

NATIONAL HISTORICAL COMMITTEE
Headquarters CAP



ST. SIMONS ISLAND, GEORGIA

WORLD WAR II

CIVIL AIR PATROL

UNIFORM PLATES

HISTORY OF COASTAL PATROL BASE NO. 6

1988

NUMBER SEVEN

Civil Air Patrol
Historical Monograph

History
of
COASTAL PATROL BASE NO. 6
Civil Air Patrol
World War II
St. Simons Island, Georgia

by

Colonel John H. Batten, CAP, 62149

CAP NATIONAL HISTORICAL COMMITTEE MONOGRAPH SERIES

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FOREWORD

As a combat veteran of two wars I have been in the unique position of observing the actions of men who have chosen to rise up in defense of their Country. I have admired them all. High on my admiration list are those, who due to physical infirmity and/or age, were not in a position to serve their Country in the regular military establishment. At the absolute pinnacle of this admiration list are the members of the Civil Air Patrol's Coastal Patrol Operation during the period of 28 February 1942 and 31 August 1943.

It was during this period that a group of civilian pilots who had banded together as the Civil Air Patrol petitioned the government to help stem the tide of the German submarine havoc being unleashed on our Country's wartime shipping.

They came from all over these United States and from all walks of life to the 21 locations established along the Atlantic and Gulf of Mexico Sea Coast. Here they flew outmoded civilian aircraft which were hastily armed in a "jury rigged" manner as a means of performing their service. It takes real courage to continue to fly as far as 40 miles from land in a single engine aircraft of doubtful condition. The need for this courage was made even more pressing in the light of the 90 aircraft and 26 lives which were lost on this and other equally hazardous wartime Civil Air Patrol Mission.

What is presented herein is the story of one of those 21 locations and of the men and women who served there. Their

story is the typical one of overcoming many obstacles in order to have the right to defend their country.

The story is told by one of their number, Colonel John H. Batten, CAP who, at the age of 30 during the period, could have very well stayed at home and supported the war effort in a less hazardous manner. To his credit, he chose not to do so. It has been my pleasure to know and admire both John and his wartime Commanding Officer, Thomas H. Daniel. Both of these quiet heroes are also very fine gentlemen in every sense of the word.

While reading, it would be well for the reader to sit back and reflect, not only on the deeds presented, but the conditions which prevailed as they were accomplished.

Lester E. Hopper
COL CAP
National Historian

PREFACE

Most of the contents of this report came from the pen of Major Thomas H. Daniel, Jr., who served as Base Commander at St. Simons Island from the formal commissioning of Base 6, 12 May 1942, until its decommissioning 29 February 1944. Due to an unfortunate illness he was unable to complete this report himself but generously turned over to the writer the materials he had accumulated when the undersigned was requested by Col. Lester E. Hopper, CAP National Historian Civil Air Patrol, to bring this report together.

A further contribution came from the recollections and scrapbook of Capt. Francis A. (Sam) Baker, Base Operations Officer. Both men have reviewed and approved this draft.

Comments attributed directly to the writer reflect his own personal experiences while assigned to CAP Coastal Patrol Base 6 during the late winter and spring of 1942.

John H. Batten
Col. CAP, 62149
Racine, Wisconsin
June 31, 1988

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The Base Opens May 22, 1942

From conception to decommissioning CAP Coastal Patrol Base 6 reflected the inspired leadership and good management of Major Thomas H. Daniel, CAP. The history of this base is basically the story of Tom Daniel's accomplishments under the difficult conditions of war time. It is particularly disappointing that his health did not allow him personally to complete the story of St. Simons Island.

Born January 27, 1909 in Atlanta, Georgia, educated in the local school system, the Culver Military Academy, Oglethorpe University, and with post graduate courses at New York University in business and insurance, Tom Daniel became a member of the Georgia State Guard (Aviation Division) before the war broke out. While there his commanding officer was Lt. Col. Winship Nunnally. After organization of the Civil Air Patrol in early December 1941, Nunnally was appointed CAP Wing Commander for Georgia. Unofficial coastal patrol flying was commenced out of the Army base at Ft. Screvans, Savannah, Georgia in January 1942. Daniel was given the responsibility of investigating the facilities of Malcolm McKinnon Airport on St. Simons Island for use as a base for coastal patrol should the Civil Air Patrol formally be commissioned as an auxiliary service.

German submarines were already active off the Georgia coast. A large ship had been torpedoed twenty miles east of Brunswick, Georgia. Coincidentally this was the last ship sunk in what became the area of cognizance of Coastal Patrol Base 6 during World War II.

Daniel moved to St. Simons Island early April 1942 in preparation for the opening of this base which was formally commissioned 12 May 1942. Initially Base Headquarters were established in offices attached to what had been the civilian hangar on McKinnon Airport and consisted of an operations ready room, radio room, plotting board room, the base commander's office, the personnel department offices, a locker room, and a store room.

The Base Headquarters was equipped with a large map of the adjacent coastal waters laid out on an extended table. Toy airplanes carrying individual identification numbers were used to record the last estimated position of each aircraft on an assigned flight, reporting every twenty minutes by what was called a "terre roger" radio position, given in terms of latitude and longitude and accompanied by aircraft heading and estimated ground speed.

A large blackboard in the operations room contained a schedule of all flights to be flown that day. Routinely, such flights covered the following missions.

1. Escort of coastal convoys southbound from Savannah or northbound from Jacksonville. Such flights were normally implemented by flying a search path parallel to and around the convoy, looking for submarines. The convoys normally sailed out of port at first daylight. Accordingly these CAP anti-submarine patrol flights routinely departed McKinnon Airport at daylight. Such flights were made by two aircraft, each carrying a pilot and an observer. Flights were normally terminated at St. Simons Island on the arrival at sea of a pair of replacement aircraft.

2. Weather flights.

In case of considerable weather a single aircraft was dispatched at daylight to approximate the weather conditions over the field before more scientific weather reporting was placed in effect. Otherwise weather reports were received at the Base Operations Office from the Weather Bureau at Jacksonville. Such reports were coded in a previously agreed manner so as to protect against eavesdropping on what was considered security information.

3. During the first week or two searches were routinely undertaken by a single aircraft dispatched to pursue a creeping-line-ahead search pattern of designated ocean areas. Thereafter all such searches were made by flights of two aircraft.

4. In the instance of reported distress special flights were dispatched to help recover the crews of planes which had had to ditch or to make an emergency landing off the base.

Initial staff of Coastal Patrol Base 6 was as follows:

Base Commander: Major Thomas H. Daniel, Jr.
Operations Officer: Capt. Francis A. ("Sam") Baker
Personnel Officer:) Lt. J. W. Clayton
Asst. Operations Officer:)
Intelligence Officer: Lt. L. Lex Benton
Assistant
Intelligence Officer: Lt. H. McKee Nunnally
Administrative Officer: Lt. T. B. Sutton
Administrative Section
Head: M. C. Patterson
Radio Operator: A. S. Baumann, H. M. Mitchell
Plotting Board
Operator: E. S. Clayton, J. M. Louis

Engineering Officer: Capt. J. M. Cloud, Jr.

Assistant
Engineering Officer: C. B. Guest, Jr.

Initial office help included: The Misses H. S. Blanton, N. J. Collier, M. S. Gadsden, M. B. Solomon, Weedie Tift, and A. Wynne.

Pilots on the roster in May 1942 included the following officers:

<u>Name</u>	<u>Name</u>	<u>CAP S.N.</u>	<u>Duty Assignment</u>
	Baker, F. A.	4-2-605	Operations Officer-Pilot
	Batten, John H.	6-2-149	Pilot
	Baumann, A. S.	4-2-234	Pilot
	Bromley, R. N.	3-1-328	Pilot
	Daniel, T. H.	4-2-36	Base Commander-Pilot
	Dickson, G. E.	3-1-1816	Pilot
	Egbert, E. H.	4-2-885	Pilot
	Flint, W. F.	3-1-149	Pilot
	Helms, E. G.	3-1-200	Pilot
	King, James B.	6-2-	Pilot
	Knott, James P.	4-2-18	Pilot
	Larsen, R. L.	4-2-70	Pilot
	Mangum, J.O.	4-2-185	Pilot
	Sommers, F. F.	6-2-	Pilot
	Williams, J. T.	4-2-885	Pilot

Pilot observers then included:

Fuller, A. H.	6-2-	Pilot-Observer
Guilbert, Gordon M.	6-2-	Pilot-Observer

Marshall, M.	5-17-42	Pilot-Observer
Rowland, John A.	6-2-	Pilot-Observer

Non-rated observers then included:

Bosarge, E. H.	4-2-106	Non-rated observer
Gaston, M.E.	4-2-818	Non-rated observer
King, Rufus	4-2-418	Non-rated observer
Shivers, G. E.	4-2-604	Non-rated observer
Zimmerman, C. B.	4-2-44	Non-rated observer

Others who joined during 1942 included:

Burckhalter, B. M.	4-2-829	Pilot
Cochran, A. O.	4-2-641	Pilot
Davidson, N.A.	4-2-540	Pilot
Nicolai, W. H.	3-1-260	Pilot
Shepherd, F. N.	5-1-1524	Pilot
Smith, H.	4-2-1080	Pilot
Bieder, A.A.	5-1-264	Pilot-Observer
Biegun, P. D.	4-2-397	Pilot-Observer
Mills, L. A.	4-2-932	Pilot-Observer
Smallwood, M. M.	4-2-151	Pilot-Observer
Solomon, A. P.	4-2-115	Pilot-Observer
Weakland, J. R.	2-1-1701	Pilot-Observer
Alger, R. A.	4-2-1060	Non-rated Observer
Harris, H. R.	4-2-551	Non-rated Observer
Joy, Willard	4-2-872	Non-rated Observer

In addition to the functions noted above but all important to the mission of the base were the mechanics, aircraft and radio service personnel and guards, of which the earliest remaining record lists the following:

S. E. Avery, J. M. Beckling, H. J. Hartley, Jr.,
J. A. Langford, M. M. Levy, Jr., H. W. Martin, H. H. Martin,
T. C. McGahee, J. H. Scott, E. E. Wachter, C. H. Whitehead,
J. M. Woods.

C. M. Bishop, W. T. Browning, R. R. Campbell,
R. C. Carter, D. F. Chastain, O. J. Clark, H. H. Dean,
C. N. Dowdle, E. E. Griffin, J. E. Hamby, W. M. Harrell,
F. A. Jarrett, A. N. Mitchell, Y. M. Mitchell, J. E. Morrison,
A. E. Smith.

When Coastal Patrol Base 6 opened there were no quarters provided of any sort for personnel. It was the individual's responsibility to find a place to live and to pay for his quarters and upkeep with the per diem allowance of \$8 made to commissioned personnel assigned the base. Except when assigned additional duties, pilots were commissioned as 1st Lt. and co-pilot-observers as 2nd Lt. The residents of St. Simons Island generously opened their homes for this purpose and warm friendships were formed which lasted for years. Later in the program better quarters became available with the support of the Army.

Such social activities for which there was any time at all frequently took place Saturday evening across the highway from McKinnan Field at an establishment known as the Nineteenth Hole where a wonderful band played Dixieland jazz that single night of the week.

Early Operations

It took no longer than one week to develop a standard operating procedure for the base's anti-submarine patrol flights. Initial flights conducted by a single aircraft were quickly revised to require two aircraft flying in a loose formation. The day's normal duty comprised two flights each of 3-1/2 hours duration. Certain personnel were also assigned additional ground duties. In the writer's case these duties included making up and provisioning the contents of our "crash bags" for short term sustenance should we be forced down at sea in one of our "barracuda buckets". Routinely flights were scheduled to depart St. Simons Island either for Savannah or for Jacksonville to do convoy duty when shipping was in our waters. Alternately, creeping-line-ahead searches were deployed. Return to base legs followed the beaches wherever possible because the aircraft were by that time always low on fuel.

About the middle of May the Army Air Corps issued orders to install simple bomb racks on all assigned aircraft. Depending on the aircraft size and power one to two 100 pound bombs were normally carried; alternatively, on larger aircraft a single 225 pound depth charge.

A practice bombing range was set up south of Sapelo Island where smoke bombs were launched at sand bars designated as the target. Routinely bombs were on or off loaded without fail each day. The aircraft were not left over night with bombs attached. Also routinely aircraft were completely refueled at the end of each flight to prevent running out of fuel through carelessness or oversight. Early in the base's career several aircraft were lost in the ocean by engine failure. The first was in the vicinity of

Sapelo when a Bellanca monoplane had to ditch. 1st Lt. Feldher Sommer of Racine, Wisconsin, executed two nighttime landings on a small emergency strip on Sapelo to bring the crew back to base after their radio distress signal was heard.

Aircraft assigned the base ranged from two-place Stinson 10As to Stinson gull wings but also included Bellancas, Cessnas, Wacos, and Fairchilds. At Coastal Patrol Base 6 there were normally 17 aircraft for a total of 15 crews, and the Stinson 10A and the Fairchild 24 predominated.

A number of engine failures occurred with ocean ditchings following during the service life of the base, including one well out at sea on which an accurate location was radioed by the crew of the second aircraft, and safe recovery was accomplished by the Coast Guard. No personal injuries of consequence were encountered except for the accident to Lt. Ernie Jenkins on a takeoff emergency which occurred on a pre-dawn patrol. The aircraft stalled and spun in and Lt. Jenkins, seriously injured, spent many months in an Atlanta hospital.

Several unusual events did occur which are worth recording. Capt. Sam Baker was flying off Cumberland Island the spring of 1942 when he saw a sail boat with nice rigging. After a few seconds he noticed that the boat was sailing straight into the wind and the sails were being blown to the stern rather than forward as normally would be the case.

The code name for a submarine was "one zed unit". When Capt. Baker approached the sail boat it suddenly submerged leaving all of its sails awash on the surface. Baker then realized it was "one zed Unit" and so notified the base. At that time bomb racks had not yet been installed.

On another occasion a submarine was sighted stuck in the mud off Sapelo Island. Lt. Bosarge radioed headquarters that he had spotted one zed unit submerging. As this occurred before bombs were installed nothing could be done after radioing Savannah for military assistance.

Shortly thereafter base headquarters received a phone call from a man living on a small island north of Sapelo Island called Horses Neck. This had an emergency field for airline use. The informant accused base headquarters for not having come out to sink a submarine that was in his yard. This sighting had not been observed of course by one of the base's search planes. A flight was dispatched at once. While the submarine had gone there was evidence found that the crew of the U-boat had been ashore on this small island but had departed very quickly when their suspicions had been aroused.

On another instance the pilot informed the Base that he had signed one zed unit, informing the Base of the latitude and longitude of the sighting. Informational comment by Base personnel suggests that an actual attack was made by aircraft of Coastal Patrol Base 6 and that there was evidence of damage to the submarine. However, no confirmation of this incident has been found in the official records.

Before bombs were provided, James King of Racine spotted a submarine in Ossabaw Sound and reported the same by way of CAA communications to the Naval Air Station at Savannah, where this report was disregarded as representing an overactive imagination.

The sub was actually seen to turn around in the Sound and make its way out to sea once more.

On a dawn patrol flight in early June 1942 the writer spotted a submerging submarine about forty miles east of St. Simons Island, dropped a smoke light in the absence of bomb racks at that time and called for military assistance via Savannah radio. A Catalina arrived on the scene later while the Civil Air Patrol plane orbited location. The oil slick was noted but of course the sub was long gone. The writer also made one other interesting sighting in May 1942. This was of a very large cylindrical tank anchored at the edge of the Gulf stream twenty or thirty miles east of Sapelo Island. The location was subsequently visited by the Coast Guard, and it was understood that the tank had been traced to a shore location inhabited by some people of doubtful national loyalty. These findings were never confirmed, but the tank which has been used to contain fuel oil was removed from this location.

Later Operations at CAP Coastal Patrol Base 6

Major Daniel has described in these pages the changing conditions under which Coastal Patrol Base 6 continued to operate as the year 1942 gave way to 1943, and after its closure in February 1943 his transfer with staff to the Mexican Border Patrol.

"At the beginning of our patrols (when the planes flew in from all around the United States) all of the lights on St. Simons Island, and the adjoining islands, had to be extinguished. This included all the lights on the automobiles and houses that fronted on the ocean or could be seen from it. For additional security, the main hotels, namely: The King and Prince on St. Simons and the old Arnold house (which was owned by my great-aunt) were closed, as were all the restaurants, except during daylight hours. The Red Cross served us sandwiches out of tents for at least a month. By that time, I had contacted the owners of The Cloister Hotel, where we could obtain dinner at a real discount. The owners of The King and Prince were also contacted and free rooms were given even though the remainder of the hotel, lobby, etc. was covered with sheets and the hotel was closed.

"One day Maj. Gen. Eric Fisher Wood appeared at the base notifying me he was based at Ft. McPherson in Atlanta and wanted to see the operations of the base. The guards and all of the personnel had the strictest instructions from National Headquarters that no person be allowed on the base whether in uniform or not. I went to the guard gate myself, and after talking to Maj. Gen. Wood

and seeing his credentials I informed him I would have to get permission from National Headquarters before I could allow him on the base. While we were waiting for approval, I took him to lunch at The Cloister Hotel. The request for permission was granted and after Maj. Gen. Wood saw the efficiency and necessity of our operations, he learned to respect what the Civil Air Patrol's Coastal Patrol's units were doing for the safety of the American shipping lanes. (With the approval from National Headquarters he was authorized to review our top secret plotting board of the convoys off the coast.) Maj. Gen. Wood (through his influence) sent us three portable one-story buildings. One for personnel and operations, one for engineering, and one for a mess hall. He sent one staff car at first, and another one later, four or five jeeps, several two-ton, six-wheel trucks and a larger one to be used in our ammunition dump (all four-wheel drive). He also nicknamed the CP6 operation the 'suicide and sandwich squadron'.

"About the time we were getting our equipment together for construction of the three buildings sent by Maj. Gen. Wood, as well as the standard four-person Army tents, the Navy announced that they were taking McKinnan Field from us with the result that we would have no place to take off and land. That made a few Army men pretty mad. The next thing I knew, after personally calling on Commander William Daniel Thomas, Base Commander for the Navy, I had found a new friend. He had no objection to our take-offs and landings, and authorized such as priority. At first, the Navy pilots gave us some static. After we located a couple of their downed pilots in the ocean, and had them rescued by our State Guard Volunteer Navy boats -- their attitude changed.

"After we got the buildings and materials from the Army, there was no place to put them and still operate. I went to Bill Jones (owner of The Cloister Hotel). He owned several acres of land adjoining McKinnan Field. I asked for permission to clear out the heavy undergrowth and trees for our buildings to be assembled. He not only gave us permission, but additionally told us there was an artesian well with a constant flow of approximately 300 gallons, or better, a minute of water within 100 ft. of the paved road that separated us from the airport runway. Therefore, we built a village of our own, and with permission from Headquarters, I was given authorization to make limited photographs by the Army unit based in Brunswick, Georgia (whose Base Commander, Capt. Stevens, was also a friend of mine.) CP6 men and women built the base by themselves, and during the short construction period not a single patrol was altered.

"When operations were going at full force, and with greatly improved efficiency in all departments, we were notified by National Headquarters that we had been selected as the only base of all the 21 to be photographed for a movie (in color, which was new in the early 1940's). They would soon be sending equipment from one of the big studios to shoot so there would be a permanent record of the type of activities that took place at all coastal patrol bases. Preliminary arrangements began when we were very abruptly informed that we had just pushed the submarines out to sea beyond our fuel supply (with bomb loads) and that blimps were going to take over our duties. We were going to be transferred to

the Caribbean for patrol, and also that the movie company had cancelled out all their operations to make the movie.

"Toward the end of CP6 I had a call from Col. Earle Johnson (National Commander) who asked me to come to Headquarters for an interview. I had no idea what the interview was about when we sat down for our talk. He asked me several questions about equipment, and how we had obtained more than any base (of the 21). I gave him my answers on how we had made contact with these prominent people (not only in our local vicinity, but in many different parts of the Eastern Frontier). Then he popped me the question, "How would I like to be transferred to command the Mexican Border Patrol"? I knew that the great Commander, Major Jack Moore, (an experienced man with military personnel) had this command just prior to my being asked. Moore was a friend of mine when he commanded Coastal Patrol Base 8 on James Island, near Charleston, South Carolina, but he had been transferred to the El Paso Liaison Patrol Base from which he was retiring. Since we knew each other very well, I knew that my replacing him would be a help to me, but, frankly, the boys on Liaison Patrol wanted to know how a Coastal Patrol Commander could help them. They wanted somebody who knew the ropes out there, and not a promotion from their local Border Patrol personnel. This made me hesitate.

"I told Col. Johnson (after much discussion pro and con) that I would do anything he ordered me to do, but I hoped he would permit me to take some of my CP6 staff with me as they knew me intimately from my previous operations and could work as assistants with the existing liaison staff.

"When the base was finally closed and I had my orders to report to El Paso, we were allowed a short period of time to return all vehicles to Col. Carter, the Air Corps Base Commander, at Chatham Field in Savannah. Most of the women who worked in the office, as well as Col. Nunnally's CPA were retained at St. Simons Island, and shipped all details of activities as well as financial matters. On the office crew's final work day, I was in El Paso."

APPENDIX 1

Personnel based at CAP CP#6 who were released prior to January 1943 were as follows:

Batten, John H.	6-2-149	3030 Michigan Blvd., Racine, WI
Bailey, J. W.		73 Elm St., Experiment, GA
Bland, George A.		820 Rhodes-Haverty Bldg., Atlanta, GA
Brandon, Inman		3200 Arden Road, Atlanta, GA
Browning, Walter G.		Glenwood, GA
Bryant, Samuel L.		230 Barker St., Athens, GA
Burckhalter, Billy M.		1918 Richland Ave., Aiken, SC
Campbell, Rufus R.		Not known
Carnegie, Thomas M., Jr.		Kingsland, GA
Chastain, David F.		60-11th St., NE, Atlanta, GA
Culbertson, Stuart A.		340 Center St., Meadville, PA
Dresher, Jesse		Reading, PA
Edwards, Albriston		Not known
Faulk, Horace P.		Not known.
Fuller, A. H.		Route 1, Sturtevant, WI
Fussell, Joseph C.		1448 Cherokee Ave., Columbus, GA
Gentry, Robert R.		425 Meigs St., Athens, GA
Gibbes, John H.		P.O. Box 74, Hinesville, GA
Gowen, Clarence B.		1302 Dartmouth St., Brunswick, GA
Guest, Kenneth F.		445 N. Pope St., Athens, GA
Guilbert, Gordon M.		Racine, WI
Humphries, James		350 Delaware Ave., Palmerton, PA
Joy, Williard B.		2648 Forest Ave., Columbus, GA
King, James B.		2163 South 82nd St., Milwaukee, WI
Knott, James P.		1415 Boulder Crest Dr., SE, Atlanta, GA
Lewis, Richard		202 Sycamore St., Decatur, GA
Lisk, Harry E.		506 5th Ave., S.W., Independence, IA
Mangum, Joab O., Jr.		942 Highland View, Atlanta, GA
Marshall, MacLean		Edgehill Farm, RFD 5, Rome, GA
Mills, Lewis A., Jr.		829 East 34th street, Savannah, GA
Moore, Dr. John Royald		3701 N. Broad St., Philadelphia, PA
Morrison, J. E.		Glenwood, GA
Moses, Arthur J., Jr.		Uvalda, GA
McCain, Laura Jean		689 Dill Ave., S.W., Atlanta, Gea.
McCaskill, Malcolm		St. Simons Island, GA
Parham, J. H.		Parham Motor Co., Columbus, GA
Reed, Marion D. Jr.,		Ft. Valley, GA
Rowland, John A.		1641 Wisconsin Ave., Racine, WI
Scott, Julian H.		230 Milledge Circle, Athens, GA
Shackelford, H. C. Jr.		1714 Maplewood Dr., Columbia, SC
Smith, Alvin E.		Mt. Vernon, GA
Sommers, F. F.		Chicago Rubber Clothing Co., Racine, WI
Sweitzer, John O.		2931 Kutztown Road, Reading, PA
Tift, Lutrelle		St. Simons Island, GA
Winover, Orville, J.		915 West Poplar St., Griffin, GA
Wood, William D.		Not known
Wynne, Anne N.		Wynne Gables, St. Simons Island, FA

APPENDIX 3

Award of the Air Medal

By direction of the President, under the provisions of Executive Order 9158, 11 May 1942 (sec. III, BUL-25, WD1942) and National Security Act of 1947, an Air Medal for meritorious achievement while participating in aerial flight during the period indicated is awarded to the following-named U.S. civilians, members of the Civil Air Patrol, Coastal Unit No. 6, serving with the Army Air Forces:

- Flight Officer John M. Woods, CAP Serial No. 4-2-655
6 February 1943 to 19 June 1943
- Second Lieutenant Clifford B. Zimmerman, CAP Serial No. 4-2-44
17 May 1942 to 31 August 1943
- First Lieutenant James T. Williams, CAP Serial No. 4-2-61
12 May 1942 to 31 August 1943
- Second Lieutenant J. Roy Weakland, CAP Serial No. 2-1-1701
24 May 1942 to 31 August 1943
- First Lieutenant Alexander P. Solomon, III, CAP Serial No. 4-2-115
16 October 1942 to 31 August 1943
- First Lieutenant Joseph M. Smallwood, CAP Serial No. 4-2-15
18 June 1942 to 31 August 1943
- Second Lieutenant George E. Shivers, CAP Serial No. 4-2-604
17 May 1942 to 31 August 1943
- First Lieutenant Floyd M. Shepherd, CAP Serial No. 5-1-1524
19 July 1942 to 31 August 1943
- First Lieutenant Walter H. Salter, CAP Serial No. 4-2-1117
8 April 1943 to 31 August 1943
- First Lieutenant Ernest J. Jenkins, CAP Serial No. 4-2-613
17 May 1942 to 15 October 1942
- First Lieutenant Wilford A. Rose, CAP Serial No. 3-1-619
28 June 1942 to 25 October 1942
- First Lieutenant Ernest G. Helms, CAP Serial No. 3-1-200
27 May 1942 to 31 August 1943
- Second Lieutenant John N. Reid, CAP Serial No. 4-2-492
21 April 1943 to 31 August 1943
- Flight Officer Harold R. Harris, CAP Serial No. 4-2-551
29 August 1942 to 31 August 1943
- First Lieutenant W. H. Nicolai, CAP Serial No. 3-1-2602
7 June 1942 to 31 August 1943
- Flight Officer Claude B. Guest, Jr., CAP Serial No. 4-2-926
8 April 1943 to 31 August 1943

APPENDIX 2

Personnel who served through the end of January 1944 (the base was decommissioned in February) were as follows:

Name	Ser. No.	Date Reported	Rank	Duty
Daniel, T.H., Jr.	4-2-36	5-12-42	Major	C.O.
Baker, F. A.	4-2-605	5-13-42	Capt.	O.O.
Earl, A.L.	8-1-184	8-16-43	1st Lt.	E.O.
Larson, R.L.	4-2-70	5-17-42	Capt.	Asst. O.O.
Sutton, T.B.	4-2-83	5-17-42	1st Lt.	Adrm. O.
Bieder, A.A.	5-1-264	9-12-42	1st Lt.	Pilot
Bosarge, G.H.	4-2-108	5-17-42	1st Lt.	Pilot
Bromley, R.N.	3-1-328	5-25-42	1st Lt.	Pilot
Clayton, J.W.	4-2-68	5-12-42	Capt.	Pilot
Duckworth, J.D.	4-2-616	3-17-43	1st Lt.	Pilot
Helms, E. G.	3-1-2000	5-27-42	Capt.	Pilot
Nicolai, W.H.	3-1-2602	6-7-42	1st Lt.	Pilot
Shepherd, F.M.	5-1-1524	7-19-42	1st Lt.	Pilot
Weakland, J.R., Jr.	2-1-1701	3-3-43	1st Lt.	Pilot
Williams, J.T.	4-2-61	5-12-42	1st Lt.	Pilot
Levy, M.M. Jr.	4-2-836	5-16-42	Sergeant	Mec.
Avery, S.E.	4-2-850	5-16-42	Sergeant	Mec.
Martin, H.H.	4-2-1055	10-9-42	Sergeant	Mec.
Martin, H.W.	4-2-779	7-12-42	T/Sgt.	Mec.
Van Arsdale, B.E.	8-2-2119	8-30-43	M/Sgt.	Mec.
Franklin, F.W.	4-2-854	5-22-42	M/Sgt.	Rad.Tech.
Gadsden, M.S.	4-2-1012	11-12-43	S/Sgt.	Clk.Tech.
Solomon, M.B.	4-2-965	12-3-42	Sergeant	Clk.Tech.
Henderson, M.A.	4-2-1276	1-24-44	Corporal	Clk.Tech.
Harrell, C.W.	4-2-439	7-11-43	Corporal	Ser. Tech.
King, H.C.	4-2-1357	8-11-434	Private	Sec. Tech.

Award of the Air Medal Continued:

Flight Officer William K. King, CAP Serial No. 4-2-474
2 March 1943 to 31 August 1943

Second Lieutenant Rufus DeW. King, Jr., CAP Serial No. 4-2-418
12 May 1942 to 31 August 1943

Second Lieutenant Russell A. Alger, CAP Serial No. 4-2-1062
13 Novmeber 1942 to 31 August 1943