

*Missions for America
Semper vigilans!
Semper volans!*



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FEATURE ARTICLE

The Aircraft at Pearl Harbor

When the oft repeated story of the Japanese attack on Pearl Harbor is told, the list of the ships present are almost always mentioned. But rarely do we find a list of the aircraft involved. Here is a short photo-essay about those aircraft.

The attack force, The *Kido Butai* (Mobile Force), was commanded by Adm, Chiuchi Nagumo, and consisted of all six of the Japanese fleet carriers, *Akagi*, *Kaga*, *Soryu*, *Hiryu*, *Shokaku* and *Zuikaku* supported by battleships, cruisers, and destroyers.

At Pearl, most of the capital ships of the US Pacific Fleet were moored in line on Battleship Row on the northeast side of Ford Island. These were the *California*, *Maryland*, *Oklahoma*, *Tennessee*, *West Virginia*, *Arizona*, and *Nevada*. The *Pennsylvania* was in dry dock.

In addition, two heavy cruisers, six light cruisers, and 29 destroyers were either docked or moored in the harbor. One destroyer, *USS Ward* was patrolling the entrance channel and fired upon, depth charged, and sunk a Japanese midget submarine several hours before the air attack commenced.

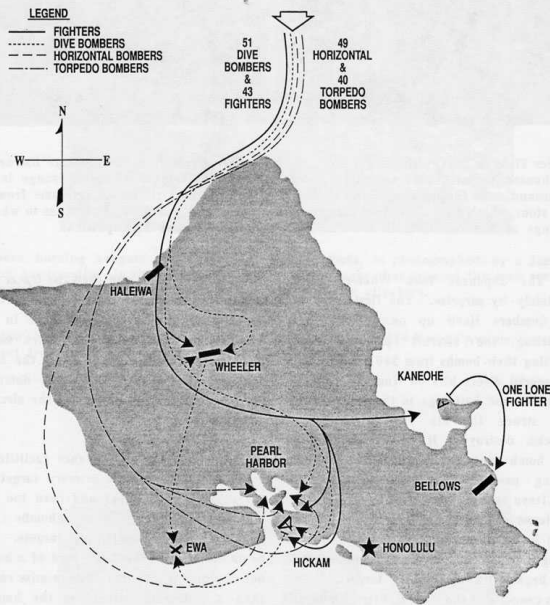
There were also two US aircraft carriers operating out of Pearl. The *USS Enterprise* was 200 miles west and inbound after delivering Squadron 211 to Wake Island. The *USS Lexington* was 400 miles west ferrying USMC Bomber Squadron VMSB-231 to Midway Island.

Japanese carrier aircraft, led by Commander Mitsuo Fuchida struck in two waves. The first wave, 183 aircraft, had two missions. Airfields were attacked and torpedo planes and horizontal bombers struck the fleet. The second wave, led by led by Lt. Cmdr. Shimikake Sigekuzu, consisted of 167 horizontal bombers, dive bombers, and torpedo aircraft and attacked other ships in the harbor and planes on the airfields.

The Japanese attack force consisted of around 440 aircraft, approximately 108 Mitsubishi A6M Zero fighters, 143 Nakajima B5N Kate torpedo bombers, and 150 Aichi D3A Val dive bombers.

In addition, a handful of Aichi E13A Jake float planes were carried by the battleships and cruiser for scouting duties.

JAPANESE AIRCRAFT DEPLOYMENT FIRST ATTACK

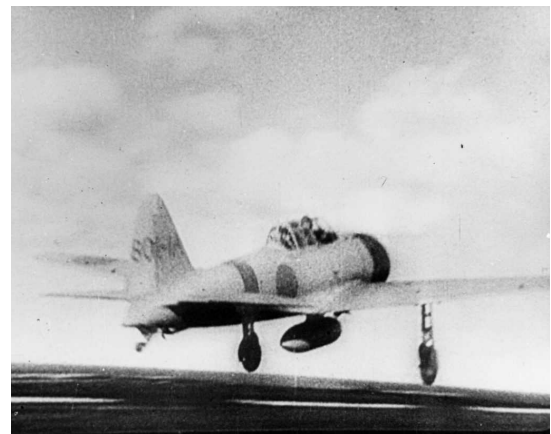
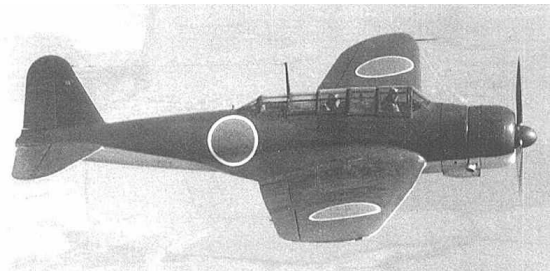


WHEELER, EWA, FORD ISLAND, AND HICKAM HIT BY DIVE BOMBERS. PEARL HARBOR HIT BY HORIZONTAL, TORPEDO, AND DIVE BOMBERS. 43 FIGHTERS ESCORTED BOMBERS DOWN THROUGH CENTRAL OAHU, THEN BROKE OFF AND ATTACKED ALL INSTALLATIONS EXCEPT HALEIWA. BELLOWES HIT BY ONE LONE FIGHTER.

THE JAPANESE AIRCRAFT

Nakajima B5N Kate

The force leader, Commander Mitsuo Fuchida flew in a Kate and sent the signal, Tora! Tora! Tora! signifying that surprise had been achieved.



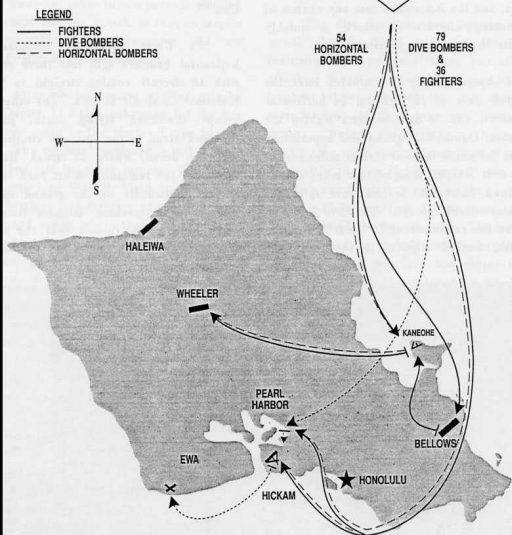
Mitsubishi A6M Zero

Zero lifting off from IJN Akagi on its way to Pearl Harbor

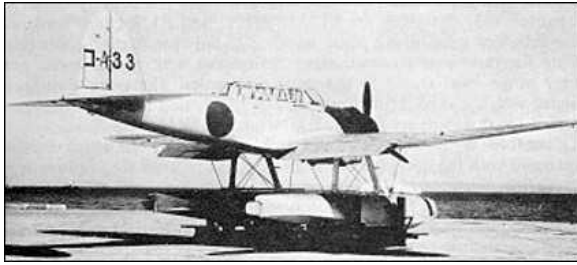


Aichi D3A Val (Credit: Australian War Memorial)

JAPANESE AIRCRAFT DEPLOYMENT SECOND ATTACK



WHEELER, KANEOHE, BELLOWES, HICKAM, AND PEARL HARBOR HIT BY FIGHTERS. HORIZONTAL BOMBERS HIT KANEOHE, HICKAM, AND PEARL HARBOR AND STRAFED WHEELER. DIVE BOMBERS HIT PEARL HARBOR AND STRAFED HICKAM AND EWA.



Aichi E13A Jake

The Jake was the standard scout plane carried
 In the United States, it was 07 December, 0748 Hawaii time or 1248 Eastern Standard Time. The Japanese Navy kept Tokyo time and they logged the attack as occurring on Monday, 08 December at 0348.

The primary target of the Japanese were the US battleships and the military airports. By crippling US airpower on the ground, they would prevent interception of the highly vulnerable bombers and torpedo aircraft whose primary task was to sink the capital ships.

Telegram alerting all Navy ships in the Hawaiian area.

NA 12 18 14 7 40										COM MANDER AIRCRAFT, SCOUTING FORCE										INCOMING									
Heading: L Z FSL 071830 08Q TART 0																													
AIRRAID ON PEARL HARBOR X THIS IS NO DRILL																													
Originator										Date-Time Gr.										Date									
CINCPAC										071830										7 DEC 41									
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URGENT										ALL U S NAVY SHIPS										PRESENT HAWAIIAN AREA									
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AIRRAID ON PEARL HARBORXTHIS IS NO DRILL.

THE U.S. AIRCRAFT

The U.S. aircraft were split between Army Air Corps, Navy, and Marine units based at ten

airfields on Oahu, Wake Island, Midway Island, and the US carriers.

FIGHTER AIRCRAFT



Curtiss P-40 Tomahawk

The aircraft depicted is one of those destroyed at Bellows Field



Curtiss P-36 Mohawk

The Mohawks were clustered together to protect them from saboteurs. It made them easy targets for strafing Japanese Zeros



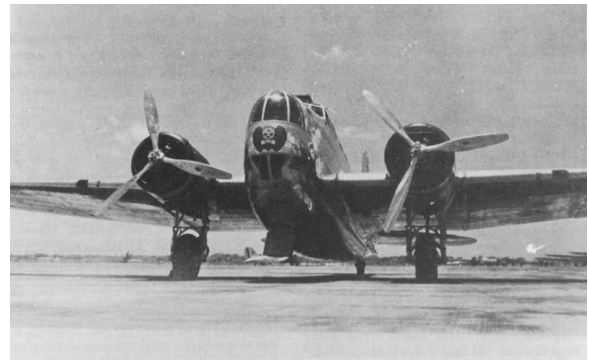
Boeing P-26A Peashooter

The Peashooter was the first all metal monoplane fighter accepted by the USAAC.



Grumman F4F-3A

This sturdy fighter from Long Island's Grumman "Iron Works" held the line for the USN until the appearance of the Hellcat. The photo depicts machine gun tests onboard USS Enterprise.



Douglas B-18A Bolo

A B-18 Bolo of the 5th bombardment Wing at Hickam Field. The Bolo was a medium bomber based upon the successful commercial DC-2 design. An obsolescent aircraft, many were relegated to anti-U-Boat duties off the US East Coast.



Brewster F2A-3 Buffalo

The tubby Buffalo proved inadequate for the RAF at Singapore and the USMC at Wake and Midway but served the Finns well in their Winter War against the Soviet Union.



Douglas A-20A Havoc

The Havoc was a low altitude attack aircraft from the drawing board of the brilliant Ed Heinemann. Later in the war, some were equipped with radar and served as night fighters under the designation P-70.

BOMBER AIRCRAFT



Boeing B-17C Flying Fortress

A flight of C and E model B-17s were due to arrive on Sunday morning. The incoming Japanese force was detected by the Opana Point radar but was mistaken for the the expected Boeings.



Martin B-12

The B-12 was utilized in the coastal defense role.

Consolidated B-24A Liberator

One B-24A was on its way to the Philippines for reconnaissance missions over Japanese held islands. The Liberator stopped at Hickam Field and was destroyed in the attack.



Curtiss A-12 Shrike

The Shrike was an obsolete attack plane. The few still stationed on Oahu were soon taken out of service.

Vought SB2U Vindicator

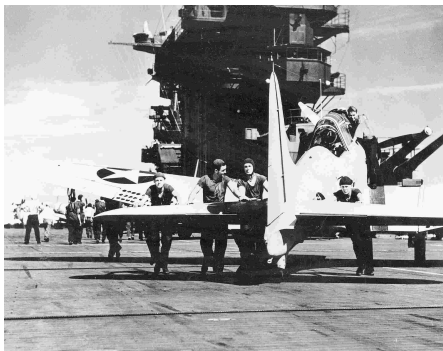


The Vindicator was a Navy and USMC dive bomber. Obsolescent, eventually they were retired in favor of the Douglas Dauntless.



Consolidated PBY Catalina

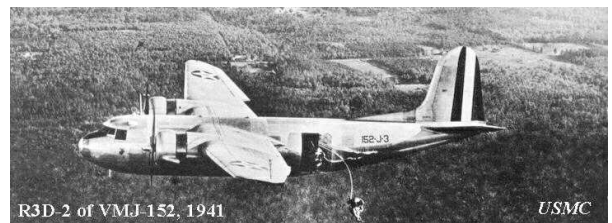
The "Cat" was designated a patrol bomber but was one of the most useful maritime patrol and SAR aircraft in the inventory.



Douglas SBD Dauntless

Armstrong power is used to reposition a Dauntless on the deck of the USS Enterprise.

TRANSPORT AIRCRAFT



Douglas R3D-2

The R3D was the military version of the Douglas DC-5, arguably the least known of the DC-series airliners. Few were built. The USMC was the primary user.



Douglas C-33

The C-33 is a military version of the DC-2. The military version was equipped with cargo doors, internal loading gear, and reinforced flooring.

OBSERVATION/SCOUT AIRCRAFT



Grumman JRF Goose



*Stinson O-49 Vigilant
A Vigilant at Bellows Field.
North American O-47B*



Considered obsolete, they were used for various auxiliary duties and never committed to combat.



Photo # 80-G-66108 OS2U is recovered by USS Arizona, 6 Sept. 1941

Vought OS2U-3 Kingfisher

The Kingfisher was one type of scout aircraft carried by US battleships and cruisers. Its primary use was for spotting gunfire, patrol, and search and rescue work.



Curtiss SOC Seagull

The two Seagulls pictured are on the aft catapults of a US warship. The gantry crane was used to recover the aircraft after it landed.

UTILITY AIRCRAFT



Beech JRB Expeditor

The JRB series is based upon the Beech Model 18. The Navy re-designation was SNB which some wags claimed stood for Secret Navy Bomber.



Sikorsky JRS-1

Sikorsky's S-43 was known as the "Baby Clipper." The Navy and Marines used it for transport. The airport pictured was at Pearl Harbor.



Grumman J2F-6 Duck

(Credit "Mid-America Flight Museum)

Another in the line of Grumman amphibians, the Duck shows the heavy influence of Grover Loening. All four services used it for everything from search and rescue to executive transport!



Lockheed JO-2 Electra, Jr.

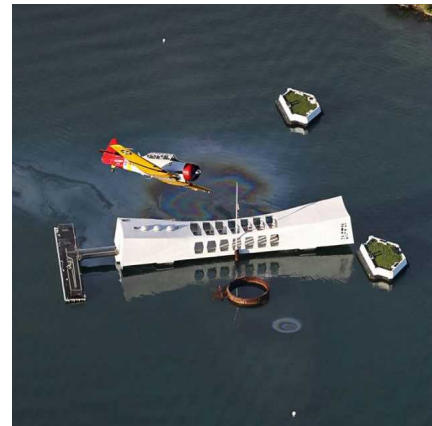
Lockheed sold five of their Model 12 passenger aircraft to the USN and USMC.

US TRAINER AIRCRAFT



Douglas BT-2

A few O-32 airframes were converted to a basic trainer configuration. Records indicate that two of these obsolete aircraft were based at Wheeler Field. (Credit: Tarrant County College Northeast)



North American SNJ Texan

The aircraft wears USS Saratoga livery and is flying over the Arizona Memorial. Note the visible gun turret mounting and oil still escaping from the wreck.



Seversky AT-12 Guardsman

The Guardsman was developed as a two seat export version of the P-35

One of these advanced trainers was based at Wheeler Field. Seversky soon became Republic Aircraft and the development of the P-47 Thunderbolt.

US CIVILIAN AIRCRAFT

At least four civilian training aircraft were airborne at the time of the attack and two were lost. The most interesting case was that flown by Cornelia Fort, a flight instructor who was doing take-offs and landings with a student. She managed to land the plane at Honolulu's John Rodgers Airport and she and her student escaped as the Zero strafed her aircraft.

Fort went on to join the the Women's Auxiliary Ferrying Squadron formed by Nancy Love. On 21 March, 1943, she was killed in a mid-air collision, the first of 38 WAF and WASP fatalities in the service of their country.



Interstate S-1-A Cadet

This is the type flown by Cornelia Fort. It was adopted by the US military as the L-6 Grasshopper.

The Japanese lost 29 aircraft and suffered 66 casualties. The United States lost 2402 killed and 1282 wounded. Two battleships were lost but four which were sunk were raised and participated in later stages of the war. Smaller ships were lost or damaged but the vital oil tanks and the repair facilities at the naval base escaped damage as did the two absent aircraft carriers.

An opportunity lost!

Adm. Nagumo had good tactical reasons for not

launching a third strike. His force was within range of Pearl's land based aircraft and he had no knowledge of the location of the aircraft carriers. Fuel was running low and his loiter time was limited.

Finally, preparing the third wave would take so much time that the returning aircraft would have had to land at night, a technique not practiced by the Japanese or, for that matter, by any navy at that time.

The Japanese would pay for this decision. The base would serve as a crucial repair and refueling facility for the Pacific Fleet and the Japanese lessons about naval air power would be taken to heart at the Coral Sea and Midway battles, six months later.

The aircraft based in Hawaii suffered grievously. Some 40% were destroyed and 38% damaged. Many were obsolete or out of commission but the Hawaiian air defenses had been crippled.

Ships

This essay began with a statement that Pearl Harbor chronicles focus on the fleet and tend to ignore the air arm. This essay was intended to rectify that omission. But there are three ships which survived the Pearl Harbor disaster which deserve mention.

The first is the *US Coast Guard Cutter Taney*, hull number 37, a Treasury Class Cutter. The *Taney's* arrival in the Pacific coincided with the establishment of air routes to the Orient by Pan American Airways. Island bases were being occupied and the new possessions had to be patrolled. *Taney* also served as a patrol craft guarding Pearl Harbor.

When the Japanese attacked, *Taney* was moored to Pier 6 in Honolulu Harbor. She manned her anti-aircraft guns and fired at passing aircraft as did other ships, many of which were less than selective about at whom they shot. Some American aircraft were downed by what is often euphemistically called "friendly fire."

Later, *Taney* served in both the Atlantic and Pacific. After the war, she served as an ocean weather station, performed surveillance of Soviet vessels near our coast and supported Operation Market Garden, maritime interception of boats carrying supplies to the enemy during the Vietnam War.



In 1986, the fifty year old *Taney* was decommissioned and entered honorable retirement as a museum ship at the Baltimore Maritime Museum. The *Taney* was the last of the Pearl Harbor ships to retire from active duty.

The *USS Hoga*, a harbor tug performed exemplary service during the attack and is now in Little Rock, and is berthed with the *USS Razorback* at the Arkansas Inland Maritime Museum. *Hoga* worked unceasingly during the attack, saving sailors, fighting fires, and re-floating the *USS Nevada*, the only battleship which had gotten underway but which had ran aground.



USS Hoga passes abeam of the submarine tender, USS Fulton.



After the war, *Hoga* served as a fireboat in Oakland California. She is now a museum ship in North Little Rock, Arkansas.

A comment about the *USS Fulton* which is background in the first photo of *Hoga*. The *Fulton* was not a Pearl Harbor. She was fitting out at Mare Island Naval Ship Yard and then served for a short time in the Atlantic. After transiting to the Pacific, she supported submarines and in 1946 was a support vessel at Bikini Atoll during Operation Crossroads, the first of postwar atomic bomb tests. Her final duties were operating in and out of New London with deployments to the Atlantic and Caribbean.



The Fulton was fixture for 15 years at New London's State Pier servicing Submarine Squadron 10. She was decommissioned in 1991, the fourth oldest ship in the USS Navy.

The third vessel which deserves mention is the Brooklyn Class cruiser, *USS Phoenix*, CL-46. The *Phoenix* and her sisters were designed to meet the provisions of the 1922 Washington Naval Treaty which placed a 10,000 ton limit on cruisers. However, they were heavily armed with fifteen 6 inch guns mounted in five triple turrets. Their purpose was to counter the Japanese *Mogami* Class cruisers which mounted a similar

main battery.



When the Japanese struck at Pearl, the *Phoenix* was anchored to the south of Ford Island. She joined in the anti-aircraft defense and later sortied in a futile search for the Japanese carriers.

For the rest of the war, the *Phoenix* served in the Pacific Theatre earning nine battle stars. When the war ended, she was placed in reserve and laid up in Philadelphia.

In 1951, *Phoenix* was sold to Argentina and renamed *ARA General Belgrano* and spent 31 years in the armada of the Republic of Argentina.

In 1982, the military junta running Argentina decided to invade the British owned Falkland Islands. Argentina had long claimed the island group which they called *Las Malvinas*. Argentina had been suffering severe economic woes and the ruling junta was not popular. A diversion was needed and the junta hoped to harness the patriotic fervor of the Argentine citizenry, distract them from internal problems and gain some much needed popular support. They did not count on the will of one Margaret Thatcher, Prime Minister of Great Britain nor the ability of the British military to mount an offensive campaign in a theatre 8,000 miles away.

The British Ministry of Defence launched Operation Corporate. Part of the plan involved dispatching Royal Navy attack submarines to provide surveillance and fleet protection. On 02 May, 1982, *HMS Conqueror*, a nuclear submarine encountered *ARA Belgrano* just over 200 miles southwest of the Falklands and put two torpedoes into her. The *Belgrano* sank taking one third of her crew with her.

And so, 41 years later, the last active warship which had been at Pearl Harbor became the first ship sunk in wartime by a nuclear powered submarine.

Editor's Note: This essay has made an exception in that much of the imagery has been acquired from sources other than the editor's personal collection. Almost all of the wartime aircraft photographs are from the US Archives and in the public domain. The two maps illustrating the Japanese strike plan are from the Hyperwar website <http://www.ibiblio.org/hyperwar/>

Pearl Harbor Aircraft Survivors

A Curtiss P-40B Warhawk which was present at Pearl Harbor is owned by the Collings Foundation in Stowe, Massachusetts.

The aircraft was a Wheeler Field and escaped damage during the raid but was later wrecked in a accident which killed the pilot. The remains were salvaged and restored and she is now flying.

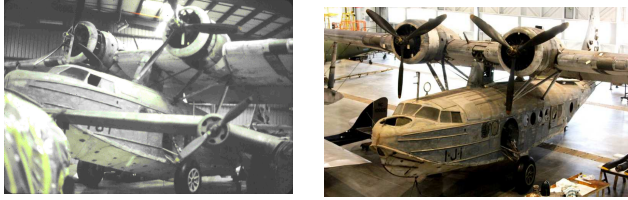


One other Pearl Harbor survivor still flying is a Grumman J2F-4 Duck last reported at the Mid-



Credit: America Flight Museum in Texas.

A third Pearl Harbor survivor is a Sikorsky S-23 Baby Clipper with the military designation JRS-1. It is currently at the Smithsonian's Mary Baker Engen Restoration Hangar at Dulles.



The picture on the left was taken by The Editor at the Paul E. Garber facility at Silver Hill about 30 years ago. The photo on the right is a Smithsonian photo of the aircraft at the present time.

AEROSPACE HISTORY

December 4, 1941 – The Japanese Kido Butai (Ist Air Fleet-Mobile Force) encounters worsening weather conditions. Destroyers are rolling up to 45 degrees. Refueling is cancelled.

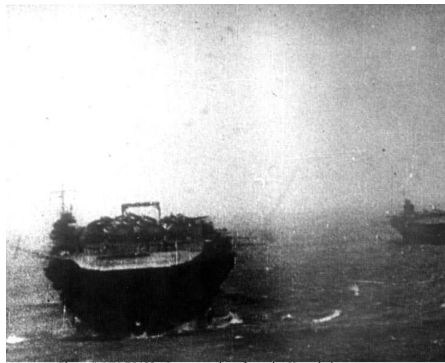


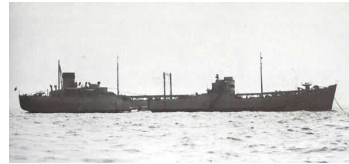
Photo # NH 75483 Japanese aircraft carrier Kaga in heavy seas

December 5, 1941 – The final fleet refueling of the Kido Butai is completed. Oilers *Toho*, *Nippon*, and *Toei Maru* and destroyer *Arare* are detached from the strike force and head to a rendezvous point where they will await the strike force on their return to Japan.



The Arare was the 10th and last of the Asashio-class destroyer produced.

December 6, 1941 – The Kido Butai is 400 miles north of Oahu. At 0630 the strike force has its final refueling. Oilers *Shinkoku*, *Kenyo*, *Kokuyo* and *Kyokuto Maru* and destroyer *Kasumi* are detached and head for a designated post-raid refueling point. The strike force increases speed to 24 knots and turns south.



Shinkoku Maru

December 7, 1941 – 0618 hours Hawaii time – 230 mi. north of Oahu. Operation Z commences. 183 aircraft launch from the carriers, *Akagi*, *Siryu*, *Hiryu*, and *Kaga*. They strike the U.S. battleships moored in Pearl Harbor, Hickam Air Base, and the USMC Air Station Ewa.

Fuchida to Nagumo: Tora, Tora, Tora (Tiger, Tiger, Tiger), the coded signal indicating that surprise has been achieved.



The aircraft which dropped the bomb is visible banking away from Battleship Row. One of the vital fuel oil tank farms is visible in the upper left,

A second wave, 167 aircraft, under the command of Lt. Cmdr. Shimizake Shigekuzu continue the attack on Hickam Field and on the ships in the harbor and attacked Naval Air Station Ford Island. The raid ends at 0946 and the Japanese aircraft headed north towards their carriers.



Zeros of the 2nd Wave on the Akagi (Credit: Makiel Collection)

December 8, 1941 – Admiral Husband Kimmel and General Walter Short, naval and army commanders respectively, received the damage reports: 2,400 dead, two battleships destroyed and six heavily damaged and six cruisers and destroyers damaged. 169 aircraft were destroyed and 159 damaged.



*Admiral Kimmel
and General Short*

Six thousand Japanese troops land on the U.S. Territory of Guam which was defended by 550 U.S Marines and sailors.

President Franklin D. Roosevelt addresses a joint meeting of the U.S. Senate and House of



Representatives.

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...I ask that the Congress declare that since the unprovoked and dastardly attack by Japan on Sunday, December 7th, 1941, a state of war has existed between the United States and the Japanese empire."

The United States declares war on Japan, 82-0 in the Senate and 388-1 in the House. The sole vote against war was cast by Montana's Representative Jeannette Rankin. A life-long pacifist she stated that "As a woman, I can't go to war and I refuse to send anyone else."

*December 9, 1941 The President's Fireside Chat
#19 (excerpts)*

My Fellow Americans:

The sudden criminal attacks perpetrated by the Japanese in the Pacific provide the climax of a decade of international immorality.

Powerful and resourceful gangsters have banded together to make war upon the whole human race. Their challenge has now been flung at the United States of America. The Japanese have treacherously violated the longstanding peace between us. Many American soldiers and sailors have been killed by enemy action. American ships have been sunk; American airplanes have been destroyed.

...It will not only be a long war, it will be a hard war. That is the basis on which we now lay all our plans. That is the yardstick by which we measure what we shall need and demand; money, materials, doubled and quadrupled production—ever-increasing. The production must be not only for our own Army and Navy and air forces. It must reinforce the other armies and navies and air forces fighting the Nazis and the war lords of Japan throughout the Americas and throughout the world.

...

I repeat that the United States can accept no result save victory, final and complete. Not only must the shame of Japanese treachery be wiped out, but the sources of international brutality, wherever they exist, must be absolutely and finally broken

December 10, 1941 – A Bad Day for Great Britain and the United States. Japanese forces land in the U.S. Commonwealth of the Philippines and the British colony of Malaya.



*U.S. forces on Guam
surrender to the
Japanese forces.*



The British battleship *HMS Prince of Wales* and the battlecruiser *Repulse* are sunk by Japanese torpedo planes and dive bombers in the South China Sea. They were the first capital ships sunk by aircraft while actively defending themselves and steaming in the open sea. Billy Mitchell was right about the vulnerability of capital ships to air attack!!

*The Repulse has just
been struck by a bomb
and straddled by a half
dozen near misses. The
Prince of Wales is
increasing speed and
turning to starboard.*



Ten days after the attack, both Adm Kimmel and Lt General Short were relieved of their commands and reduced to their permanent ranks of rear admiral and major general. There is much controversy about their responsibility for the Pearl Harbor disaster.

The hard-liners argue that they failed in their duties to implement defensive measures given the diplomatic tension between Imperial Japan and the United States. The other side argued that they were scapegoats for the failures of higher-ups in the navy and civilian bureaucracy in Washington who failed to provide timely information about the parlous deployment of Japan's naval forces and the collapse of diplomatic negotiations.

Short retired and went to work for Ford Motor Company but returned to active duty for five

months at war's end. He survived for four more years until his death caused by chronic heat disease.

Kimmel retired in 1942 and went to work for a civilian contractor. A son, Lt Cmdr Manning Kimmel commanded a submarine and was captured and murdered by the Japanese. Kimmel retired and resided in Groton, Connecticut until his death in 1968. Numerous attempts were made to rehabilitate Short and Kimmel but all failed.

On the other hand, study the case of General and Field Marshal of the Philippine Army, Douglas MacArthur. On 0330 Monday, December 8th Philippine local time which was 0930 Sunday December 7th Hawaii local time MacArthur was alerted to the Pearl Harbor attack. There is an 18 hour difference between Oahu and Manila and Manila is one day later due to the International Date Line. Two hours later General George Marshall, Chief of Staff of the U.S. Army ordered MacArthur to execute war plan Rainbow Five which was not obeyed, a proclivity of MacArthur who has a history of disobeyal. Maj Gen Lewis Brereton, commander of the Far East Air Force requested permission to launch attacks against the Japanese air bases on Formosa as specified in Rainbow Five but his request was denied three times. This allowed the Japanese to attack U.S airfields and destroy half of the B-17s and half of the fighters, mostly P-40s and savage the bases infrastructures.

But MacArthur was ordered by President Roosevelt and established his new command in Australia. He maintained his rank and was awarded the Congressional Medal of Honor, for "conspicuous leadership" in the defense of the Philippines. Eventually, he was promoted to General of the Army. MacArthur was also placed in charge of the occupation of Japan and head of the United Nations Command in Korea until relieved by President Harry S. Truman. MacArthur sent a letter to the head of the Republican leader of the House of Representatives who then read MacArthur's letter to the House. It was critical of Truman's

limited war strategy and Truman's emphasis on European military policy.

In conclusion, think about the treatment of Adm Kimmel and Lt. Gen Short and compare it with the treatment of Gen MacArthur after his dilatory response to the failure to institute War Plan Rainbow after receiving sufficient warning that the Imperial Japanese government was waging war against the United States.

WWII Ads Featuring the Civil Air Patrol



August, 1945

The New PIPER PATROL is Ready!

Reporting for Active Duty with THE CIVIL AIR PATROL

There is one kind plane for use in Civil Air Patrol... constructed by glass, built by Piper and especially suited for training. The new Piper Patrol is an adaptation of the Piper J-3A, made in the U. S. A. It is built to be simple to use and to be easily maintained. It is built to be simple to use and to be easily maintained. It is built to be simple to use and to be easily maintained.

PIPER POWER TWO MAY BE BORN FOR ALL AMERICANS

Women in the War

She's on a different kind of Dawn Patrol

Camel COSTLY TOBACCOS

FIRST IN THE SERVICE

THE "T ZONE"

NIGHT PATROL

Civil Air Patrol pilots are continually patrolling the skies, and with them are searching the coast and the waters below. They spot fires, they fight submarines. They locate salvage. Anything that appears strange or unusual is reported by them. Fully ten per cent of our victorious Civil Air Patrol pilots are women, who with their courage and skill have won the right to fly. They are doing it because it is a vital wartime service to America, and because it advances their brother pilots for service on fighting fronts where additional fighting units become the day of tomorrow. In the war of movement and mechanics, the women pilots of the CAP are performing a brave, patriotic duty. We are bringing completely in our work, yet others to the women of the Civil Air Patrol... and so all other American women who are more substantially serving both home and country.

NORGE HOUSEHOLD APPLIANCES

A BORG-WARNER INDUSTRY

DAVID AND GOLIATH

LYCOMING ENGINE - THE MOST ADVANCED OPERATIONAL DEVELOPMENT

AVCO PRODUCTS