

# Civil Air Patrol Oral History Interview

WNHC 2.83-19

CAPT FRANK S. MYERS, CAP



NATIONAL HISTORICAL COMMITTEE  
Headquarters CAP

CIVIL AIR PATROL  
ORAL HISTORY PROGRAM

Interview

of

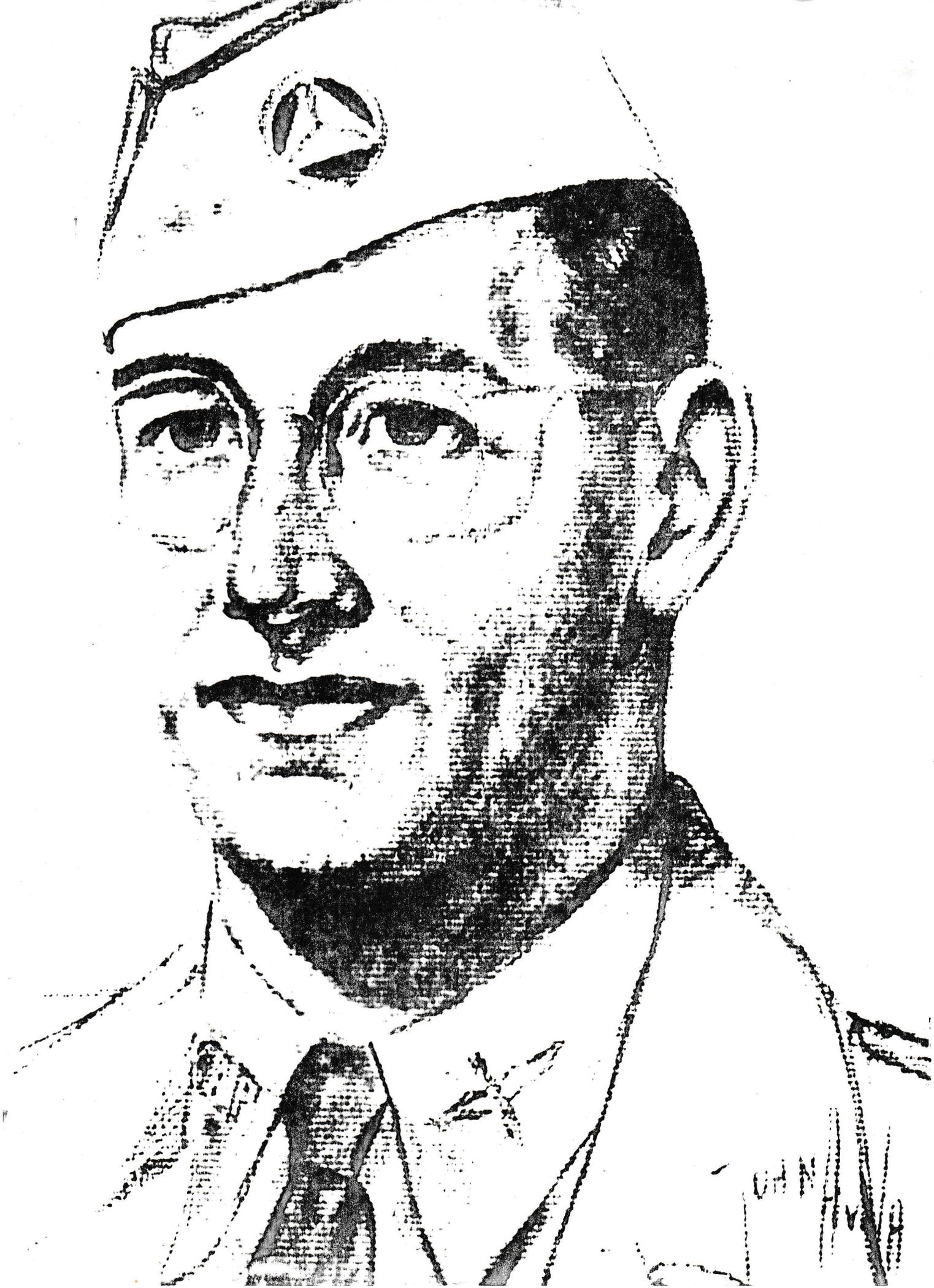
Captain Frank S. Myers, CAP

by

Captain Hellenmerie Walker, CAP

DATE: 18 July 1983

Location: Portland, Oregon



## FOREWORD

The following is the transcript of an oral history interview recorded on magnetic tape. Since only minor emendations have been made, the reader should consistently bear in mind that he is reading a transcript of the spoken rather than the written word. Additionally, no attempt to confirm the historical accuracy of the statements has been made. As a result, the transcript reflects the interviewee's personal recollections of a situation as he remembered it at the time of the interview.

Editorial notes and additions made by CAP historians are enclosed in brackets. If feasible, first names, ranks, or titles are also provided. Any additions, deletions and changes subsequently made to the transcript by the interviewee are not indicated. Researchers may wish to listen to the actual interview tape prior to citing the transcript.

KNOW ALL MEN BY THESE PRESENTS:

That I, FRANK S. MYERS, have this day participated in an oral-magnetic-taped interview with Hollanmeriel Walker, covering my best recollections of events and experiences which may be of historical significance to the Civil Air Patrol.

I understand that the tape(s) and the transcribed manuscript resulting therefrom will be accessioned into the Civil Air Patrol's Historial Holdings. In the best interest of the Civil Air Patrol, I do hereby voluntarily give, transfer, convey, and assign all right, title, and interest in the memoirs and remembrances contained in the aforementioned magnetic tapes and manuscript to the Civil Air Patrol, to have and to hold the same forever, hereby relinquishing for myself, my executors, administrators, heirs, and assigns all ownership, right, title, and interest therein to the donee expressly on the condition of strict observance of the following restrictions:

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Frank S. Myers DONOR

Dated 18 July 1983

Accepted on behalf of the Civil Air Patrol by

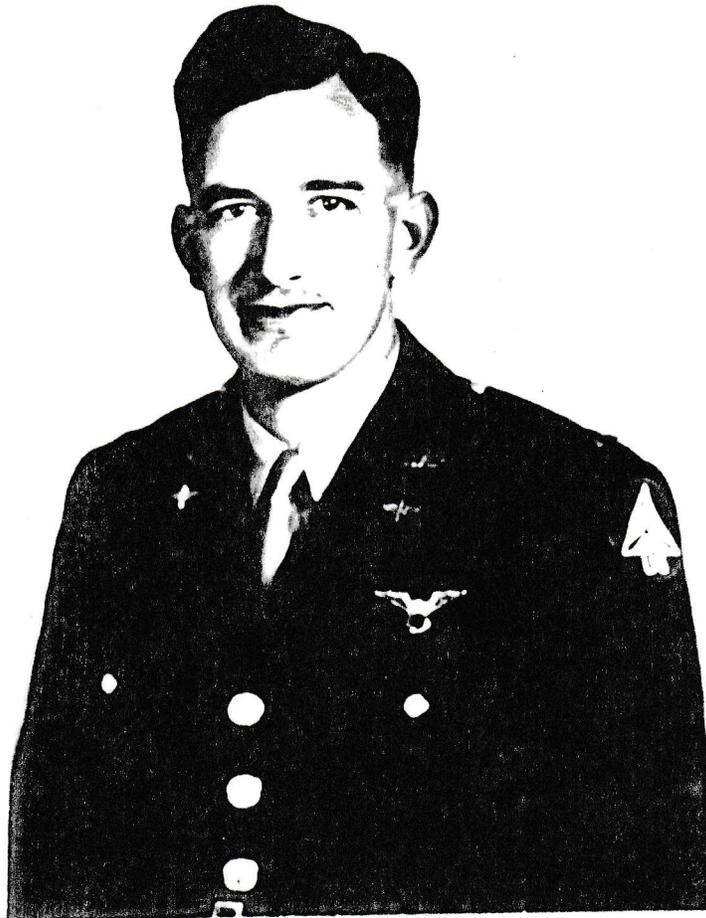
Capt Hollanmeriel Walker CAP

Dated 18 July 1983

## SUMMARY OF CONTENTS

In this oral history interview, Captain Frank S. Myers, still an active member of Civil Air Patrol, tells us of his experiences while stationed at Coastal Patrol Base No. 12 and Southern Liaison Patrol Base No. 2.

Captain Myers takes us back to the epoch of World War II, awakening many memories, all the while apprising us of the happenings of daily life at Civil Air Patrol Bases. His flight log, during his active duty September 1942 through October 1944, makes fascinating reading and his spoken words interesting listening.



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CAP ORAL HISTORY INTERVIEW

Number WNHC 2.83-19  
Taped Interview With: Captain Frank S. Myers  
Date of Interview: 18 July 1983  
Location: Portland, Oregon  
Conducted by: Captain Hellenmerie Walker, CAP

W. Good morning, Mr. Myers. You are Frank S. Myers?

F. That's right, M-Y-E-R-S.

W. What was your vocation or your profession prior to Civil Air Patrol?

F. I was a buyer at Montgomery Ward mail order house in Portland, Oregon.

W. When did you first join the CAP ?

F. I'd have to look the records over, but my serial number in the state of Oregon is 9-2-10, so I think it was the first night that the opportunity was available, which was out at Davidson Baking Company on Union Avenue or Vancouver Avenue, Portland.

W. Wasn't that in November of '41?

F. If you say so, I believe it.

W. I believe I have your name on that list. I know it was before...it was while LaGuardia was still...when you were still the...

F. I guess there's no point in rehashing that because that would be a matter of record--when it was organized in Oregon.

W. Were you involved in any of the active duty assignments?

F. Yes. I served two active duty assignments. First was the Coastal Patrol base at Brownsville, Texas. CAP Coastal Patrol Base No. 12. Originally at Brownsville. My orders to go to Brownsville were cut by Harry Coffey. I went to Brownsville and flew on Coastal Patrol there with the rank of First Lieutenant and became the Training Officer of the base. When the base folded, I was able to play an interesting part in the transition to the Navy taking it over as a blimp base, and I might be able to refer to that later in these talks. After that, I was transferred to the Southern Liaison Patrol duty where I flew six months, nominally based at El Paso at Biggs Field, although we flew from Douglas, Arizona clear to Brownsville, right over the border. That was also an interesting service. When that was abandoned, some of the personnel were transferred to target towing bases. I think Holt Warrens and Alice Warrens were transferred and "Soapy" Wade Rowse and several others from that base, but I was discharged and spent six months as a journeyman mechanic at the Portland Air Force Base. At the end of that time I volunteered for service in the Navy, where I spent two years. My active duty overseas work in the Navy as storekeeper technician-- was on Guam, and I was ultimately discharged from that February second in 1946.

W. Let's go back to the first base, at Brownsville. What type of equipment did you use?



OFFICE OF CIVILIAN DEFENSE  
WASHINGTON, D. C.



CIVIL AIR PATROL

APPOINTMENT OF OFFICER

Name Frank S. Myers City Portland State Oregon

Grade, CAP 1st Lieutenant Date of Rank 21 Sep 1942 Serial No. 9-2-10

Pursuant to Paragraph 1, Personnel Order No. 40, Dated 6 Apr 1943

This appointment will terminate with the relief from duty of this officer from

assignment as Pilot, CAP Coastal Patrol #12, Brownsville, Texas

EARLE J. JOHNSON  
National Commander

OOD Form No. 627

4-0160-nobu-ct-wy



BASE 12

BROWNSVILLE, TEXAS

# CIVIL AIR PATROL



## CERTIFICATE OF SERVICE

Know all men by these presents that

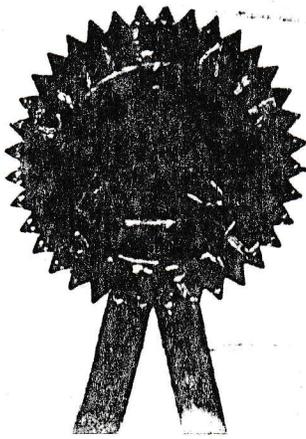
Frank S. Myers

a member of the Civil Air Patrol of the United States  
of America, served on active duty with CAP Coastal  
Patrol from 21 September 1942 to 31 August 1943

as Pilot with the rank of

First Lieutenant

This Certificate of Service is issued this 31st day of  
August 1943 in recognition of loyal and effective service  
on antisubmarine patrol.



Earle L. Johnson,  
Lt. Colonel, Air Corps,  
National Commander.

# CIVIL AIR PATROL



## CERTIFICATE OF SERVICE

Know all men by these presents that

FRANK S. MYERS

a member of the Civil Air Patrol of the United States  
of America, served on active duty with the CAP

Liaison Patrol Base No. 2

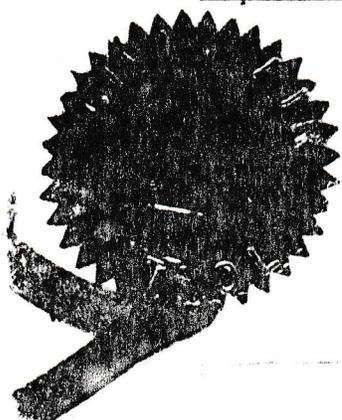
from 14 Feb 1944 to 25 April 1944

as Pilot Observer with the rank of

Second Lieutenant

This Certificate of Service is issued this 9th day of

Apr 1945 in recognition of loyal and effective service.



Earle H. Johnson,  
Colonel, Air Corps,  
National Commander.

R E S T R I C T E D

OFFICE OF CIVILIAN DEFENSE  
WASHINGTON, D. C.

CIVIL AIR PATROL

NATIONAL HEADQUARTERS  
WASHINGTON, OCTOBER 15, 1942

Verbal orders of National Commander assigning following personnel to CAP Coastal Patrol No. 12, Brownsville, Texas as of the dates indicated, are hereby confirmed and made of record, the exigency of the situation having been such as to preclude the issuance of written orders in advance. Pilots, Observers, or Pilot-Observers are indicated by the following symbols - (P), (O), (P-O):

Name	Serial No.	Date
BOB H. ALLEN	9-1-1128	8/18/42
WILLIAM H. ANDERSON	9-2-45	8/20/42
SAM ALVARADO	8-1-2264	8/2/42
EDWARD BARNETT	8-1-2253	7/15/42
HARRY H. BARNETT	9-2-749	7/20/42
FELICIANA COMBES	(Pending)	7/15/42
ALBERTO CANN	8-1-2258	7/16/42
ARNOLD M. CHRISTENSEN	9-2-891	7/20/42
ESAUDE GREENBERG	9-1-1756	8/19/42
SARA GONZALEZ	8-1-2262	7/15/42
DAVID GONZALEZ	8-1-2260	7/16/42
ROBERTO GARCIA	(Pending)	7/16/42
SANTOS GONZALEZ	(Pending)	7/13/42
MAX Q. GREEN	9-2-32	8/1/42
FRANK HASEY	9-1-1946	7/21/42
FRANK H. HATCHER	9-2-753	8/5/42
WILLIE HOLM	9-2-112	7/21/42
WILLIAM Y. LAYTON	9-2-390	8/25/42
THOMAS LONGORIA	8-1-2257	7/13/42
HARVEY YING	9-1-257	8/17/42
WILLIAM H. LERN, JR.	9-2-28	8/20/42
ROBERTO LOYA	8-1-2255	7/13/42
EDWARD F. MOLLITT	9-1-2742	7/22/42
OSCAR J. MANNING	9-1-113	8/17/42
GIACOMO MABLY	9-1-1793	8/19/42
YANGEL F. MACHADO	9-1-2243	7/22/42
WALTER H. MANNING	8-1-2259	7/13/42
JAMES R. MCKEE	9-2-165	7/20/42
CLAREN MORTON	9-1-2454	7/19/42
JOHN S. MCKEON	9-1-175	7/8/42
EDWARD MERTENS	9-1-2614	8/21/42
STANLEY P. MITCHELL	9-1-3213	7/22/42
ANTONIOAL PERAZES	8-1-2256	7/13/42
CHARLES PEELE	9-1-2754	7/8/42

R E S T R I C T E D

RESERVED

Name	Serial No.	Date
ARNOLD POWERS	9-1-2289	8/17/42
G. PUTNAM, JR.	9-3-16	7/20/42
RICHARD KOIZ	8-1-2266	8/2/42
ED REEVES	8-1-2265	8/2/42
FREDERICK ROBERTSON	9-1-3295	7/20/42
ROLAND Y. SMITH	9-3-22	8/17/42
HAROLD G. SPENCER	9-7-69	8/19/42
GEORGE H. SMITH	9-2-207	8/24/42
FRED C. SANDHEIMER	8-1-2263	8/2/42
CHARLES F. SAINSBURY	9-1-3319	7/21/42
SALVADOR SAN MICHAEL	8-1-2267	7/13/42
FRANK H. SMAY	9-2-198	7/21/42
SPENCER W. SHAW	9-1-2301	7/21/42
ROY L. SPENCER	9-3-2016	7/21/42
THOMAS SCHNEIDER	9-1-1750	7/20/42
LEW STEVENS	9-3-61	7/20/42
EMANUEL SAVOUCON	9-3-433	7/20/42
ROBERT E. SINDLETON	9-1-1348	7/20/42
MARSH WOODRUFF	9-2-139	8/18/42
WESLEY W. SUTELLE	9-2-5	7/20/42
WILLIAM P. SULLIVAN	9-1-493	7/23/42
DAVID H. SULLIVAN	9-1-2523	7/23/42
WALTER S. SWANSON	9-1-1171	6/11/42
STEPHEN A. TAYLOR	9-2-322	9/20/42
WALTER A. TAYLOR	9-2-763	9/19/42

By direction of Colonel J. Cunningham SCHMIDT

Walter H. Smith  
Colonel, Air Corps  
Operations Office

ORIGINAL:

*Walter H. Smith*  
WALTER H. SMITH  
Captain, Army Air Corps  
Asst. Operations Officer

Dist:

1-for Individual 2-OP-1  
1-Command 1-Operations  
1-Base 1-File

F. Well, the aircraft used at Brownsville, I ferried a Waco UKC I believe it was and I can supply you with records-- photocopies of my logbooks. That airplane I picked up at Lewiston/Clarkston Lewiston, Idaho and with Howard Haag from Portland as my observer, we flew--delivered that airplane, that was a Continental 210 power cabin bi-plane. We flew that to Brownsville. And I remember finding Brownsville at the end of that journey. There was a lot of wind at Brownsville. It's pretty close to the Gulf and is characteristically a pretty strong on-shore wind from about 130-135 degrees. This is about 30-45 degrees off the principal runway, so it posed a problem for some of the pilots. And this Waco was later alleged to have had groundlooping characteristics. However, I was lucky enough to have never groundlooped it. But I recall that we contacted the Coastal Patrol Base as well as the Tower before landing, with our rather antiquated radio, and I'll discuss the radio equipment later. So they knew we were arriving, and as was customary when a new airplane was going to arrive on base, the personnel would stand around or leave the ready room, and line up unbeknownst to the new, incoming pilot to watch what was going to happen. Harry Coffey happened to be on the base when I arrived. I recall that there was a discussion. It was one of the few times I ever got a compliment from a higher ranking officer. Harry was good enough to say that that cross-wind had layed low a bunch of people. They had problems with it earlier in the day, but it didn't seem to bother me, I had brought it in and made a satisfactory landing. I was very pleased Harry was a good friend all through my CAP active duty days. I made a couple of trips to Oregon to ferry other aircraft back to base and flew with Harry in his own stagger wing Beech a couple of times to Oregon. Do you have anything specific? I notice on your prompt list, here, the type of equipment and I did mention radios. I'd like to mention that on the radio at CAP C Coastal Patrol Base 12, we had a radioman Leo Herschaut, who had been employed by Ben McGlashen, the base Commander, and Ben had operated a comm-

ercial radio station in the Los Angeles area. Leo had been one of his technicians. Leo was a young, single fellow, very good at clobbering up make-shift radio equipment and scrounging parts to keep the base transmitter operating and also would work on the individual transceivers used in the aircraft. They really did a remarkable job with the equipment then available. Leo was well liked. He had a little dachshund dog. I have some pictures of them that maybe I could supply you with. I forgot the name of the dog, but, the dog would make love to all strangers, male or female, when meeting them. A very friendly, overly friendly, little dog. Back to the radio equipment...each aircraft had different radio equipment. Commonly these Fairchild 24's and Stinson 10-A's and Waco Cabins would have a fairly good aircraft radio for the times, considering that they were pre-war, pre-war of War II, private aircraft. In some cases, they were the pride and joy and the apple of the eye of the owner. The owner would have put in pretty good radio equipment, but, bear in mind, we're talking about long wave radio communication and the type of cross country equipment. This was before the days of the omni-range and the demands on radio equipment were not very high at that time. Just aircraft to tower or to pick up the A and N to fly the beam, which was well amplified...didn't require very much in the line of radio equipment. RCA or Satchell Carlson or whatever make of radio we had had to stretch its operating power to the utmost to be of value to Coastal Patrol. This was obtained by....I'm not a radioman, so I can't say how they did it, but considering that our transmitters only put out about one watt and we were able to work them from the base station up to distances as far 100 to 125 miles over water, it was an outstanding job. This was achieved by tuning the antennae with a tuning light or a meter. They would reel out a copper antennae with a lead weight for a fishing sinker to the required length of a 100 feet or more and this would be, of course, trailed from the aircraft. It was quite commonplace for the pilots to come in and fail to roll up their

"Lover Boy"



Leo Herschant



antennas, so there were lots of lead sinkers left on the runway all the time. Now from Brownsville, our flight pattern for a search would be conducted... we would usually have one aircraft teamed with another so that there would be two continuously during all daylight hours every day in the week. We might leave really early to pick up a tanker, usually a tanker, or a freighter that was approaching our area of interest, usually from the south. They might come in from Tampico or some port south of Brownsville, When they would hit US waters, by daylight or shortly thereafter, we might be requested to fly a circular patrol around that ship, until at the end of our mission, which was usually a four-hour maximum gas capacity...was all we could handle...so we might be out there two and a half hours circling the ship if that was our mission...to guard a certain ship and then we would, of course, radio. We were not requested to maintain radio silence, as I recall at any particular time. We would calculate our position by dead reckoning and we got comparatively good at that, so that although we were out of sight of land much of the time...with a low coastline, three or four miles out would be about as far as you could see the coastline and, of course, with the weather bad much of the time, why we would stay north of the Brownsville beam so we knew what quadrant we were in and of course, if we got lost, why we could always head for the beach. There were times when the pilots had to land on the beach, which is now Padre Island and developed. At that time it was a lonely, remote stretch of sand, We would fly our patrols around a planned tanker, usually staying maybe three miles ahead of it, and then going along side, circling it, and going back out again. We might buzz the ship and it seemed as though the crewmen would always wave in a very friendly fashion. They liked to think there was somebody looking out there for any subs that might show. Also, we were ordered to, of course, report anything of interest that we saw floating. It might be rafts, it might be pieces of downed aircraft, or ships, or wreckage, or often it was huge sea

turtles, or other sun fish, and so forth. The usual patrol was not accompanying a ship, but was simply exploring empty space out there, looking for these kinds of items or anything at all that we could see. The average Coastal Patrol from our base was flown at about 300 to 800 feet above the water. As I say...two aircraft...so with one pilot steering the course, the other pilot maintaining a visual reference to him, usually had two sets of eyeballs watching the water. I dare say we did a pretty effective job of patrol. It was so organized that as we would return from the end of our trip, why another pair of aircraft would pick us up and we would usually make visual contact and radio contact at that time. We were constantly able to contact our base station, and they knew where we were at all times, and of course, knowing our cruising speed, and getting very adept at judging the wind direction and velocity from the waves action, and making allowances for the differences in the wind velocity due to our constant elevation, we got extremely good at being able to fly a rectangular course for as long as an hour and a half or two hours and hit the beach surprisingly close to where we anticipated it would be. The navigation was...we got to be quite good at that. Now the...back to the radio. It was quite common for us to be assigned a patrol from Brownsville terminating at Corpus Christi and refueling there and return, so that would be one of our longer patrols. The...I never had it personally, a necessity to land on the beach. Our maintenance of the aircraft was superb. George Felt was most of the time the head of the maintenance for the aircraft for Coastal Patrol 12. He now operates a small airport and still flies and lives in Ashland, Oregon. I talked with him in July and plan a tape interview. In connection with the maintenance, there are certain subjects that we could bring up. One is the availability of parts. Another is the interchangeability of parts and some interesting stories of certain of the pilots, knowing that they were being paid at an hourly basis for the use of their aircraft, wanted to have those

aircraft flown as much as possible. So, they would invest in spare magnetos or other spare parts--engine parts or maybe a spare prop and hold it at one side so it wouldn't become base property to be used on anybody'else's aircraft that required the same equipment, but would be their own. Without embarrassing anybody in particular, I know of instances where arguments developed when a certain mag was needed for one of the base aircraft and the owner having his own airplane on base had the equipment but was reluctant to make it available to the base. Bear in mind that certain aircraft were assigned to the base by absentee owners and the other aircraft were assigned to the base subject to the flight orders of the operations officer, but were generally flown by either the owner of the aircraft who was assigned to the base as well as a pilot or he would have pretty much control of who was permitted to fly it. This all worked quite harmoniously . I think one of the objectives of this whole historical study of Civil Air Patrol is to explore the way in which volunteerism works...in which people are able to work together, under strange living conditions, away from home, and work out their differences to do a job of work as demanded. There was high resolve to do this flying, you have a bunch of dedicated pilots, of course, but it's difficult to see just where the mechanics got their motivation to do the outstanding job they did because they worked sometimes all night long to keep enough flyable aircraft on the line. We almost always had at least five or six aircraft in flying condition out of from 20 to 25 aircraft. Occasionally aircraft would be assigned to the base and were not really airworthy. They might be airworthy to ferry them to the base, but wouldn't cut the mustard for over-water patrol. We were very fortunate in having the quality of mechanics who could make this determination for the safety of the pilots and crew. There was a time after we'd been on the base for some time that I felt it necessary and advisable to make some sort of award to the mechanics because of their unselfish interest in working extra

## Aircraft at C.P.12

### BASE Controlled

15247	Waco yoc	225	BURLIN, Howard.	BV41
18613	Waco UEC	210	Engle Edn J.	BV26
14363	Fair 24	145	Ernst, Howard W.	BV12
12468	Waco UEC	210	Green Max O	BV10
216W	Stin SM7-A	300	Hart Flying Service	BV40
32249	Stin 10A	90	McLean James	BV17.
989-W	Stin SM8A	215	Pudlin Arthur	BV33
16800	Fair 24	145	Rio Grande Aircraft Coyn	BV32
16804	Fair 24	145	" " "	BV5
14358	Fair 24	145	Voorkis Carl	BV38

### Owners on Base

15217	Waco yoc	225	Barrett Bird SP	BV29
34678	Stin 10A	90	Filbert Harold C.	BV25
14749	Fair 24	145	Jarrett Elinos D	BV27
25535	Port.	65	Meyers Frank S	BV44.
20624	Fair 24	145	Rouse Wade A.	BV22
18635	Fair 24	145	Shaw Spencer	BV31
19488	Cessna C165	165	Van. Patten Frank	BV42
13068	UIC Waco	<del>145</del> 210	Warrens Holt	BV43
34623	Stin 10A	90	Warrens Holt	BV23
19109	Fair 24	145	Wolcott Earl A.	BV20

## INTEROFFICE COMMUNICATION

January 12, 1943

TO : Operations Officer  
 FROM : Engineering Officer  
 SUBJECT : Airplane Condition Report

FULLY CERTIFICATED AIRCRAFT READY TO FLY UNDER CAA RULES  
 None.

## OPERABLE AIRCRAFT UNDER CAP RULES READY TO FLY

BV 14 Beechcraft NC15844

BV 9 Beechcraft NC15404

BV 2 Stinson SR7B NC15173

BV 10 Waco UEC NC12468

BV 22 Fairchild NC20624

BV 24 Fairchild NC16845

BV 17 Fairchild NC14358

~~BV 25 Fairchild NC19109~~

BV 25 Stinson 10A NC34678

BV 23 Stinson 10A NC34623

BV 11 Stinson 10A NC32236

BV 30 Stinson 10A NC31595

*Operable aircraft in flight*  
 Non-OPERABLE AIRCRAFT

Sikorsky 805W needs recovering and major repair to center wing structure -- work of securing official confirmation for repair in process in office of Base Commander.

Waco YOC NC15217 broken tail wheel and rudder damage -- now being repaired on base as to rudder, tail wheel now repaired and ready to go.

Fairchild NC19139 -- needs valves and valve guides and piston rings -- materials ordered through Supply and not received.

*Engine No.* Fairchild NC19109 awaiting engine major in Los Angeles -- ferry trip awaiting break in weather. *left today.*

Fairchild NC16804 engine ~~major~~ awaiting return of reconditioned cylinders and new heads, one replaced on engine other six cylinders either in transit to Los Angeles or there being repaired.

Fairchild NC16800 engine major now at Dallas where shop is awaiting parts on priorities arranged by Supply.

Fairchild NC14363 engine at Hagelin's awaiting crankshaft from Warner factory.

Stinson 10A NC32249 reported ready at San Antonio waiting for pilot to ferry to base.

by George H. Felt

George H. Felt  
 1st. Lt. CAP  
 Engineering Officer

CAP COASTAL PATROL #12  
SAN BENITO, TEXAS

January 28, 1943

FROM: Engineering Officer  
TO: Commanding Officer  
SUBJECT: Parts and repairs necessary for repairing  
Sikorsky 839

Wings - Need new covering

Horizontal Stabilizer - Needs new covering

Elevators - Need new covering

Vertical Stabilizer - Needs new covering

Rudder - Needs new covering

Right Tail Boom - Damaged, - needs replacing

Left Tail Boom - Needs new covering and repair on front end

Right Tail Boom Strut - Bent, - needs replacing

Center Section - Both spars broken at point 24" inside of  
outer wing attachment on right side. Needs  
spars spliced and new butt rib trailing and  
leading edge and 3 new ribs on right side.

Tail Wheel - Needs fittings repaired

Hull - Leaks. Needs repainting and patching

Battery - Needs new one

Cables - Need all new ones for controls

GHF:DK

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GEORGE H. FELT  
Engineering Officer

hours, under difficult conditions, and without proper equipment or protection from the weather, to keep these aircraft flying. So, I believe it was my suggestion to devise an award which we had printed and all the pilots signed it. I would dearly love to learn that one of the mechanics who earned one of these certificates of merit still have one. I'm going to ask George Felt, who is still in communication with several of the mechanics that worked with him. They exchange Christmas cards now in 1983 and I'm going to try to find if one of these certificates is still available. It would make an interesting memento. Bear in mind, that the weather conditions in the lower Rio Grande valley are very unusual. It's extremely humid, semi-tropical, a high degree of moisture in the air, and yet on occasion, a Norther would sweep down from the north and the weather might radically change in a matter of one or two hours...might drop forty or fifty degrees. For this reason, in the normal fog and moisture that came in off the Gulf with the 85 to 95% humidity, there was a lot of condensation in the gas tanks more than is normal even in the Pacific Northwest where this is being dictated. Even though we tried our best, if one or two of the aircraft once in a while had to make it to the beach, it would be because of water in the gas. No plane at Coastal Patrol 12 ever was dumped in the water, but there were aircraft that just kinda sputtered their way to the beach and landed, where usually the problem was **contaminants** in the fuel. So, each morning, when we went out to fly the aircraft, the wings, the interior wing panels, the drip holes would be dripping water...the gas tanks...we might take a healthy cupful of water out of the tanks and of course, we always refilled them right to the top as soon as an airplane landed. But, even so, there was an excessive amount of condensation. This same condensation, of course, affected the electrical system and the mags. What we can say positively was at least the aircraft were constantly flown and flown every day if they were flyable so they kept pretty well dried out. But this weather

was certainly a problem.

I wanted to mention the matter of bombs, armaments and bombsites. First off, as to bombs, I want to note we had a bomb warehouse...I guess you might call it...in Brownsville, and were assigned an Army Sergeant I believe...I don't recall his name, and he had a corporal assisting him, or he might have...the primary man might have been a corporal with a private assigned to help him... I remember the individuals. They were regular Army, as I recall, rather than Air Force. I guess it was the Air Corps at the time of the Army, there might not have been an Air Force...but they had a bomb shelter rigged up and their duties consisted in instructing our pilots in the use of the bombsite itself. The bombsite was a clipon device under the wings. We used them, to my recollection, to carry dummy bombs which were small cast iron projectiles that held a shotgun shell and would make a puff of smoke, we used for practice work. I never carried a live hundred-pound bomb, although...over water patrol...although we were equipped to do so. It's interesting to note that as civilians, that as an adjunct of the US Air Forces, it was decided that we needed a separate status under the Hague Convention in order to drop bombs on the presumed enemy. If we found a German sub, and if we dropped a bomb, it wouldn't be purely civilian action. I understand that Howard Hughes was allowed to fly with the Air Force later as a civilian, and I think several famous pilots were allowed to accompany active duty missions in Europe and in the South Pacific later on. But we were supposedly doing this on a large scale basis so we were later given certificates that we were Belligerent under the legal requirements of the International Convention of the Hague. I am submitting with this a copy of the Belligerency status that was given to me as a First Lieutenant, serial number 9-2-10. The bombsites ...a lot of publicity has been released over the years about the sort of haywire bombsites that were used. I don't know what was used on the East

# DEPARTMENT OF THE AIR FORCE



## CERTIFICATE OF HONORABLE SERVICE

BE IT KNOWN THAT

First Lieutenant Frank S. Rogers, E-2-10

SERVED WITH THE ARMED FORCES OF THE UNITED STATES DURING WORLD WAR II  
AS AN ACTIVE DUTY MEMBER OF THE CIVIL AIR PATROL  
(A VOLUNTEER CIVILIAN AUXILIARY OF THE ARMY AIR FORCES)

AS A

### BELLIGERENT

AS DEFINED IN ANNEX TO HAGUE CONVENTION NO. IV, OF OCTOBER 18, 1907

WASHINGTON, D. C.  
15 MAY 1948

*James M. Brown*

MAJOR GENERAL, UNITED STATES AIR FORCE  
NATIONAL COMMANDER, CIVIL AIR PATROL

FOR THE SECRETARY OF THE AIR FORCE

*Walter S. Vandenberg*

CHIEF OF STAFF, UNITED STATES AIR FORCE

Coast. It seems as if every pilot rigged something different for his particular aircraft and it usually consisted of two sighting points at a diagonal that would show the pilot a release point for a projectile dropped from his bombsite..from his bombholder, I should say...at the proper time, in relation to the objective to land somewhere near what he was trying to drop the bomb on. This was obviously a makeshift arrangement. There was no commercial invention or device on the market to operate as a bombsite for this type of military use. Bear in mind, that at least in our minds, if we saw a German sub running under the surface with its periscope extended, which would be the condition under which we would probably sight this sub, we had no formal instruction on the altitude at which we should attack, this sub, or what speed we should fly, or at what point we should release the bomb to hit it...knowing that the subs have an integral body in the interior, surrounded by layers of steel forming the outer hull and inner bulworks protecting the people. To continue with the bombsite idea, it was evidently decided at a higher level that the pilots must be instructed more accurately in submarine warfare. As training officer, I was fortunate in being selected to fly to Atlantic City, New Jersey to an anti-sub school that was staged by the Eastern Sea Frontier. I believe it was at 90 Church Street in New York City that we were able to visit as well as Atlantic City. We were instructed in the habits of submarines and what their capabilities were, and what they were apt to do when they were cruising and using their periscope and felt they were sighted, what their actions would probably be and how we could best counter that. I'd have to refer to my logbook to tell what dates I made this trip but I had ferried a Waco YOC cabin or biplane from Albany, Oregon to Brownsville. I took Ralph McClennahan as my observer and we flew clear around the Gulf and up the east coast, stopping at all CAP bases, which made a very instructive trip, to get to Atlantic City and return. Upon return we, following the guidelines we were given, we marked

FAMILIARIZATION IN ANTISUBMARINE WARFARE TECHNIQUE  
Atlantic City, New Jersey

May 29, 1943  
(Date)

MYERS                      Frank                      S.                      9-2-10                      1st Lt.  
(Last Name)                      (First Name)                      (Mid. Initial)                      (Serial No.)                      (Rank)

Pilot Rating O-330 H.P. . Date \_\_\_\_\_ . Total Hours (Approx.) 1100

GRADES

<u>Subject</u>	<u>Hours</u>	<u>Grade</u>	<u>Subject</u>	<u>Hours</u>	<u>Grade</u>
ADMINISTRATION	4	<u>85</u>	*CODE	5	<u>6</u>
INTELLIGENCE	4	<u>92</u>	ARMAMENT AND BOMB-		
METEOROLOGY	3	<u>94</u>	ING INSTALLATIONS	1	<u>90</u>
CAMOUFLAGE AND AIR-			CHEMICAL WARFARE	3	<u>96</u>
DROME DEFENSE	1	<u>96</u>	BOMBING (THEORY)	5	<u>90</u>
AIR WARNING SERVICE	2	<u>95</u>	* BOMBING (PRACTICAL)	5	<u>6</u>
NAVIGATION	3	<u>69</u>	PATROL OPERATIONS	10	<u>90</u>
* BLINKER	12	<u>S</u>			

\* - Qualified.                      AVERAGE ACADEMIC GRADE 94 . #-Speed made as shown.

- \* Blinker - 6 Words per minute
- \* Code - 6 Words per minute
- \* Bombing - 6 direct hits out of 9 bombs dropped

a target area as per our instructions in the sand out on Padre Island and all our pilots were qualified on repeated practice flights and got very proficient at aiming and dropping the bombs...the practice bombs that is... at this target. This is an interesting sidelight on our duties, but at no time were we, to my knowledge, issued a more elaborate bombsight, because as you can see, the viewing position from each aircraft from the pilot and observer would be different, depending upon the design of the airplane whether it be a low-wing monoplane, a high-wing monoplane, or a bi-plane. Usually a sighting was done along lines painted on the cowling. It might be on the side visible to the pilot, or it might be on the side visible to the observer, or both. It must be born in mind, that we felt most of our duty was accomplished by scanning the water below for just anything that would be seen, at least in the Gulf. We never did, to my knowledge, from...Brownsville Base which was later moved to San Benito, about halfway between Brownsville and Harlingen, we never sighted a sub.

As we were winding down the operation, we plotted up the hours flown. We had flown 55,000 hours of over-water patrol with no injuries. The summary of the hours was requested prior to closing the base. I just want to mention that it was my responsibility to tote up the individual hours accumulated by the pilots and observers, which I did. Later on this was evidently used as the basis for the award of the air medals which was given to those, I believe, that had over 200 hours of over water patrol. This was awarded after the war and I am also enclosing a copy of my citation and a list of the recipients from Coastal Patrol 12 and 11. I'm hoping somebody can supply those for the other nine Coastal Patrol Bases and Base 10, which we have a partial list from. But a rather weird occurrence in connection with accumulating the time...in totaling up the hours...I noticed that one of the pilots who had been very first assigned to the base was Henry King...

CITATION TO ACCOMPANY THE AWARD OF  
THE AIR MEDAL  
TO

FIRST LIEUTENANT FRANK S. MYERS, 9-2-10  
CIVIL AIR PATROL

For meritorious achievement while participating in antisubmarine patrol missions during World War II. The accomplishment of these missions in light commercial type aircraft despite the hazards of unfavorable weather conditions reflects the highest credit upon this valiant member of the Civil Air Patrol. The high degree of competence and exceptional courage he displayed in the voluntary performance of a hazardous and difficult task contributed in large measure to the security of coastal shipping and military supply lines. His patriotic efforts aided materially in the accomplishment of a vital mission of the Army Air Forces in the prosecution of the war.

THE WHITE HOUSE

A handwritten signature in cursive script, appearing to read "Harry Truman", is written over a horizontal line. The signature is fluid and extends to the right of the line.

Flight Officer Jack W. Squires, CAP Serial No. 7-3-1037  
 3 August 1942 to 7 March 1943  
 Flight Officer Bruce L. Thomas, CAP Serial No. 4-7-258  
 7 December 1942 to 27 August 1943  
 First Lieutenant Jim Thornton, CAP Serial No. 6-3-108  
 6 July 1942 to 6 October 1942  
 Flight Officer Bernard J. Trappe, CAP Serial No. 6-3-1734  
 15 October 1942 to 31 August 1943  
 First Lieutenant Everett H. Vaughn, CAP Serial No. 7-3-969  
 27 August 1942 to 31 August 1943  
 First Lieutenant Leonard F. Ward, CAP Serial No. 6-3-1098  
 1 August 1942 to 31 August 1943  
 First Lieutenant Charles R. Whittaker, CAP Serial No. 6-3-61  
 2 August 1942 to 25 August 1943  
 First Lieutenant Cyrus T. Willock, CAP Serial No. 7-3-717  
 19 September 1942 to 14 January 1943  
 First Lieutenant Floyd R. Wood, CAP Serial No. 6-3-961  
 2 August 1942 to 31 August 1943

\* Posthumous Award

3. By direction of the President, under the provisions of Executive Order 9158, 11 May 1942 (sec. III, Bul. 25, WD 1942), as amended by Executive Order 9242-A, 11 September 1942 (sec. III, Bul. 49, WD, 1942), and National Security Act of 1947, an Air Medal for meritorious achievement while participating in aerial flight during the periods indicated is awarded to the following-named U. S. civilians, members of the Civil Air Patrol, Coastal Unit No. 12, serving with the Army Air Forces:

First Lieutenant Roy H. Andersen, CAP Serial No. 9-1-1128  
 18 August 1942 to 31 August 1943  
 First Lieutenant Charles F. Bartschat, CAP Serial No. 9-3-866  
 3 December 1942 to 1 October 1943  
 First Lieutenant Bruce A. Bates, CAP Serial No. 9-2-768  
 19 August 1942 to 21 May 1943  
 First Lieutenant William Beatus, CAP Serial No. 2-1-3654  
 18 October 1942 to 5 July 1943  
 First Lieutenant Stephen K. Coburn, CAP Serial No. 9-2-397  
 18 September 1942 to 31 August 1943  
 Second Lieutenant Edgar A. Cummings, CAP Serial No. 9-2-432  
 23 October 1942 to 31 August 1943  
 Flight Officer William R. Devenish, CAP Serial No. 9-7-25  
 9 October 1942 to 14 January 1943  
 Second Lieutenant James G. Dossey, CAP Serial No. 8-2-1652  
 1 October 1942 to 31 August 1943  
 First Lieutenant Harold C. Filbert, CAP Serial No. 9-3-941  
 22 November 1942 to 31 August 1943  
 First Lieutenant Isadore Greenberg, CAP Serial No. 9-1-1756  
 19 August 1942 to 31 August 1943  
 First Lieutenant Howard H. Haag, CAP Serial No. 9-2-30  
 21 September 1942 to 25 March 1943  
 First Lieutenant Frank Hasey, CAP Serial No. 9-1-1946  
 21 July 1942 to 22 October 1942  
 Second Lieutenant Bayard S. Henderson, CAP Serial No. 9-1-3075  
 30 November 1942 to 31 August 1943  
 First Lieutenant Dan A. Howard, CAP Serial No. 9-2-383  
 18 September 1942 to 31 August 1943  
 First Lieutenant Elmo D. Jarrett, CAP Serial No. 4-5-33  
 27 November 1942 to 31 August 1943  
 First Lieutenant Bill Lee, CAP Serial No. 9-3-818  
 12 November 1942 to 5 July 1943  
 First Lieutenant Kenneth H. Lloyd, CAP Serial No. 9-6-278  
 7 November 1942 to 1 June 1943  
 First Lieutenant Thomas G. Lynch, CAP Serial No. 9-1-709  
 21 July 1942 to 31 August 1943

First Lieutenant Ralph C. McClenahan, CAP Serial No. 9-3-1009  
26 March 1943 to 31 August 1943  
First Lieutenant Frank S. Myers, CAP Serial No. 9-2-10  
21 September 1942 to 31 August 1943  
Second Lieutenant Allen C. Oosterveer, CAP Serial No. 9-2-9  
14 November 1942 to 31 August 1943  
First Lieutenant Ralph C. Parker, CAP Serial No. 9-2-289  
1 September 1942 to 1 December 1942  
First Lieutenant James V. Rosenbaum, CAP Serial No. 9-2-181  
17 September 1942 to 10 July 1943  
First Lieutenant Wade A. Rowse, CAP Serial No. 9-6-40  
21 January 1942 to 31 August 1943  
Second Lieutenant Henry E. Schurman, CAP Serial No. 3-1-3036  
14 December 1942 to 31 August 1943  
First Lieutenant Spencer W. Shaw, CAP Serial No. 9-1-2301  
21 July 1942 to 31 August 1943  
First Lieutenant Lee E. Stevens, CAP Serial No. 9-2-63  
20 July 1942 to 31 August 1943  
First Lieutenant Leslie V. Stiles, CAP Serial No. 9-2-465  
15 October 1942 to 31 August 1943  
Second Lieutenant John P. Stripling, CAP Serial No. 9-1-2939  
8 November 1942 to 26 June 1943  
First Lieutenant Frank Tavolacci, CAP Serial No. 9-1-433  
20 July 1942 to 31 August 1943  
First Lieutenant Holt W. Warrens, CAP Serial No. 9-2-352  
23 October 1942 to 31 August 1943  
First Lieutenant Davis M. Wellman, CAP Serial No. 9-1-2523  
30 August 1942 to 5 July 1943  
First Lieutenant Earl A. Wolcott, CAP Serial No. 9-1-471  
11 August 1942 to 31 August 1943

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

OFFICIAL:

H. G. CULTON  
Colonel, USAF  
Air Adjutant General

CARL SPAATZ  
Chief of Staff, United States Air Force

Henry King had a, I believe it was a model ZKS, a very plush, well equipped cabin Waco biplane. Mr King, I imagine he was 1st Lt King, was the very well known movie director, who later directed the "Song of Bernadette".

In the early spring of 1943 it was decided that each Coastal Patrol Squadron or base was entitled to have one liaison patrol airplane. As I had the continental powered 65-horse Porterfield dismantled in Portland in storage while I was flying for Brownsville, and San Benito, I submitted that airplane to the base. It was accepted and commissioned as our official liaison aircraft. I learned of this in late March of 1943, and returning to Portland, put the wings on it and the prop and trailered the airplane up to North Dalles Washington and thence ferried it to Brownsville, arriving in San Benito on April 6th. I might mention that there was no permissible flying in the active air defense zone on the west coast after Pearl Harbor, or possibly shortly before. This meant many of the aircraft that were used on Coastal Patrol and Courier Duty in the mid-west came from the air defense zone where they had been stored, many times off of airports, always with the prop removed and usually the wings and tail services. In the Portland...in Willamette Valley area...the nearest places to fly were Madras and North Dalles, Washington. It was possible to get a permit for a one-time only flight on an assembled aircraft, which was done with some of the aircraft I flew...ferried...to base from inside the defense zone. But this meant that just east of the Cascades, in the Sierra Nevada in California, there were vast accumulations of private pilots attempting to burn up their gasoline ration tickets and keep up their flying skills. Silver Lake, California was an example of a huge aircraft facility out in the desert.

It was the next month, May, that I was ordered to the Atlantic City base for the anti-sub mission and according to my logbook this was...McClennahan and I

## C I V I L   A I R   P A T R O L

Owner Frank S. Myers NC No. 25535Address Box 6, San Benito, Texas Date 3-29-43

This aircraft is registered by Civil Air Patrol in the "A" Category. It will be used exclusively for authorized missions of CAP and only under operations orders of CAP Officers in charge of such missions. Violation of WPB General Limitations Order L-262 in respect to this aircraft may be punished by fine and imprisonment under Federal law. Infractions of CAP directives will result in withdrawal of this certificate and in disciplinary action as to CAP members concerned. This certificate will be displayed in the cockpit of the registered aircraft at all times.

Not valid unless  
stamped here with  
the seal of the  
Civil Air Patrol.



National Commander

OFFICE OF CIVILIAN DEFENSE  
WASHINGTON, D. C.  
CIVIL AIR PATROL

AIRPLANE VOUCHER

NAME: Frank S. Myers  
ADDRESS: c/o Don S. McLaughlin  
Civil Air Patrol #13  
San Benito, Texas

DATE April 15, 1943  
N C 25535  
MAKE Porterfield  
MODEL CP 65  
ENGINE Continental H P 65

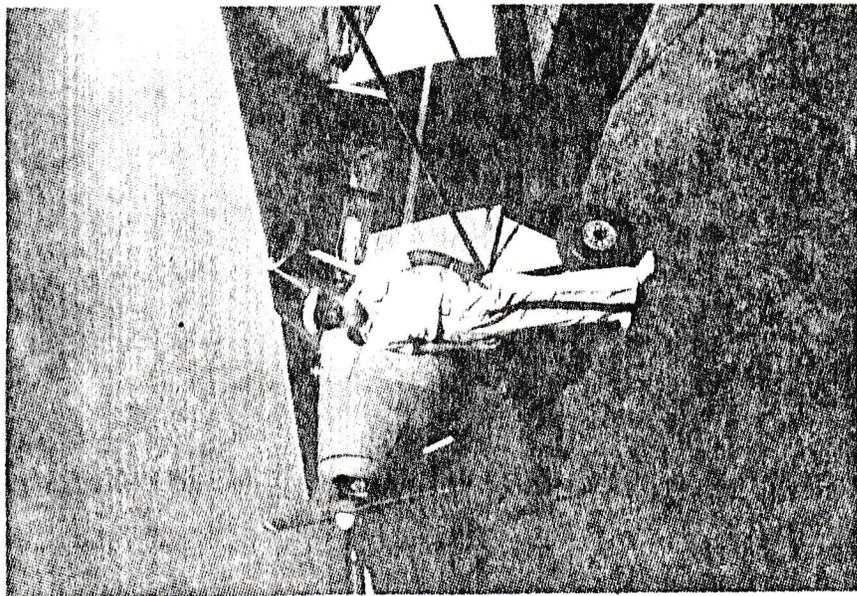
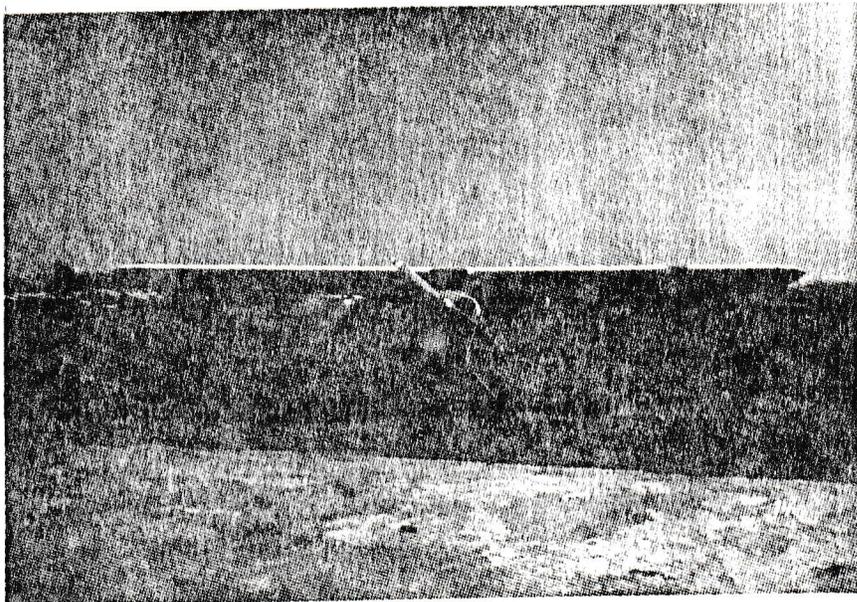
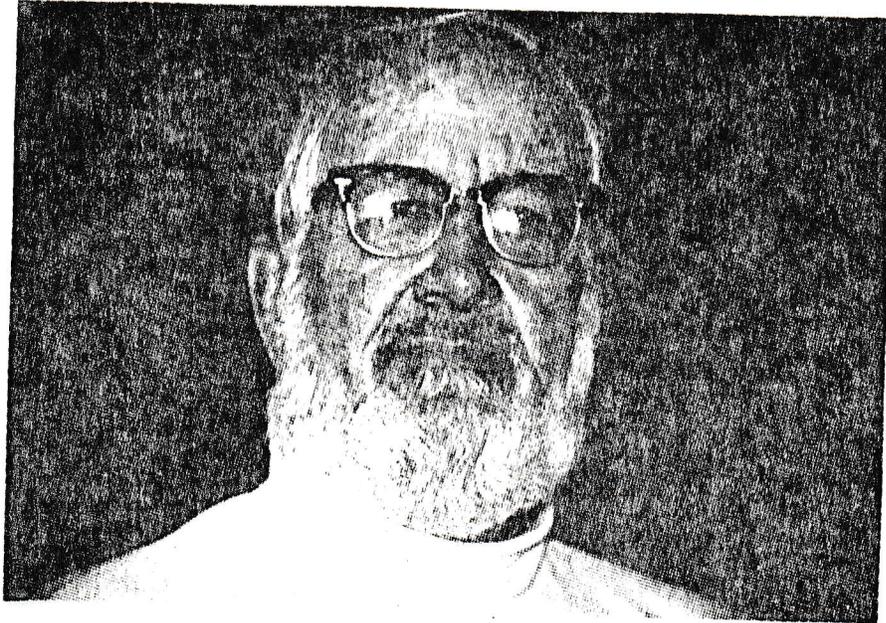
Bomb Racks, Yes  No

Dates	Pilot	Mission	Time	
			Hours	Minutes
		<b>PERY TIME</b>		
4/1/43	Myers	Beaverton to North Dallas to Bend	8	20
4/2/43	Myers	Bend to Klamath Falls to Alturas to Susanville to Reno to Minden	7	50
4/3/43	Myers	Minden to Big Pine to Mammoth to Silver Lake to Blythe	7	15
4/4/43	Myers	Blythe to Phoenix to Tucson to Douglas to El Paso	7	35
4/5/43	Myers	El Paso to Van Horn to Alpine to Del Rio to Laredo	7	20
4/6/43	Myers	Laredo to San Benito	2	45
Total Time			38	08
Rate Per Hour			\$	5.823
Total Amount Due			\$	210.19

I certify that the above bill is correct and just; that payment therefore has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transactions have been complied with; and that State or local sales taxes are not included in the amount billed, and that the missions flown were as indicated thereon.

Frank S. Myers  
Payee

Base Commander



Frank Myers + Porterfield CP65  
MC 25535

left San Benito on May 10 of '43 in the YOC Waco and flew our bomb practice runs on May 27 and 28 in Atlantic City and returned in early June to impart our new-found knowledge to the rest of the pilots on the base. I have retained the scorecard for the anti-sub school and I'm glad to see I got a score of 94 on the overall skills imparted at the base. One of the interesting things about the anti-submarine school was a trip from Atlantic City down to New York City where we were honored to be invited to the War Rooms in the basement of a huge building in downtown New York. I believe it was at 90 Church Street in a lower level basement where we were given a look at the two-story glass illuminated maps showing the location of all the Allied shipping and presumed location of enemy subs and surface ships in the entire Eastern Sea Frontier. This was quite an honor for a lowly CAP pilot and one of the highlights of my wartime experiences. It was just at this time that the allies had developed a technique called the "Wolf-Pack technique" of attacking a German sub. By this time we had aircraft with enough range to circle in ever widening areas the ocean in any direction to which an enemy sub could run, so that no matter where the sub went eventually he would come up and would be sighted. This effectively eliminated the German sub menace in the North Atlantic. These, of course, were long-range aircraft bases in New Foundland, Iceland, Scotland, and England that carried on these patrols. We were busily flying Coastal Patrol missions from San Benito all through the summer of 1943. But in the late summer it was apparent that the over-water patrol could be more efficiently carried on by Navy blimps and it was announced that our San Benito base would be dismantled and the aircraft and personnel transferred to other duties or discharged. The negotiations for a take-over of our base were conducted by Captain Charles T. Haas. He was Executive Officer of the base and I was delegated to fly Haas in the Porterfield to the Navy authorities for purposes of signing the releases for the take-over of the field and erecting a mast for the blimp and

so forth and caring for the Navy personnel. We left September 20 of '43 and flew to Hitchcock to a Navy Blimp Base and proceeded from there to New Orleans on September 22nd and met with the officers of the Navy at that time and then returned to San Benito. The last week of September the first Blimp arrived, gave us all demonstration rides, and a small crew was brought down to do the ground handling...San Benito then being the south end of a leg flown from Corpus...Corpus Christi, that is. So, my logbook shows me still in the Texas area and flying my flight instructor's test on October 27th of '43 at Brownsville and leaving Brownsville for Oregon on October 30th of '43, although the certificate of service from the CAP shows active duty on the Coastal Patrol from the 21st of September of '42 to the 31st of August of '43 I can't explain what I was doing flying after August 31st. I never noticed the dates on the certificate until presently, which we are now in July of '83 40 years later. But my logbook indicates that even though the Coastal

Patrol was discontinued, they must have used me for ferry flights from base through October. I see I was flying to San Antonio and I seem to recall I made some trips on the Border Patrol because I went clear to Douglas, Arizona in early October and several trips to San Antone. So, to make the record accurate, I do have and am submitting a copy of my certificate of service on Southern Liaison Patrol Base No. 2 from El Paso. That certificate shows me reduced to a 2nd Lieutenant although I never changed my bars or uniform from February 14th of '44 to the 25th of April of '44 at El Paso. Actually, in October 30th of '43, I ferried the Porterfield back to Oregon and by the middle of November was serving as a commercial flight instructor at Bend, Oregon with various aircraft, working for Al Tilse, Tilse Flying Service. I did this through December at Bend and in fact, was the only known flight instructor in the area at that time...all the competent pilots flying for the Air Force or Navy and what not. Finally, I was given an opportunity to take the Porterfield back to Texas for the Border Patrol duty

FLIGHT RECORD

FROM 19

DATE	AIRCRAFT FLOWN			FLIGHT		No. Pass.	REMARKS OR INSTRUCTOR'S ENDORSEMENTS
	MAKE and MODEL	LICENSE NUMBER	ENGINE	FROM	TO		
10-13	WACO NC 12468	Cont 210	Brownsville	Local			P. Coastal Patrol
10-17	WACO 2KS NC	Jacobs 285		Del Rio			
10-19	Beech 18-17 NC 17078	Jacobs 285	Del Rio	El Paso			
10-20			El Paso	Kenno			
10-21			Kenno	N. Dallas, Tex			
10-25	WACO YOC NC 15247	Jacobs 225	Albany, Ore	Bend	0		CAP ferry flight
			Bend	Madras + ret	2		
10-26				Burley, Id.	1		
10-26			Burley	Ogden	1		
10-26			Ogden	Rock Springs	1		
11-15	Beech C17B NC 15841	Jacobs 285	N. Dallas	Local			
11-18				Madras			

Daily Total Time	
Hrs.	Min.
7	42
2	30
3	10
3	00
1	50
1	10
3	10
1	10
1	20
2	00
1	00

I hereby certify that the above entries are true and correct.

Signed *Frank S. Myers*

Pilot's Signature

PAGE TOTAL	2852
TOTAL FORWARD	773 25
TOTAL TIME TO DATE	304 17

MONTH OF *March* 1944

Date	AIRCRAFT FLOWN			CROSS COUNTRY		Total Res.	Total Co-Pilot
	Type	Hours	Eng.	From	To		
1/14/44	USA-BT 15	242042	420 HP	Wickenburg	Ariz. Local	2 15	
17/44	"	"	"	"	"	1 55	
18/44	"	"	"	"	"	3 25	
1/15/44	Porterfield	NC 25535	Cont. 65	El Paso	Local	45	
17/44	Stinson	NC 32212	Frank 90	"	Del Rio	7 10	
18/44	"	"	"	Del Rio	Marfa	4 50	
19/44	"	"	"	Marfa	El Paso	4 10	
"	Porterfield	NC 25535	Cont 65	El Paso	Local	1 30	
20/44	Stinson	NC 31575	Frank 90	"	Douglas + ct.	6 05	
2/44	"	NC 34618	"	"	"	5 40	
9/44	Porterfield	NC 25535	Cont. 65	"	Silver Lake, Cal. Via i	9 10	
5/44	"	"	"	Silver Lake	Yerington, Nev.	5 30	
5/44	"	"	"	Yerington	K. Falls, Ore.	4 05	
5/44	"	"	"	K. Falls	Bend	1 45	
1/44	"	"	"	Bend	Alturas	4 40	
1/44	"	"	"	Alturas	Lone Pine	5 15	
1/44	"	"	"	Lone Pine	Nogales, Ariz.	7 00	
1/44	"	"	"	Nogales	Douglas	1 45	
1/44	"	"	"	Douglas	El Paso, Tex	3 00	

STIPENDY CORRECT

PILOT'S SIGNATURE

*Frank S. Myers*

78 35	1431 30	2440
	1510 05	





on regular Border flights and left North Dalles January 13, 1944 and arrived at El Paso on February 11th. And immediately started flying the Stinson's and the Porterfield on border patrol, both ways from El Paso...from El Paso to Marfa and San Benito and return, and going west from El Paso to Douglas.

This included a final flight to North Dalles, Washington on April 29th, '44 at which time I again dismantled the aircraft and put it in storage.

I then spent six months as a journeyman mechanic at the Portland Army Air Base in Portland and at the end of that time volunteered and enlisted in the Navy, intending to become a gunnery instructor for aircraft gunners. By the time I was inducted, they switched me to a storekeeper technician and shipped me off to Mechanicsburg, Pennsylvania for SKT, that's storekeeper technician school, in February of '45 and finally flew in March of '45 to Guam and served in Guam until finally after the war was concluded, shipped back to Shumaker, California for discharge on February 2nd, 1946.

Following this time I was busy with other things, establishing a home, building a house, and starting to raise a couple of kids...sold the Porterfield and that passed on to some people working a Tektronix and was the first airplane owned by the Tektronix Flying Club. I sold it to Muller Brothers, who operated a Service Station, and still do, at West Slope, Oregon and lost track of the Porterfield at that time...although have since located it. It is still around and has been recovered and rebuilt and is now in Hillsboro, after it went its own way for all the intervening years. As for my own flying, I resumed acting as commercial flight instructor at Beaverton and Hillsboro, not getting very active until 1955...at that time establishing a Civil Air Patrol Senior Squadron at the Hillsboro Airport. I will collaborate with John Frank, who was then leading a Cadet Squadron, which we com-

bined. I will compare notes with Mr. Frank to bring this record up to date about my CAP activities at the Hillsboro Squadron. We met regularly in 1955 and '56 and were flying a CAP aircraft at that time, an L-4-J and I was then promoted to the rank of Captain in the Civil Air Patrol. At the same time, I completed two three year terms of duty as a Buck Sergeant in the Oregon Air National Guard. This pretty well covers my Civil Air Patrol connections up to joining the Columbia Raiders Squadron, Portland/Vancouver, three years ago, 1980.

Earlier on the tape I had mentioned Henry King, the movie director who shortly after the war produced the Story of Bernadette with Jennifer Jones and was quite a prestigious director. In that connection, the Coastal Patrol Base 12 at Brownsville was originally set up with folks from Region 9 of CAP which was Oregon, Washington, and California. When I arrived at the base, the last week of September, shortly after the base had been started in August, most of the personnel...the flying personnel were from the Los Angeles area and many of them had Hollywood connections. They were Robert Cummings, and Mary Astor, Henry King, the director, and Earl Walcott who was a very prestigious cameraman and entertained us with many inside stories of the film stars who stayed on base. He had a Fairchild 24 a very proficient pilot, and very serious about his business. In the case of Henry King, I had meant to mention that...and this may not be for publication...but it's a true statement of the kinds of things that happen when people are engaged, I suppose, in this kind of effort. When I went through the rosters after the base flying was discontinued to total up the hours of all pilots and observers, all the entries for Henry King's flying time had been erased, rather clumsily. You could still read the name under there, but a certain other person on base, one of the officers who was not a pilot, had written in his own name. This always stuck in my mind as a sort of a

Watergate, dirty-trick type deal, but it didn't seem too important to me at the time. But a while after the war, Harry Coffey mentioned to me Henry King was quite disappointed because he never was awarded an air medal and when he applied for a check on it, the records didn't show him as having any flying time on base, which I knew to be untrue. I do know the culprit's name. He was a...one of the non-flying officer personnel on the base and he and his wife were both attached to the base and were quite well liked. I was really surprised that he would have put his name in there. This all happened after Henry King had left the base. I'm dictating this in July of 1983 and I recall that Henry King died a month or two ago...noticed that in the newspapers.

Some of the sidelights of this kind of duty we're commenting on should include the romances, the friendships established between members of the opposite sex. For example, when I arrived at base I met Phyllis Layton from Marshfield, Oregon who was a clerk/typist. We became friends and eventually were married and that's one product of Civil Air Patrol Activity. Although she had been born and went to school in Seaside, and I had been at Seaside, Oregon many times, we never had met until we were in Civil Air Patrol. Several other couples that had been married before their service joined the CAP together, usually the wives took a job as clerk/typist, or working in the office, while the husbands were mechanics, or pilots, or observers. Several of those couples, I recall, and other pilots that had their wives at the base, they took other jobs in the community. A whole essay could be written about the problems of the wives, and living that far away. When we came from the green northwest to the banks of the silvery Rio Grande, river, The Rio Grande, we were surprised to see that in the summertime you could walk across it just about anywhere...and it was very muddy. Of course,

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HYLLIS Y LAYTON=  
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YOU ARE ORDERED TO REPORT FOR ACTIVE DUTY AT TASK FORCE  
 BASE CIVIL AIR PATROL AT BROWNSVILLE TEXAS ON SEPTEMBER  
 FIFTH NINETEEN FORTY TWO STOP WILL HAVE PLANES LEAVING  
 FOR BASE ABOUT AUGUST FIFTEENTH PLEASE ADVISE IF YOU WILL  
 BE READY THAT SOON STOP REPORT IN UNIFORM=  
 LEO G DEVANEY WING COMMANDER-1

*Admitted to  
 the profession on  
 date of arrival  
 H. St. C. Day*

261

the border towns are notoriously dirty and filthy, so it was quite a culture shock to go to the tip of Texas. That's a whole story of its own. We kept a Chamber of Commerce publication on the lower Rio Grande Valley and we made a joke of memorizing the opening statement of that...about lush fields of vegetables glowing under the tropical sun and the silvery Rio Grande, and so forth. We committed that to memory and when we were being trundled out to the field at five thirty in the morning, we would sing this as one of our little jingles to entertain each other. Another thing that affected the women particularly was the chiggers. The coarse grass that's common to that area was simply alive with insects of all kinds, including biting chiggers that I was immune to personally, but most of the girls would get chigger bites if they walked anywhere near the grass. These critters would bite right through nylons, which were in very scarce supply at that time. The nylons were bought over in Mexico, where it seemed like you could still get them, but you couldn't get them in the states. The gals of that time didn't wear trousers and pants as much as they do now in CAP and consequently their legs and soxs were often blood-stained. And of course, the hotel rooms...when we first arrived...we stayed at until we could find houses to rent or apartments...we stayed at the El Jardin Hotel. I have a menu of the El Jardin it was the tallest building in Brownsville. I noticed that all the furniture, the bedsteads and bureaus, were all made of steel with a woodgrain finish. Of course the reason was, any wooden product would be consumed by the insect life...(interuption)...I see that I was talking about the insect life in the El Jardin Hotel, or anywhere else. If you came into your room after dark, you flicked on the light switch, why all the critters would run and hide. If you left a candybar partly eaten or anything all that could be consumed, in a drawer, or even wrapped up in one of the rooms, no matter what floor you were on, in the morning there would

# LOWER Rio Grande

THE VACATION PARADISE IN THE LONE STAR STATE



## At the Tip 'o Texas...

Clean, attractive towns and cities, broad surf-creamed beaches, golden-laden citrus orchards, broad palm-lined highways and wide vistas of green fields of vegetables glowing under the deep blue of the cloud-flecked Texas sky, create an unforgettable picture of lush beauty . . . a scene of happy contentment which cleanses the mind of worry . . . a setting for play, work, or repose as the spirit dictates.

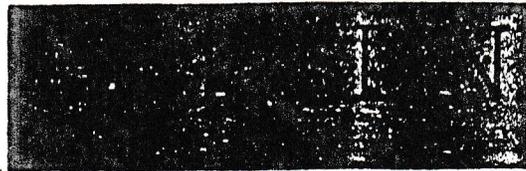
And, unique among all other regions in the United States, is the atmosphere of Old Mexico, a stone's throw away, where within a few minutes by automobile from any part of the Valley, one may enter a land where the contrasts are so sharp—so vivid—as to give one the keen delight of a new and genuine foreign experience.

Most evident, of course, to the new-comer to the Valley, is the glorious sight of vast groves of grapefruit and orange trees stretching to the horizon. Weighted down with their juicy burden, these orchards represent the basic wealth and future boundless growth of this Golden Valley of Opportunity. Many is the resident of the Valley who came here for pleasure and remained to prosper. Several acres of land suitable for grapefruit and orange culture are still available.

Texas grapefruit and oranges are famous throughout the land for their exceptional quality and flavor, actual laboratory tests showing that Texas Grapefruit is sweeter than any other grown. The new Texas red blush grapefruit, and the familiarly known

# GOOD FOOD PROMOTES GOOD HEALTH

The Finest Hotel in the



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## Appetizers and Cocktails

Fresh Shrimp Cocktail.....	.40	Fresh Crabmeat Cocktail (in season).....	.45
Southern Oyster Cocktail.....	.40	Lobster Cocktail.....	.50
Valley Fruit Cocktail.....	.30	Seafood Cocktail.....	.35
Tomato Juice Cocktail.....	.20	Marinierte Herring.....	.25
Chopped Chicken Livers.....	.25	Caviar Canape.....	.50
Canned Soup, Tomato, Chicken or Vegetable.....	.25	Onion Soup Au Gratin.....	.40
El Jardin Hors d'Ouvres.....	.75	Consomme.....	.15
Stuffed Celery.....	.45	Dill Pickles.....	.25
Ripe or Stuffed Olives.....	.35	Hearts of Celery.....	.25
		Sweet Relish.....	.20
		Radishes or Green Onions.....	.15
		Celery and Olives.....	.50
		Pearl Onions.....	.35

## Seafoods (in season)

WE FEATURE AND SPECIALIZE

Frog Legs Saute in Butter.....	.85	Fresh Crabmeat au Gratin.....	.75
Broiled Speckled Gulf Trout.....	.85	Fried Scallops, Tartar Sauce, 1 dozen.....	.80
Fried or Broiled Red Fish Steak.....	.75	Broiled Spanish Mackerel with Butter.....	.70
Fresh Fried Shrimp, Tartar Sauce.....	.65	Tenderloin of Trout, Tartar Sauce.....	.60
Fried Oysters, Tartar Sauce, 1/2 Doz.....	.40	Whole Broiled Baby Trout.....	.75
Oyster Brochette.....	.65	Fresh Flounder, Fried or Broiled.....	.65 to 1.00
Oyster Stew 1/2 Doz.....	.35	Fresh Gulf Shrimp on Ice.....	.60
Oysters Stewed in Cream, 1/2 Doz.....	.50	Shrimp a la Creole.....	.75
		Deviled Crab.....	.50

## Steaks, Chops and Poultry

U. S. GRADED BEEF AND FRESH KILLED CHICKEN

Charcoal Broiled K. C. Sirloin.....	1.65 (2)	Plank Steak for One.....	1.75	For Two.....	3.25
Baby Beef T-Bone Steak.....	1.65	Breaded Veal Cutlet, Tomato Sauce.....	.65		
K. C. Tenderloin Steak.....	1.50	Wiener Schnitzel.....	.70		
Steak Minute.....	1.25	Schnitzel a la Holstein.....	.80		
Filet Mignon, Wrapped in Bacon.....	1.60	Calf's Liver with Bacon.....	.60		
Veal T-Bone Steak.....	1.25	Chicken Livers Saute with Mushrooms.....	.75		
Chicken Fried Steak, Cream Gravy.....	.60	Broiled Sweet Breads on Toast.....	.85		
Grilled Pork Chops, Apple Rings.....	.85	Roast Prime Ribs of Beef.....	.90		
Broiled French Lamb Chops.....	1.10	Grilled Ham Steak, Pickled Peach.....	.90		
Half Broiled or Fried Chicken.....	1.00	Creamed Chicken on Toast.....	.85		

## Cold Cuts

Assorted Cold Cuts with Potato Salad.....	.75
Cold Sliced Chicken Potato Salad.....	.85
Roast Prime Ribs of Beef with Potato Salad.....	.85
Cold Corned Beef with Potato Salad.....	.50
Cold Roast Pork with Potato Salad.....	.60
Baked Sugar Cured Ham.....	.65

## Salads

Chicken Salad.....	.60
Chef's Salad Bowl.....	.50
Guacamole Salad.....	.60
Half Avocado.....	.25
Fruit Salad.....	.50
El Jardin Special Assorted Salad Plate.....	.60
Lettuce and Tomato.....	.50
Combination.....	.50
Wilted Lettuce.....	.35
Stuffed Tomato with Shrimp.....	.65
Half Avocado with Shrimp.....	.75
Potato Salad.....	.25
1000 Island Dressing.....	.15
French Dressing.....	.10

Roquefort Cheese Dressing... .30 Russian Dressing... .40

## Fresh Vegetables (in Season)

Broccoli.....	.15	Stewed Lima Beans.....	.15
Fresh Spinach.....	.15	Stewed Tomatoes.....	.15
Asparagus Tips.....	.30	String Beans.....	.15
Fried Onions.....	.20	Fried Tomatoes.....	.15
Green Peas.....	.15	Fried Apples.....	.25

## Potatoes

French Fried.....	.15	Julienne Potatoes.....	.15
Au Gratin.....	.25	Boiled.....	.15
Hashed Brown.....	.15	Mashed.....	.15
Fried Sweets.....	.20	Shoestring.....	.15
Candied Yams.....	.20	W. C. C. E. S. J.....	.20

be a continuous file of ants all the way up from the ground, up the stairwells and into your room, to the candybar, and return. And the chiggers were thick in the grass. These would bite the ladies legs and it seemed as if, I don't recall the women wearing slacks at that time, they mostly had skirts, and they attempted to keep their legs covered with nylons, which were in scarce supply and had to be bought in Mexico. But the chigger bites would bleed and make a mess of legs, soxs, and everything. I wanted to mention that, speaking of chiggers, that one of the real patriots, as I recall, ....

(interruption)...We had a pilot named Frank Tivolacci...had, as I recall, served in World War I. He was certainly an older fellow but in good physical shape...was a pilot. I think he was from the San Francisco area... he was particularly susceptible to poisoning from these chigger bites. He would insist on flying when his hands and wrists were so swollen that he couldn't have a wristwatch on his wrist...he could hardly button the wrists of his shirt. He had one or more sons flying, I believe over in Europe. He was very dedicated to our Coastal Patrol Activities and really a fine fellow. He put up with misery there to keep flying.

I wanted to mention the cultural aspects of living on the border, and having many of our meals over in Matamoros, getting acquainted with Mexican food, buying Mexican booze, Waterfill and Fraser was the leading whiskey. It was made in Juarez of dubious constituents. And of course, we learned to drink tequila in the approved Mexican fashion, with a pinch of salt on the hollow of our left thumb and forefinger...back of our hand...and eat a slice of fresh lime, put our tongue on the salt and drink the tequila straight. Then there was the Mexican beer, Montazuma and Carta Blanca were the leading varieties. The Mexican beer was excellent. There was lots of opportunities to buy silver knickknacks and gifts and ornaments and what

nots to send home. We learned to enjoy trips into Mexico. Some of us, later from Laredo, drove down to Monterrey and enjoyed some of those side trips. Some of the pilots on the border patrol, I understand, got in trouble in one of the bars in Ojinaga, which was a Mexican town across from Presidio. In most cases, on the border, the Mexican authorities were very friendly to the Civil Air Patrol, but I believe in Ojinaga they didn't cotton to us too much. I think somebody else can probably tell that story more accurately than I.

Speaking of the Mexican Nationals, some mention should be made of the guards. When a person looks at our list of base personnel at Coastal Patrol 12, the first people hired were the guards...first put to use at the Brownsville base and then when the San Bernino base was established, there was considerable security involved and the guards were local Texans or Mexican Americans. They were very friendly, and very efficient, We had one Sergeant Major involved, I've forgotten his name, but I have pictures of him along with this transcription. He had a good, lively crew and we enjoyed the work of the Mexican guards. As you can visualize, with our colorful, airforce type uniforms, with the silver buttons and red epauletts, we looked pretty grand, and the Mexican guards, I think, enjoyed wearing our uniforms...probably it gave them a certain amount of prestige in their own community.

I can't recall whether I recounted this incident earlier on my taping... but, in connection with the Mexican guards, it was interesting, that there was of course, as on any military base, there's a lot of what is called skuttlebutt, or rumors of all sorts of things that are supposed to happen or are projected to happen in the future. Amongst the rumors affecting

SPECIAL ORDERS NO. 284

11 OCTOBER 1943

<u>Name</u>	<u>Serial No.</u>	<u>Duty Assignment</u>
Alice S. Warrens	9-2-883	Plotting Board Operator
Gladys M. Rosenbaum	8-1-3541	Clerk Technician
Guadalupe Navarro	8-1-3476	Security Tech.
Eugenio Lopez	8-1-3945	Security Tech.
Eduardo Guerra	8-1-3499	Security Tech.
Adolfo S. Garza	8-1-3093	Security Tech.
Ubaldo Edmundo Barrda	8-1-2840	Security Tech.

e. Effective as of midnight 31 October 1943 the following CAP personnel who are in Selective Service classification 1A are hereby relieved of active duty from CAP Coastal Patrol No. 12, in order that they may adjust their affairs and have opportunity to exercise some choice in the branch of War activity they may enter. In announcing their release this Headquarters hereby expresses its sincere appreciation of the services rendered:

Name

No.

Duty



Coastal Patrol 12 was the recurrent rumor that we would be transferred to Puerto Rico, or even Trinidad, or the northern coast of some Caribbean country, where we would conduct our patrols. And it was recommended that we learn Spanish. So, the base hired a young woman to teach us Spanish... we had Spanish classes... Unfortunately, one of our pilots spent a little too much time in private with our very pretty Francesca, the girl teaching Spanish, and her brother came out to the base...flourishing a shiny knife and looking for our pilot friend. It was necessary to transfer him away.

It seems that any mention of women on the base, we should speak of perfume. French perfume was readily available in Mexico. Shalimar and other well known Guerlaine products were a favorite thing for the pilots to buy and send home to their wives on the West Coast. For local consumption, one of the leading brands was Tabu, a Dana perfume with a really cloying, hypnotic, musky smell, that became identified with some of the sexpots around the base. It seemed like the hotter, the more humid the weather, why the more Tabu would be splashed around. This was one of the...to smell Tabu today.. immediately brings me back to Coastal Patrol and Texas.

To skip around a bit...when we were speaking of the border patrol...we were under orders to report any unusual sighting along the border. We flew the border just above the fence, where there was a fence, or down the middle of the river, where there was a river. This brought us into a real intimate knowledge of the entire length of the border. As far as I was concerned, it was <sup>most interesting</sup> from Douglas, Arizona to Columbus, New Mexico. If you look at a map of the U S you see there's a squared off corner there, with no highways. It's really a wild, open space and at a pretty fair elevation...so that you wanted to fly that fairly early in the day. You wanted to be back at El

Paso, or the other end of the line, by two o'clock in the afternoon if you could because there was a lot of thermals, and for every rising thermal, there was apt to be a down draft. Our underpowered aircraft in that hot weather just didn't perform. A Franklin 90 horsepower Stinson 10A was stretched to its limit to fly at that altitude in that temperature. Today we are more knowledgeable about this and we call it density altitude, and everyone is instructed, but there we just learned by experience that we'd better get off in the cool of the morning if we could, and back before we ran out of air. Of course we also...the other end of the line...from going east from El Paso, we became well acquainted with Marfa, and south of Marfa to Presidio, and Ojinaga, through the Big Bend country. We stopped on a privately owned strip on a gravel bar down there, I think it was called Johnson's Ranch...stopped there occasionally. The grand canyon of the Rio Grande is quite impressive. We have some pictures of that...it is a deep canyon. We usually would fly about even with the rim, its...the country is quite wild on both sides...of Course that's now a National park on the United States side. We would see remnants of stills where we were told that some of the native brush was gathered and we were told these were wax works. There was a certain sort of carnauba wax that is extracted from some of the native shrubs. And raising of goats for meat and angora goats for wool was the practice along the border. At that time we were not aware of a great influx of wetbacks, or illegal immigrants from Mexico. Conditions in the U S at that time were not all that great, but we did note all border crossings. We'd get low enough where the terrain permitted in the New Mexico area to note the license numbers of the trucks. We got acquainted with many of the Mexicans, the ranchers would run cattle and so forth on both sides of the line. We knew who was supposed to be there and who was strange and duly reported our sightings. I was not personally aware of where our

reports were debriefed, and what became of the reports, but I do know there were many FBI agents scattered along the Mexican border. At Columbus was a prisoner of war camp which I visited not only by flying over it but by car. There were along the border both Italian and German prisoners of war. The German prisoners of war were mostly taken in North Africa...they were the cream of the crop as far as the German military is concerned. They were young men, extremely fit, well tanned, They played basketball, or the equivalent and soccer endlessly in their stockade, out of doors, wearing shorts. It was rumored that they spent most of their time attempting to conceive ways of escaping and getting over into Mexico. We were told, again this is only hearsay, that occasionally they were allowed to do so and as they went into Mexico, they were followed by paid informants that kept track of everyone in Mexico that helped them in any way. Then the FBI and the Mexican authorities would pick up anyone who aided them. The entire border was kept pretty much a clean environment as far as Nazi sympathizers. In El P so there were barracks where the Italian prisoner of war were kept who were identified of course, with PW armbands on their left arms, and as I recall, with a PW on the back of their shirt. The Italians were so peacefully inclined and so glad to be out of the war, that they caused no trouble for anyone. It was a gripe among the regular army personnel at Biggs Field and Fort Bliss that the Italians were always getting nights on the town and being wined and dined by the local people of Italian descent and the Spanish people, whereas the base personnel had it pretty tough.

One of the exciting things about flying from Biggs Field was the B 24's that flew constantly from there...and seemed to get into trouble. For one reason or other, they would take off to fly a bombing practice run in the White Sands Proving Grounds and the large testing grounds that lie north

of Alpine and east of El Paso, I remember that, they would for one reason or other, they would have engine trouble and the pilots were not proficient enough to bring them in. I recall one day in particular when we were coming in from a flight two crashed in flames with a total loss of life, within sight of the field, on the same day. This was pretty horrendous...and of course...when we flew over we could see **the wreckage** of the previously crashed aircraft. There would be a little period of time until they could get out and disassemble them and haul them away. It was rather scary. Our sort of flying was so different from the regular military that we only got around the edges of the real military piloting and of course, being in the states we were often exposed to their ineptitude. At Brownsville, shortly after we arrived, there was an occasion when three AT 6's flew over to Brownsville from Harlingen, just a few miles away, and attempted to make a formation landing. However, the leader stalled in, or came too close to a stall, and both his wingmen ran out of flying speed and wiped out their aircraft at the end of the runway.

This is unrelated, but I recall on my ferry flight to Atlantic City, I stopped at Manteo, North Carolina and watched the...the field on which I landed...incidentally, we were able to get, of course, airforce gas on our requisitions everywhere without any problem...we were always well treated at military bases where we flew. At Manteo I watched the little Grumman shipboard fighters shooting landings. They used up many, many wing panels. There was an awful lot of groundlooping on those narrow gear. I saw two of them groundloop in a big cloud of dust while I was there one afternoon, gassing up. And at the other end of the country at Douglas, the military field there was being used for twin engine training.. There was so many **airplanes** in the air that we had a real problem getting in to get gas,

filtering our way through the faster aircraft. Still another military flying remembrance ...the beauty of the Bay at Corpus Christi where the Navy was shooting landings with the PBV's, one after another. Just like a flight of pelicans, in formation, landing and taking off again, and again...very beautiful sight. Some of the reminiscences I have related here could be restated or better stated by George Felt, who I would like to contact in the next few weeks in Ashland, and Bruce Bates, who I believe is in business in Bend/Redmond area, and Alan Osterveer, I think is in the Portland area...those are some of the folks on base that are probably available. Holt Warrens died after the war and his widow Alice Warrens married Wade Rowse, whom we called "Soapy" Rowse. He had operated laundries in civilian life. I believe the Rowse's are living in the Phoenix, Arizona area. I will attempt to get their addresses and notify those historians.

There is a whole lot of information that could be reported on the business side of flying in the CAP. My small aircraft was a 65 horse Porterfield that didn't burn very much gas, and didn't earn a very high hourly rate, but, it was profitable to have an airplane assigned to coastal patrol duty. It was profitable enough that Holt Warrens and Max Greene organized an aircraft company that they called Rio Grande Aircraft. They would buy aircraft and bring them to base where they would be spruced up enough to stand the patrols and of course, they would try to see those airplanes in the air as much as possible. This is all well and good. So that all parties would be protected, there was insurance coverage on all the CAP aircraft from the time they were requisitioned...or commissioned, I should say, right on through their flying career. Not to my knowledge were there any aircraft actually requisitioned. I think the Air Force used some of the larger, twin engined civilian aircraft for other purposes, courier service, and so forth, the

• early part of the war. But the CAP planes were voluntarily offered by their civilian owners whether or not they could operate them themselves, they turned them over to the base for operation.