan American Airways, Western Airlines and Piercy field. Turner was a naval air force radioman and gunner. He is a part time commercial pilot for Medford Air service and is now with the air force enlisted reserve. Mrs. Stewart was in the women's army corps.

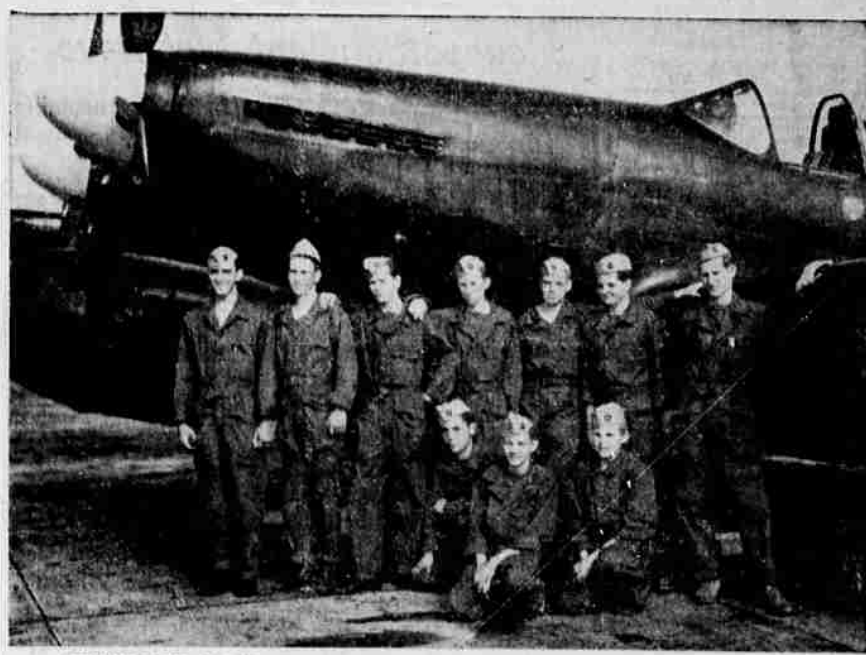
Sgt. Bob Lowry heads the cadet group and has been active since the Central Point flight

was formed. Other cadet non-commissioned officers are Cpl. Ferris and Cpl. James Merritt.

"Fills Gap"
Senior members feel that their program fills a gap for in-between-agers—those too old for some activities and too young for others—providing a social outlet as well as training.

This is the age of flight and a knowledge of aviation is handy for individuals, especially those of the younger generation, whose lives may become progressively more complicated by the development of the aviation industry and air travel.

A cadet might not follow an aviation career but he may during his training develop an aptitude for a related work in which he may eventually earn a livelihood.



ATTEND CAP CAMP—The 10 youths pictured above represented the Medford flight of the civil air patrol at the CAP encampment last summer at McChord air force base, Wash. Kneeling, from the left, are Albert Eaton, Cpl. James Merritt and Leroy Dorf. Standing from the left, are Larry Findley, Arlen Sheppard, Sgt. Bob Lowry, Arlen Ragsdale, James Wright, Warren Andrews and Charles Hewitt. The Medford flight currently is conducting a membership drive in anticipation of next summer's camp. —(Official air force photo).

Source Of Food To Feed Family Big Problem For Chrysler Plant Striker

(Editor's note: Striking Chrysler workers get their last pay checks today. It may be their last payday for some time. What preparations does an auto worker make for a strike? How does he get by? The following story is the answer of one Chrysler worker.)

Detroit, Mich., Jan. 28—(U.P.)—What are we going to eat?

That's the first thing Chester Kwiatkowski thought of when it appeared he was going to have to go on strike against Chrysler corporation.

It was a natural question for the 37-year-old machinist. He has six mouths to feed besides his own.

But Kwiatkowski has been through strikes before. And so he's been a good customer at the local grocery store lately.

Food Stored Up
"I've got enough food to last my wife and five kids three weeks," he said.

"I hope they'll settle sooner. But you've got to be realistic. For a couple of weeks now I haven't bought anything but food."

Kwiatkowski, who has worked for Chrysler on and off since 1929, is a leader in UAW local 490 at the Highland park plant. He's head of the kitchen committee during the strike—the union feeds its pickets—and he is running for financial secretary of the local.

Married 17 years, Kwiatkowski has five children ranging from 16 to 5. They live in a five-room apartment in a housing project.

His wife Helen, 38, doesn't keep up with union affairs but she takes a stoic view of the strike. She has gone through two previous walkouts.

Economist's Views
She said, "I'll live on what we can scrape together no matter how long we strike."

Kwiatkowski takes union work seriously. He has an economist's views on the pension program his union is seeking.

He thinks there's a lot more unemployment than there should be, and the pensions will make it possible for a lot of the old workers to retire.

Kwiatkowski thinks competition in the industry—intense with the new models just on sale—will force an early settlement.

"But we're ready to sit it out. The men know what they want. It'll be hard when my cupboard runs out, but the union'll take care of us somehow."

Request For T-H Law In Coal Tiff Tabled

Washington, Jan. 28—(U.P.)—The senate labor committee today pigeonholed, because of imminent new coal negotiations, a resolution demanding that President Truman invoke the Taft-Hartley law to restore production.

Voting 6 to 5 against the republican-sponsored resolution, the committee postponed action "indefinitely for the reason that negotiations are under way."

This was a reference to the fact that northern and western coal operations are expected to reopen contract negotiations with John L. Lewis' United Mine Workers next week.

Paper Deliveryman Rescues Livestock

Brooks, Ore., Jan. 28—(U.P.)—A newspaper circulation employee was credited today with saving the livestock in a barn that burned on the Elmer Hahn farm near Gervais, Ore.

Hahn said Lyle Sherwood, of the Oregon Statesman, Salem daily newspaper, was on his rounds as distribution agent for north Marion county when he discovered the blaze early Thursday. Sherwood aroused the sleeping Hahn family, then entered the blazing barn and freed nine head of cattle.

San Francisco, Jan. 28—(U.P.)—Albert W. Gatov was reelected as president of the Pacific American Steamship association at the group's annual meeting here yesterday.

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