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Volume 2

Number 11

LEERAGAN
'84

HYSTERICAL NEWSLETTER
VOLUME II, NUMBER 11
NOVEMBER 1984

EDITORIAL

Perhaps the most difficult portion of publishing our Newsletter is the task of coming up with something wise or witty for the editorial column. This month is no different, in fact it is so difficult, I ain't

Les

ABOUT THE COVER

First Sergeant, CAP Mounted Unit, ---- 1945. This unusual uniform was typical of those worn by several horse mounted units in the western United States during World War Two. They wore the basic U. S. Army cavalry uniform with CAP insignia added. The uniform consists of khaki shirt and riding breeches, campaign hat and cavalry lace up riding boots. To the front of the campaign hat is affixed the CAP enlisted cap device, and a red hat cord with acorns. An olive drab necktie, red shoulder straps and red background to the chevrons was also worn.

By 1945 this type of uniform was on its way out of service since the red trim to CAP uniforms was being phased out by early 1945. Even the elimination of red trim on the uniform, it continued to be worn in some areas for several months. This is one of the most unusual uniforms to be used by Civil Air Patrol, and it appears that it was done on a local basis without any official sanction from National Headquarters. It is a good example of a practical uniform being adopted in the field when regulations did not allow for a uniform to meet all requirements.

Thanks Lee for this unusual example of CAP's early versatility.

PROGRAM DOCUMENTATION

At long last, each of you should have received a copy of CAPR 210-1 dated 31 August 1984. It is intended that it provide the necessary rules for the implementation of the CAP Historical Program. You will note that for the most part it is void of the "how to" information. Those details will be adequately (I hope) covered in the "CAP Handbook for Historians" which I hope will be in the field within the next 30-60 days. The Handbook along with CAPP 223 (a Specialty Track) and the regulation should adequately prepare CAP Historians for their jobs. As with all such ventures, I am sure something has been left unsaid or could have been said better. Would appreciate each of you working with these documents and providing me with any suggestions for improvement and/or correction or errors.

Under the provisions of the regulation, I have requested Region and Wing Commanders to appoint their command historians. Some have complied. I have sent, and will continue to send, the attached welcoming letter to each new appointee.

ORAL HISTORY

Recently submitted the "Civil Air Patrol Oral History Self Study Guide" in final form for publication. I'm in hopes that it will be in everyones hand within a reasonable amount of time. Our OH program continues to be plagued by a lack of transcribers and typist. At the present time I have 10-15 tapes of interviews

awaiting transcription. Anyone knowing of volunteers would give the program a much needed shot in the arm by having the "volunteer" contact me. I will provide the necessary guidance to any reasonably accurate typist in order to train them as a transcriber. Recently purchased from the American Association of State and Local Histories (AASLN) were the following books relating to Oral History

1. Oral History - An Interdisciplinary Anthology edited by Dunaway and Baum
2. Transcribing and Editing Oral History by Baum
3. Oral History for the Local Historical Society by Baum

In addition, AASLH Technical Leaflet series 511 was purchased and includes the following leaflets:

1. Producing A Slide-Tape Show
2. Archival Preservation of Motion Pictures
3. Organizing your 2 x 2 Slides
4. Old Movies
5. Phototypesetting
6. Marking and Correcting Copy
7. Photographing Historical Collections
8. Tape-Recording Local History
9. Reaching Your Public Through Television
10. Cataloging Photographs
11. Working Effectively With the Press
12. Photographing Tombstones

As is the case with other books, the above volumes are available for loan to readers upon request to me.

MEMORIALS

Our program for placing memorials at World War II active duty bases took a giant step forward in Louisiana. Donning my hat as a citizen of that fair state I have over the past year been doing some low key local politics. The net result is that I now have a committment from the newly elected mayor of the Town of Grand Isle (actually an isolated community on an island off the Louisiana coast) to enter into a joint venture with CAP to erect a monument to those who served at Grand Isle Coastal Patrol Base 9. Also have the blessing and assurance of support from the Louisiana Wing Commander. A Memorial Committee is in the process of being established consisting of local politicians, civic club leaders, and industry (several major oil operations are on the island) and CAP representatives. Have high hopes of dedication either August 31 or December 1 of 1985. This could be a bit optimistic in that first estimates are in the \$10,000 range. The Mayor and I are confident the money can be raised but I am a bit skeptical as to timing. Plans are to erect it in a mini-park at the end of the old runway with the park being maintained by the town. As with many things I have had to do in connection with our overall program, I'm devoid of experience. Accordingly any views anyone cares to express on the attached preliminary design will be appreciated.

HISTORIC AIRCRAFT MARKING

This program recently got off top dead center with the shipment of the plaque to the Alaska Wing Commander for presentation to Neal and Company of Homer, Alaska for mounting in their Grumman Widgeon N199T. The history of this aircraft is covered in the enclosed "Tale of an Aircraft" which I propose to have published in the "News" at a later date. Also enclosed is a xerox copy of the plaque to be used.

Program procedures from this point on are to identify aircraft which served on active duty with CAP during World War II. Here you are requested to advise me of their existence along with some sort of documentation (such as wartime NC number) and with your recommendation for its marking. I will have the plaque manufactured and provide it to you for transmittal to the appropriate Wing Commander for presentation. If you prefer, I will transmit that plaque direct to the Wing Commander in your name. In either method, I think it important that the Wings be afforded the opportunity to become involved in this program.

As a spin off of this program I am negotiating with Keith Ferris for the purchase (financial sub-committee please note) of his original painting as covered by an earlier HNL. Hope to get the painting for display at Headquarters and other uses.

SPECIAL RECOGNITION

Over the life of our Committee, Master Sergeant Don Thweatt, the editor of "The CAP News", has been highly supportive in several areas. Don retired at the end of October and will be sadly missed by myself and I'm sure several of you. In order to recognize his efforts in our behalf I had a plaque made for him as illustrated by the enclosed xerox copy of same. It was transmitted to Colonel Massingale for formal presentation with Mark being requested to give Don our personal words of thanks.

PROJECT WARRIOR

Last month's HNL covered WARRIOR's reading list and made the offer to loan any listed books. Be advised that they are all now on hand in my personal library and are available for loan to committee members. For your general reading, I have reproduced the enclosed WARRIOR study on rank insignia.

Although not directly related to WARRIOR, I am pleased to report that the Office of Chief of Air Force History has agreed to provide us with a library copy of all of their publications and to include us on their distribution list.

PLANNED HEADQUARTERS VISIT

Plans are to pack the old Blazer and head for Maxwell to report our activities to the NEC at their December meeting. Will provide them with the enclosed list of our 1983-84 accomplishments which is an updated version of the list we covered in Atlanta. If you have anything special you want me to do while I'm at Maxwell, let me know before the first of December.

A DISTINGUISHED GROUP

Was a little short of group pictures with last months NHL. Bill Madsen has subsequently rectified this problem by sending more. Accordingly I am enclosing copies as far as they go hoping that my memory doesn't fail me. If you end up getting a second copy, no problem, if between the two mailings you didn't get one, let me know as I held back a couple.

While on the subject of Bill, he recently provided me with a complete copy of the slides used in his Atlanta talk. Anyone wanting to borrow them can do so by asking me.

GOALS

No report due. Work hard.

Les
November 1984

DISTRIBUITION:

Members NHC
Selected Individuals



CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
Maxwell Air Force Base, Alabama 36112

COL LESTER E. HOPPER, CAP
NATIONAL HISTORIAN
3530 Mimosa Court
New Orleans, Louisiana 70114

Dear

Congratulations on your appointment as Historian for your command. Also welcome to a select group of individuals who are dedicated to the preservation of Civil Air Patrol's rich heritage. I am looking forward to working with you to assist in any way the development of whatever history program you propose to establish.

As background, my appointment in December of 1983 was the result of the work of the National Historical Committee. This group was originally formed on an ad-hoc basis by Colonel Louisa S. Morse and later formalized under the provisions of CAP Pamphlet 35-1. Since our inception we have been quite busy in several historical endeavors. Of primary interest to you was the development of a Historical Program for use within Civil Air Patrol. Before elaborating on the program I would like to clearly state that it is not "cast in concrete". We welcome your suggestions and ideas which will improve the program and make it more useable by you and your organization.

The basis for the Historical Program within CAP is CAP Regulation 210-1 dated 31 August 1984. For your ready reference, I am enclosing a copy of it. As amplification, I offer the following:

1. Reference paragraphs 1-1, and 1-4b. It is anticipated that within a reasonable time frame (2-3 years) annual histories will be required at your level. Sufficient guidance will be provided in the future to insure its preparation with a minimum amount of effort. As stated, preparation at the squadron level is encouraged as they will make excellent background information for your Region/Wing History
2. Reference paragraph 1-3. Although overlapping in nature, the activities of the National Historical Committee in the development of its programs are such as to be supportive of your activities. The gathering of material and artifacts by this committee should create no conflict of interest in historical properties as it is primarily concerned with the acquisition of material of National Significance. Items relating to specific Wings which are uncovered as the result of their activities will be provided to the appropriate wing.

3. Reference paragraph 2-2d, the purpose of direct communications as covered is only to provide guidance of a technical nature as pertains to historical programs. In keeping with your commands policy I will be most happy to assist in any way. I may be contacted at the New Orleans address reflected in the letterhead, HQ CAP/NH, or by phone at my home 504-394-3530 or office 504-367-6077.

It is anticipated that within the next 30-60 days an unnumbered publication entitled "Handbook for Historians" will be distributed to all Regions and Wings. This handbook should be used as your primary guidance on the "how to" portion of your activity. Because of its size and scope, distribution has been limited with the idea in mind that it is of interest only to historians. If you encounter difficulty in acquiring a copy of it please feel free to call on the undersigned for assistance. Additional guidance will be provided in the future on items of a specialized nature such as oral history self study material and indexing methods.

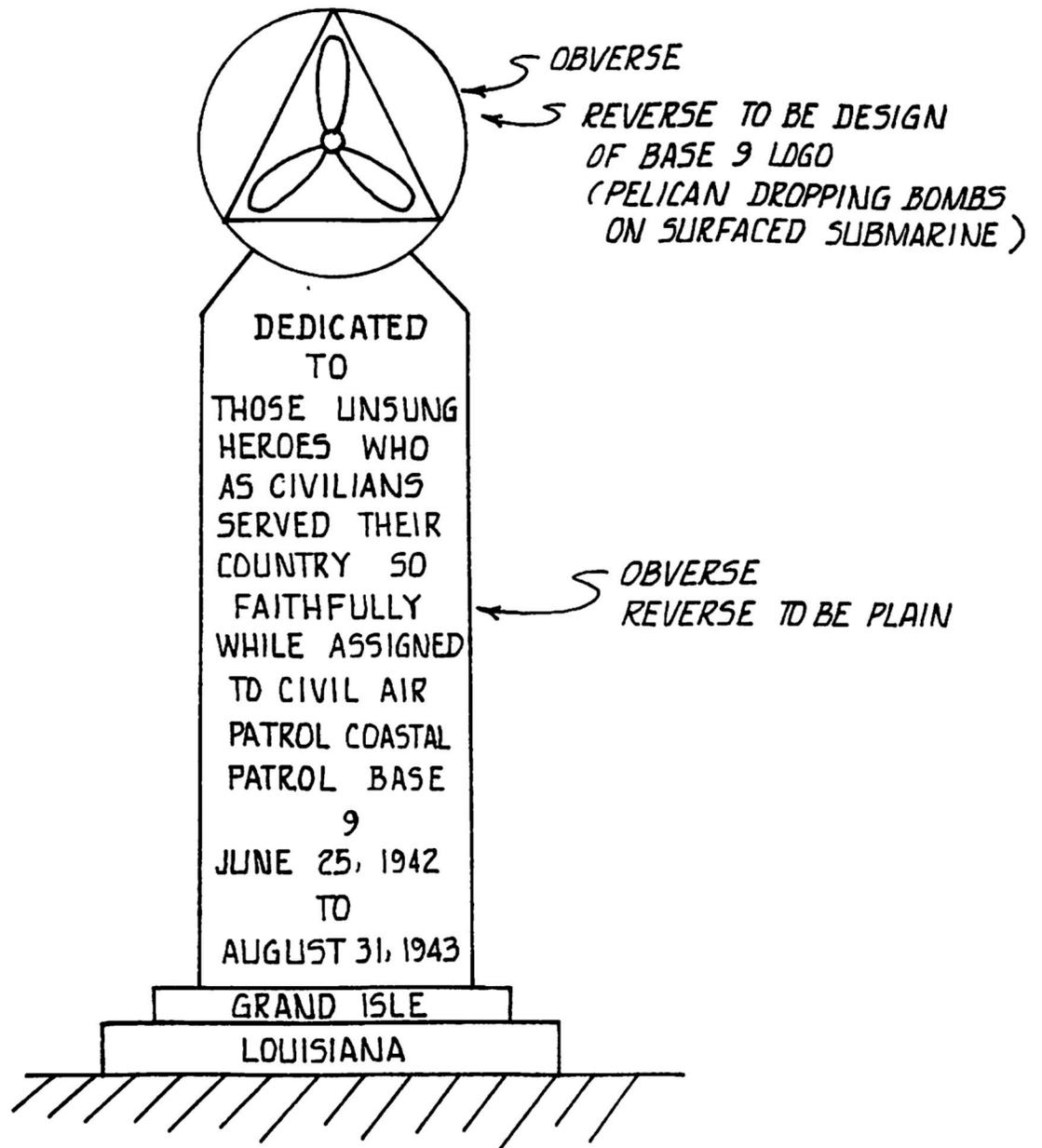
To guide your personal development as a Historian, CAP Pamphlet 223 was issued on 31 July 1984. For your ready reference a copy of it is also enclosed.

Again, congratulations and welcome.

Yours truly,

Lester E. Hopper
COL CAP
National Historian

Copy to: Wing Commander



PROPOSED GRAND ISLE MONUMENT

TALE OF AN AIRCRAFT

BY COLONEL LESTER E. HOPPER

NATIONAL HISTORIAN

Still in the air after nearly six thousand flying hours since its birth at the Grumman Aircraft Engineering Company in Bethpage, New York as Widgeon (G-44) number 1213 is an aircraft with significant Civil Air Patrol history behind it. Subsequent to its manufacture, the aircraft was purchased by Hayes Aircraft Accessories Corporation of New York City and registered as NC28674. Early records of aircraft used by Civil Air Patrol on Coastal Patrol Base 1 out of Atlantic City, New Jersey reflect its use while owned by Hayes and after by Felix W. Zelcer, also of New York City.

Zelcer, himself a coastal patrol pilot, was also the step-father of fellow pilot John B. Haggin. It was Haggin, who in the company of Base 1's Commander Wynant Farr piloted the Grumman Widgeon into perhaps one of the most unusual exploits of its highly colorful career. Called upon to investigate a submarine contact report, Base 1 launched aircraft in search of the elusive enemy on a warm sunny day early in July 1942. Among those launched was Widgeon NC 28674.

Flying at 300 feet above the waves some twenty-four miles off the Absecom, New Jersey Lighthouse Observer Farr sighted globs of oil on the surface of the water. Closer investigation revealed a long ghostly shape moving under-water at two knots. As one of the only recently armed civilian aircraft the widgeon was equipped with two aerial depth charges each of which was reported to be filled with 300 pounds of TNT. Lacking experience in the art of warfare the aircrew was apprehensive about a premature bombing. Thus began the deadly game of stalk the enemy in search of an opportunity for a sure kill. This Haggin

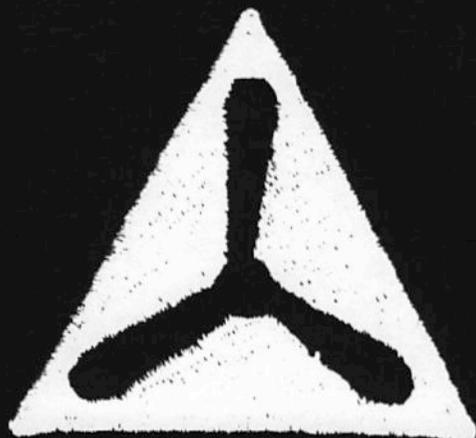
and Farr did from 11 AM to 3:30 PM when at last the sub's commander made his fatal mistake when he rose closer to the surface. Now was the time! Haggin dove the Widgeon to a scant 100 feet above the surface with Farr sighting thru the crude bombsight. Finally things were right and Farr pulled the rope to the makeshift bomb rack release to send the "ash can" on it's explosive way. And explode it did, striking only a few feet off the submarine's bow, it sent its shock wave high into the air making the Widgeon shake violently. As the result of the first attack the sub's bow high attitude surrounded by an ever widening oil slick made it an easy target. With new found confidence Haggin and Farr closed in for the kill.. Again Haggin swooped low and poured on the coal to avoid the resulting concussion as Farr released the remaining depth charge. Again, right on target resulting in pieces of wood floating to the surface which were later identified as wood from the submarine's gun deck. Although this incident and a later one are not listed as confirmed sinkings in records of the U.S. Navy, there is very little doubt in the writers mind that the Widgeon should be so credited.

Shortly after closure of Base 1, along with other such bases, the Widgeon was sold to Republic Aviation Corporation of Bethpage, New York. After five intervening ownerships the Widgeon was purchased by Link Aeronautical Corporation of Endicott, New York in 1955. Under Link ownership, its outmoded Ranger engines were replaced with Lycoming model G0480 engines with Hartzell three bladed propellers. In September of 1956 it was sold to the Terry Machine Company and registered in Canada as CF-WHT. Log books indicate much travel to such exotic places as Nassau and the Virgin Islands. Although ownership is unknown for a brief period of time it was registered in the United States as N5560A in August 21, 1957. Later, in November of 1960 owned by Trans Air Corporation of New Orleans, it was redesignated as N199TA. In 1971 the Widgeon was totally reconditioned after 4731 hours of service with its registration being changed to N199T. After three more intervening owners the aircraft was purchased by Neal and Company of Homer, Alaska in February of 1977.

Under Neal's ownership the Widgeon still lives an adventuresome life. Neal and Company does general contracting throughout Alaska but specializes in "bush" projects along the coast of Central and Western Alaska including the Aleutian Chain. Tony Neal of the Neal Company reports: "I was flying to Kodiak Island in 1978 and out of touch with navigation aids when I was forced to make a precautionary landing on the ocean because of dense fog. I was lucky enough to locate a large Coast Guard buoy and taxied around it for some time with the waves breaking right over the nose and washing right over the airplane. Luckily for me a crab boat came by and I followed right in its wake. More than two hours later I taxied into the Kodiak boat harbor, much to my relief. Three weeks later I had my instrument rating."

After recently undergoing extensive rebuilding this historic aircraft continues to serve with distinction as it did in the beginning.





IN APPRECIATION TO
MSgt. Don Thweatt.

C.A.P. NATIONAL HISTORICAL

COMMITTEE

OCTOBER 1984

CIVIL AIR PATROL
NATIONAL HISTORICAL COMMITTEE
1983-84 ACCOMPLISHMENTS

I. ADMINISTRATION

- A. Prepared Historical Program for use within CAP. The program is a comprehensive one embodied in proposed CAPR 210-1 which was submitted to and approved by NEC on December 9, 1983. An updated version was published 31 August 1983.
- B. Published "Handbook for Historian's" which provides guidance for implementation of CAPR 210-1.
- C. Published "Oral History Self Study Guide" which provides guidance information on Oral History within CAP.
- D. Prepared Level II Specialty Track for Historians. This was published as CAPP 223 on 31 July 1984.
- E. Prepared and submitted for inclusion in future revision of CAPM 120-1 position description for Historian.
- F. Completed review of all appropriate publications and submitted changes for future issues as relates to historical programs.
- G. Removed one member from the Committee for cause and added five additional ones bringing the committee to a total of 12.

II. RECORDS ACCUMULATION

- A. Located and inventoried and accessed appropriate portions of papers of early CAP leaders.
- B. Obtained and inventoried selected Office of Civilian Defense records relating to CAP.
- C. Obtained copies of USAF General Orders relating to Wartime Awards of Air Medals.
- D. Completed numerous files of early directives (22 individual file series).
- E. Reconstituted 1942-1948 policy files.
- F. Obtained approximately 100 linear feet of old records from various sources, both internal and external.

III. ARCHIVES

- A. Executed Agreement with Air Force Historical Research Center (AFRHC) at Maxwell Air Force Base to act as our official archives.
- B. Processed 105 individual records categories for storage at AFHRC.
- C. Placed at National Headquarters duplicate copies of records referred to in III B above.
- D. Designed and submitted historical archives and study area to be incorporated in long range Headquarters plans.
- E. Made available extensive collections of early CAP insignia to

1. National Headquarters
2. National Air and Space Museum
3. Air Force Museum

IV. PUBLICATIONS

- A. Published three volume study on CAP Uniforms and Insignia
- B. Published the following Historical Monographs
 1. "Propwash" - A collection of wartime hangar tales.
 2. "Duck Club" - A study of all duck club awards.
 3. "Air Medals" - A study of all air medal awards to CAP members.
 4. "CAP Uniforms" - An illustrated description of selected CAP Uniforms since the beginning.
- C. Published Historical Notes for 12 consecutive months in CAP News.
- D. Published several feature articles in CAP News.
- E. Provided for publication and had published numerous historical writings to external publications.
- F. Published for use by Historical Committee and selected individuals 12 consecutive issues of "Hysterical Newsletter."

V. ORAL HISTORY

- A. Conducted approximately 25 Oral History interviews.
- B. Published 6 completed oral history interviews with numerous others in various stages of production.

VI. GENERAL

- A. Made numerous contacts in the Historical Community where we are fully accepted as peers.
- B. Developed four "talking books" relating to CAP history for use by individuals with sight problems.
- C. Effected liaison with project director for USAF's "Project Warrior" and in process of incorporating selected items into CAP Historical Program.
- D. Negotiated with Chief of Air Force History the provision to CAP of copies of all publications sponsored by that office.
- E. Developed program for identifying and locating aircraft which served with CAP on active duty during WWII. Plaques will be presented by local commanders to current owners for mounting in aircraft.