

**CIVIL AIR PATROL
COASTAL PATROL BASE 2
REHOBOTH BEACH, DELAWARE
1942 - 1943**



**NATIONAL HISTORICAL COMMITTEE
Headquarters Civil Air Patrol
Maxwell Air Force Base, Alabama**

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PREPARED BY:

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14 SEPTEMBER 1991

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PREFACE

The Civil Air Patrol was founded on 1 December 1991.

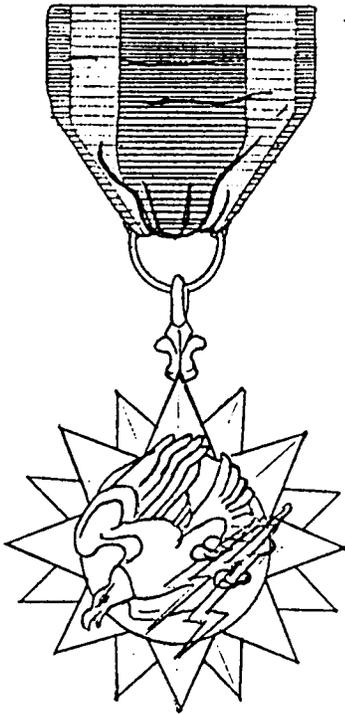
Within six months, the Civil Air Patrol found itself in the forefront of a critical effort involved in the prosecution of World War II by the United States. Specifically it was deeply involved in patrolling the coastal waters of its native land in search of the German Submarines who were sinking Allied shipping at an unprecedented rate.

In order to accomplish this mission the regular military establishment reluctantly authorized the Civil Air Patrol to begin a 90 day experiment in the use of small, privately owned aircraft as an instrument of war. Much has been written about this operation at the 21 Coastal Patrol Bases which ultimately were established along the Eastern Seaboard and the shores of the Gulf of Mexico. It is therefore not the intent of this publication to cover it further.

Rather, its intent is to pay tribute to the valiant members of Coastal Patrol Base 2 at Rehoboth Beach, Delaware who were the first to fly the hazardous missions involved in the type of flying required. All who served, served well and deserve the highest praise. This writing is dedicated to all of them and is being prepared specifically for their 1991 reunion.

LESTER E. HOPPER
COLONEL CAP
National Historian
New Orleans, Louisiana
August 1991

AIR MEDAL

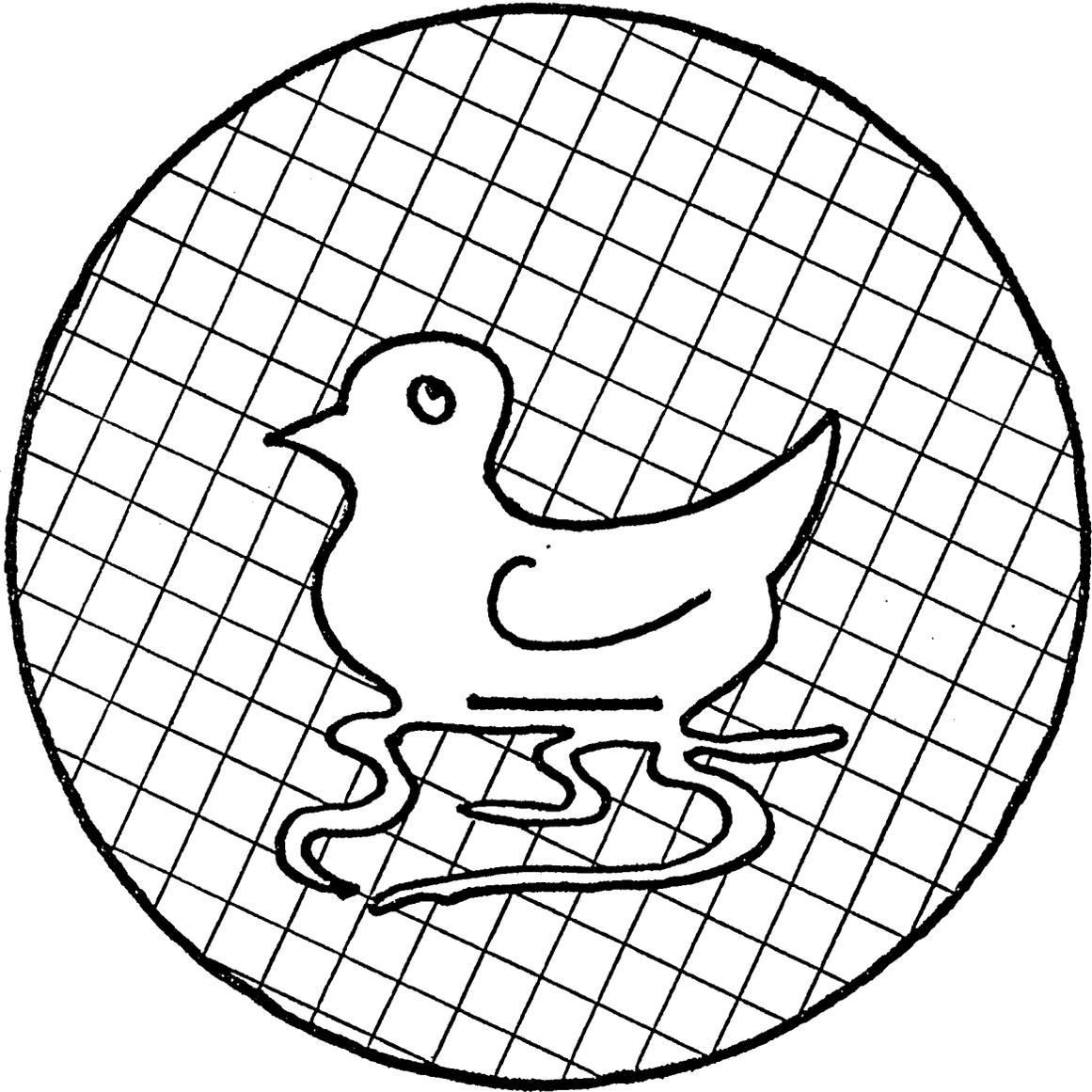


OBVERSE



REVERSE

CIVIL AIR PATROL



DUCK CLUB EMBLEM

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CHAPTER 1

THE MEDAL

Long a tradition in European armies, the recognition of individuals for special acts had its beginning in the United States Military with the Badge for Military Merit.¹ Orders creating the Badge for Military Merit were issued by the Continental Army on August 7, 1782. A simple heart shaped piece of cloth, it was awarded to all ranks involved in acts of unusual gallantry. George Washington wrote when he established this first award, "The road to glory in a patriot army and free country is open to all".

By definition that dedicated band of volunteer civilian aviators who made up the ranks of the Civil Air Patrol certainly met General Washington's definition of a patriot army. How then do you recognize their accomplishments? Obviously, the simplest solution is the utilization of an existing award. This was the course of action ultimately taken to recognize selected individuals whose performance of duties in defense of their country made them exceptional candidates for the award of the Air Medal.

The Air Medal was established for use by all branches of the United States Military establishment on May 11, 1942. The basis for its establishment was Executive Order Number

9158 of 11 May 1942 (Section III, Bulletin 25, War Department, 1942), as amended by Executive Order 9242-A of 11 September 1942 (Section III, Bulletin 49, War Department, 1942), and further amended by the National Security Act of 1947.² The medal is awarded to any member of the Armed Forces of the United States for qualifying service subsequent to September 8, 1939. This combat or non-combat award is awarded to individuals who have distinguished themselves by meritorious achievement while participating in aerial flight. It was conferred in recognition of either single acts of merit or for sustained operations against armed enemies of the United States.

The medal itself, which was designed by Walker K. Hancock, is in the form of a 16-point sculptured compass rose of bronze. The obverse depicts an American eagle volant in attitude of attack gripping flashes of lightning in its talons. The eagle is centered in the compass rose. The suspension ring is attached to the medal utilizing a fleur-de-lis. Passing through the suspension ring is a ribbon of medium blue with narrow golden-orange stripes on each side. The reverse, which was a raised disc, was left blank for engraving of the recipient's name. As illustrated by the frontispiece, awards presented to Civil Air Patrol Members were uniquely engraved in that they bore the typical inscription, "Robert M. Smith, 1st Lieut., Civil Air Patrol, Active Duty, 1942-1943".

CHAPTER 2

FOR VALOR

Although the order¹ awarding the first Air Medals read for "Meritorious Service" the content of that order would certainly indicate a significant amount of valor involved in the first two Air Medals awarded to Civil Air Patrol personnel. The citation for the award to Edmond I. Edwards, Civil Air Patrol read the same as the one for Captain Hugh R. Sharp, Jr. which is quoted below:

"Hugh R. Sharp, Jr., captain, Civil Air Patrol, serving with Army Air Forces. For meritorious achievement while participating in an aerial flight. When called upon by radio to rescue personnel of a crashed airplane an extremely hazardous landing was made at sea in swells 8 to 10 feet high. Although the left pontoon was damaged in landing, the airplane was kept from capsizing by expert airmanship and the rescue accomplished. As the sea was too rough for take off it was necessary to taxi the airplane until it could be towed the rest of the way to port. This difficult mission of great responsibility required outstanding initiative, resourcefulness, and a high degree of courage. The superior manner in which all duties were performed will establish high traditions of service for the Civil Air Patrol".

The valor involved in Captain Sharp's and Lieutenant Edwards' daring rescue of fellow pilot Lieutenant Henry T. Cross is best illustrated by Lieutenant Cross' explanation of what happened:²

"On July 21, 1942 at approximately 16:50 while on regular Patrol Mission at position latitude 3806 - longitude 7455 in a Warner Fairchild NC19144 with Lt. Charles Shelfus as observer we crashed at sea. On regaining consciousness in the water I found the ship had sunk and I could not find Lt. Shelfus".³ What is not told by Cross, is that he had suffered several fractured vertebrae and that his rescue would in itself result in a heroic effort by others. Within 55 minutes Rehoboth, Delaware Base 2's Sikorsky Amphibian arrived on the scene. Crewed by Base Commander, Major Hugh R. Sharp, Jr. and Lieutenant Edmond Edwards this venerable old aircraft encountered difficulty in its landing in the 8 to 10 foot swells. Due to a rough landing, the Sikorsky's left pontoon was damaged and begin to fill with water. What followed is best described by Major Sharp.

"After landing was unable to locate survivor for several minutes on account of rough sea. Finally sighted Pilot Cross at several hundred yards distance while he and Amphibian were on crests of waves. Encountered some difficulty in making the downwind turns to reach the victim, but this was finally accomplished, and a first attempt was made to taxi the ship up to victim. On this first attempt, however, we misjudged the

strength of the wind and were blown away from the victim before we were able to grasp him. On second try, however, we were successful in grabbing ahold of the victim who was unable to hold on to the rope which was thrown to him because of his injury. The observer, Lt. Edwards, however, lifted Pilot Cross from the water and helped him into the ship, which was no easy task because of the rough water and the violent pitching of the Amphibian".⁴

"Remained in water at location searching for Observer Shelfus until 18:20. There being no signs of Shelfus and with Cross in serious condition, it was deemed wise to get to shore as soon as possible. As the sea was too rough for takeoff, we started taxiing on westerly course at 18:20. At approximately 18:25 port wing float sank. Observer Edwards went out to starboard bomb rack for balance, where he stayed uncomplainingly until the ship was beached at Chincoteague at about 01:30 the following morning. This was no easy task for Observer Edwards for he had stripped off almost all of his clothing in order to give them to Pilot Cross. At intervals all during the night, he was completely immersed in the sea during which waves flowed over the starboard wing float to which the bomb rack was attached, and to say the least, he was far from comfortable from cold after the sun went down".⁵

"Laid course for coastal buoy No. 3 planning to tie up to it for the night, not having sufficient gas to taxi to Chincoteague,

the nearest harbor. By tieing to the buoy, our position could be reported by radio so that fast Coast Guard boat could rush Cross to shore for medical aid".⁶

"On approaching No. 3 buoy, we were met by Coast Guard picket boat".⁷

"Condition of sea made transfer of Cross unwise".⁸

"Seaplane was taken in tow by picket boat at 19:50 and towed to Chincoteague, arriving about 23:45".⁹

Sharp and Edwards were later awarded CAP's Blue Merit Emblem prior to their award of the Air Medal from the hands of President Roosevelt at a White House ceremony in February of 1943. Roosevelt's comments to Sharp that this was the first time that he had awarded this medal was fitting tribute in itself.¹⁰

As a postscript, Captain Sharp remained as the Commanding Officer of Base 2 until its closure on August 31, 1943. Lieutenant Edwards was later commissioned in the United States Navy where he continued to serve with distinction. Although unable to fly due to his injuries, Lieutenant Cross later transferred to Civil Air Patrol's Coastal Patrol Base Number 14 at Panama City, Florida where he served as its operations officer.

CHAPTER 3

FOR SUSTAINED OPERATIONS

"NUFF SAID - Two tired, dirty CAP coastal patrol fliers landed, out of gas, at Ellington Field, Texas, after a six-hour ramble over the Gulf. Between them, the two had around 1500 hours over the water.

Across the field they noticed an impressive ceremony was in progress. What's doing? one of them asked.

They're awarding the air medal to some of the fliers, the mech explained.

What for? came the query.

The men have completed 100 hours of flight over the Gulf on patrol in their B-25s.

Oh, came the somewhat muffled reply from the visitors. And the two climbed back into their 90 horsepower, single engined Stinson Voyager for another long and weary round of escort duty".¹

To understand the psychology behind the above incident it is necessary to examine the background and accomplishments of Civil Air Patrol's wartime Coast Patrol Operations. Prior to

World War II a Joint Army-Navy Committee on Antisubmarine Warfare was established in order to fix responsibility for submarine defense in the Coastal Waters of the United States. The Army felt that in view of their Coastal Defense responsibility via its Coast Artillery Mission they had the responsibility, and as a consequence desired to equip themselves with suitable aircraft. On the other hand since earlier agreements and directives provided for over-water flight operations to be conducted by the Navy. Although the Navy's position prevailed, neither branch of service was in a position to do much immediately upon entry into the war. Shipping losses from the "Arsenal of Democracy" soared primarily as the result of marginally challenged German submarine activity in the Coastal Waters of the United States. In the first 6 months of 1942 180 allied ships were lost, many of which were in sight of land.

After several unofficial flights by dedicated pilots of the budding Civil Air Patrol an appeal was made by them to be utilized in this vital role. On February 17, 1942 the Chief of the Army Air Forces was authorized to accept the services of the Civil Air Patrol on a "trial basis".² Subsequent instructions of 9 March 1942 provided for the establishment of the Civil Air Patrol's first two Coastal Patrol Bases at Atlantic City, New Jersey and Rehoboth, Delaware.³ Prior even to these basic instructions, the airmen from Rehoboth made their first patrol on March 5, 1942 with aircrews from Atlantic City following shortly on March 10, 1942. Restricted

initially to these two bases and a 15 mile offshore limit, the value of the initially intended 30 day trial period became obvious. Within the next 6 months, by September of 1942, 21 such bases had been established along the East Coast and the Coast of the Gulf of Mexico and their range greatly extended. By September shipping losses dropped off to 1 in that month and a total of only 7 for the balance of the war. As a total, these bases flew 86,685 missions for a total of 244,600 hours.⁴ To put this in proper perspective during a typical month, October 1942, military aircraft flew a total of 11,385 hours on this type of activity while the volunteers of Civil Air Patrol flew 23,612 hours.⁵

A profile of the pilots and others involved in this monumental undertaking is an insurmountable task. It suffices to say that they ranged in age from the young pilots who lied about their ages to the 70 year old seasoned veterans of World War I. The vast majority of them were far beyond the normal military service age. From an economic point of view, they ranged from the Texas millionaires to the bakery truck driver from Denver who hitchhiked his way to his first active duty base. Motivation, purely and simply patriotism of the highest order. It certainly wasn't for the recognition afforded by the award of a medal by a grateful government. This didn't occur until 1948.

Minutes of the Civil Air Patrol's Board Meeting of 16-17 February 1948 announces pending approval for the award. The minutes give testimony to the considerable effort put forth

by Civil Air Patrol National Headquarters and CAP Veterans Incorporated. Using as a criteria 200 hours of over water flight as compared to the 100 hour requirement by the Army, 824 Civil Air Patrol Veteran Pilots were finally recognized by a series of General Orders beginning on 14 April 1948.⁶ Of this number 822 were given the initial award of the Air Medal and Sharp and Edwards were awarded Oak Leaf Clusters by virtue of their previous award.

CHAPTER 4

The following is an extracted copy from Department of the Air Force General Order Number 12 dated 14 April 1948 which belatedly awarded 45 Air Medals and 2 Oak Leaf Clusters to personnel from Coastal Patrol Base 2.

2. 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. 2, serving with the Army Air Forces:

First Lieutenant Arthur T. Worth, CAP Serial No. 2-3-143
8 April 1942 to 26 August 1943

First Lieutenant Henry H. Wilder, Jr., CAP Serial No. 1-4-732
14 July 1942 to 14 January 1943

First Lieutenant Lawrence E. Willson, CAP Serial No. 3-3-228
24 August 1942 to 31 August 1943

First Lieutenant Carl L. Virdin, CAP Serial No. 2-3-188
13 March 1942 to 31 August 1942

First Lieutenant Howard Turpin, Jr., CAP Serial No. 3-1-3728
5 March 1942 to 9 August 1942

First Lieutenant John H. Vaughan, CAP Serial No. 2-3-162
11 April 1943 to 31 August 1943

First Lieutenant William C. Vance, CAP Serial No. 5-1-1975
18 March 1942 to 31 May 1943

First Lieutenant Albert J. Thompson, CAP Serial No. 2-3-122
5 March 1942 to 4 August 1943

First Lieutenant Henry Tegg, CAP Serial No. 3-1-896
1 April 1942 to 31 August 1943

Second Lieutenant Warren O. Smith, CAP Serial No. 1-4-1213
25 March 1943 to 31 August 1943

First Lieutenant Alex J. Sziky, CAP Serial No. 3-1-338
5 March 1942 to 13 December 1942

First Lieutenant Harold O. Swift, CAP Serial No. 2-3-41
2 September 1942 to 7 March 1943

Captain Everett M. Smith, CAP Serial No. 2-3-215
5 March 1942 to 31 August 1943

First Lieutenant Alfred E. Suess, Jr., CAP Serial No. 3-1-231
5 March 1942 to 26 July 1942

First Lieutenant William A. Scott, CAP Serial No. 3-3-181
11 April 1942 to 31 August 1943

First Lieutenant Thomas Sanschagrín, CAP Serial No. 3-1-397
10 April 1942 to 1 July 1943

First Lieutenant William E. James, CAP Serial No. 2-3-21
16 November 1942 to 31 August 1943

First Lieutenant James Ingram, CAP Serial No. 3-1-221
9 June 1942 to 31 August 1943

Second Lieutenant Robinson A. Rogers, CAP Serial No. 2-3-319
16 January 1943 to 16 July 1943

First Lieutenant John M. Robinson, CAP Serial No. 2-3-163
1 April 1942 to 31 August 1943

First Lieutenant Robert C. Remy, CAP Serial No. 5-1-2885
16 November 1942 to 11 April 1943

First Lieutenant Henry H. Proctor, CAP Serial No. 1-4-305
3 August 1942 to 9 June 1943

First Lieutenant Gordon C. Prince, CAP Serial No. 1-4-2
3 August 1942 to 20 August 1943

First Lieutenant Henry E. Phipps, CAP Serial No. 3-3-21
7 November 1942 to 31 August 1943

First Lieutenant Roland W. O'Day, CAP Serial No. 2-3-82
 13 February 1942 to 31 August 1943
 First Lieutenant William B. Nicholson, CAP Serial No. 3-2-302
 10 August 1942 to 31 August 1943
 First Lieutenant Walter L. Grier, CAP Serial No. 2-3-177
 4 May 1942 to 31 August 1943
 * First Lieutenant Delmont B. Garrett, CAP Serial No. 3-1-8
 11 April 1942 to 30 March 1943
 Second Lieutenant Walter A. Fullerton, CAP Serial No. 2-3-79
 15 November 1942 to 31 August 1943
 First Lieutenant Ralph J. Fildance, CAP Serial No. 2-3-92
 15 March 1942 to 31 August 1943
 First Lieutenant Walter B. Mullikin, CAP Serial No. 2-3-33
 5 March 1942 to 16 August 1943
 First Lieutenant Sykes R. Ewing, CAP Serial No. 2-3-24
 15 April 1942 to 31 August 1943
 First Lieutenant Robert A. Escott, CAP Serial No. 2-3-128
 5 March 1942 to 21 October 1942
 First Lieutenant Jack B. Escott, CAP Serial No. 2-3-166
 5 March 1942 to 7 August 1942
 First Lieutenant Shelley S. Edmondson, CAP Serial No. 2-1-2187
 5 June 1942 to 31 August 1943
 Major Robert E. Dodge, CAP Serial No. 5-1-710
 1 April 1942 to 12 July 1942
 Second Lieutenant Irvin V. Leight, CAP Serial No. 7-3-547
 9 April 1943 to 31 August 1943
 Second Lieutenant Glen P. Cook, CAP Serial No. 2-1-2391
 16 September 1942 to 31 August 1943
 Second Lieutenant John O. Cogswell, CAP Serial No. 3-1-50
 24 March 1943 to 31 August 1943
 First Lieutenant John W. Chew, Jr., CAP Serial No. 3-1-1925
 10 April 1942 to 31 August 1943
 Second Lieutenant William G. Caulfield, CAP Serial No. 3-3-852
 10 August 1942 to 31 August 1943
 First Lieutenant Howard T. Carter, CAP Serial No. 2-3-95
 5 March 1942 to 1 January 1943
 First Lieutenant Harvey P. Cannon, CAP Serial No. 2-1-155
 16 January 1943 to 17 July 1943
 First Lieutenant Smedley D. Butler, CAP Serial No. 3-1-703
 1 July 1942 to 28 July 1943
 First Lieutenant John R. Andrews, CAP Serial No. 1-5-180
 20 November 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 (First Oak-Leaf Cluster) 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. 2, serving with the Army Air Forces:

First Lieutenant Edmond I. Edwards, CAP Serial No. 2-3-20
 5 March 1942 to 6 December 1942
 Major Hugh R. Sharp, Jr., CAP Serial No. 2-3-28
 5 March 1942 to 16 August 1942

CHAPTER 5

UNCOMMON VALOR

All who have flown single engine land based aircraft are well acquainted with the phenomenon of a normally smooth running engine appearing to begin running rough when flown over open water. Add to this the relative unreliability of aircraft power plants of the late 1930's and early 1940's and throw in maintenance under, many times, primitive conditions by less than fully trained civilian volunteers. Only now can some small appreciation begin to develop as regards the thoughts that must have been in mind of the aircrews who flew Civil Air Patrol's Coastal Patrol Operations between March 5, 1942 and August 31, 1943. To fly under these conditions on an infrequent basis would be in itself an act of heroism. To do it almost daily for 17 months certainly constitutes uncommon valor on the part of these civilian flyers who rushed to the aid of their country in its time of great need.

The fact that they flew 86,685¹ missions for a total of 244,600² hours is well documented. In the course of this operation, 90³ aircraft were lost resulting in 26⁴ fatalities and 7⁵ serious injuries were sustained. Of the 90 aircraft it is estimated that 74⁶ were lost at sea involving 149⁷ aircrew men. These statistics reveal that 123 aircrew men survived the harrowing experience of a forced landing at sea. Most all continued their flight activities

In at least the three⁸ cases of Lieutenants H. A. Coller, L. J. DiCarlo and R. L. Wagstaff some survived a second time.

Probably not the first of these survivors, but certainly numbered among the earliest are⁹: First Lieutenants J. R. Schlager, C. L. Savage and J. L. Fletcher. In the first week of June 1942 while flying routine patrol from CAP Coastal Patrol Base Number 4 at Parksley, Virginia, Pilot Schlager's personally owned Fairchild had an engine failure due to vapor lock and was ditched at sea. After two hours of flight the aircraft's left tank was completely dry and the right tank refused to flow. Thus a hard earned lesson was learned. In the future, pilots would be required to fly from alternating tanks rather than from both tanks simultaneously. Another lesson learned was one of minimizing exposure. Rules were shortly issued prohibiting the inclusion of student observers such as Lieutenant Fletcher as aircrew members on actual missions. Fortunately, all three were rescued within an hour and a half.

"On July 21, 1942 at approximately 16:50 while on regular Patrol Mission at position latitude 3806 - longitude 7455 in a Warner Fairchild NCl9144 with Lt. Charles Shelfus as observer we crashed at sea. On regaining consciousness in the water I found the ship had sunk and I could not find Lt. Shelfus".¹⁰ What is not told by the writer, Lieutenant Henry T. Cross, is that he had suffered several fractured vertebrae and that his rescue would in itself result in a heroic effort by others. Within 55 minutes Rehoboth, Delaware Base 2's Sikorsky Amphibian arrived on the scene. Crewed by Base Commander, Major Hugh R. Sharp, Jr. and Lieutenant Edmond

Edwards this venerable old aircraft encountered difficulty in its landing in 8 to 10 foot swells. Due to a rough landing, the Sikorsky's left pontoon was damaged and begin to fill with water. What followed is best described by Major Sharp.

"After landing was unable to locate survivor for several minutes on account of rough sea. Finally sighted Pilot Cross at several hundred yards distance while he and Amphibian were on crests of waves. Encountered some difficulty in making the downwind turns to reach the victim, but this was finally accomplished, and a first attempt was made to taxi the ship up to victim. On this first attempt, however, we misjudged the strength of the wind and were blown away from the victim before we were able to grasp him. On second try, however, we were successful in grabbing ahold of the victim who was unable to hold on to the rope which was thrown to him because of his injury. The observer, Lt. Edwards, however, lifted Pilot Cross from the water and helped him into the ship, which was no easy task because of the rough water and the violent pitching of the Amphibian".¹¹

"Remained in water at location searching for Observer Shelfus until 18:20. There being no signs of Shelfus and with Cross in serious condition, it was deemed wise to get to shore as soon as possible. As the sea was too rough for takeoff, we started taxiing on westerly course at 18:20. At approximately 18:25 port wing float sank. Observer Edwards went out to starboard bomb rack for balance, where he stayed uncomplainingly until the ship was beached at Chincoteague at about 01:30 the following morning. This was no

easy task for Observer Edwards for he had stripped off almost all of his clothing in order to give them to Pilot Cross. At intervals all during the night, he was completely immersed in the sea during which waves flowed over the starboard wing float to which the bomb rack was attached, and to say the least, he was far from comfortable from cold after the sun went down".¹²

"Laid course for coastal buoy No. 3 planning to tie up to it for the night, not having sufficient gas to taxi to Chincoteague, the nearest harbor. By tieing to the buoy, our position could be reported by radio so that fast Coast Guard boat could rush Cross to shore for medical aid".¹³

"On approaching No. 3 buoy, we were met by Coast Guard picket boat".¹⁴

"Condition of sea made transfer of Cross unwise".¹⁵

"Seaplane was taken in tow by picket boat at 19:50 and towed to Chincoteague, arriving about 23:45".¹⁶

Uncommon valor? Certainly on the part of Lieutenant Cross for exposing himself, but even more so for Major Sharp and Lieutenant Edwards for their heroic rescue. Sharp and Edwards were later awarded CAP's Blue Merit Emblem and the Air Medal from the hands of President Roosevelt at a White House ceremony in February of 1943. Roosevelt's comments to Sharp that this was the first time that he had awarded this medal is fitting tribute in itself.¹⁷ Certainly it was the first such award to civilians for service

with the armed forces. These two were not the last in that an additional 824 Air Medals¹⁸ were awarded to other Coastal Patrolmen by a grateful country in mid 1948. At this time Sharp and Edwards were awarded the First Oak-Leaf Cluster¹⁹ for their previously awarded Medal. As a postscript, although unable to fly due to his injuries, Lieutenant Cross later transferred to Civil Air Patrol's Coastal Patrol Base Number 14 at Panama City, Florida as its operation officer.

The fact that many other survivors of forced landings at sea continued to expose themselves to further risk is well supported by the two crashes involving Lieutenant Louis J. DiCarlo stationed at Base 9 on Grand Isle, Louisiana. On September 17, 1942²⁰ Lieutenant DiCarlo suffered the first of his two hazardous crashes. Flying the dusk patrol on that date Pilot DiCarlo and Observer Frank Serwich detected oil coming from the firewall of their Rearwin Cloudster. Again, let's turn to a contemporary account of the incident so that we may better understand the happenings of the day.

"Several minutes after DiCarlo had been separated from Sutton, he noticed oil coming through the firewall. He immediately headed the ship toward the nearest point on land, while Serwich grabbed the mike, yelled "MAYDAY" several times, and gave their approximate position. The oil pressure started to sink slowly as DiCarlo tried to climb the ship. He reached 1000 feet when the pressure dropped to zero. Serwich continued to try to reach the base, but never got a "ROGER" on his report. A few seconds later parts started to fly from under the cowling and then the engine flew to pieces. DiCarlo

glided down toward the water, levelled off, then brought the nose up and made a tail first landing on the waves. They struck with a terrific impact and the glass jug which held the silver marker slick fluid broke at once, splattering the pilot and observer with bright silver paint. At the same time the antenna wire whipped around the front of the ship, and caught around DiCarlo's neck, momentarily strangling him. Serwich quickly pulled out his hunting knife and severed the wire. In the 35 seconds between the time that the ship hit the water and the time that it sunk beneath the waves, both men fought their way out of the ship and inflated their Mae Wests, dragging along the canvas motor hood which had been laying in the back of the plane. They each clenched opposite ends of this canvas between their teeth, which kept them from being separated as they swam clear of the wreckage. DiCarlo guided the pair on the outside of the muddy Mississippi water, because he knew the current would carry them out to sea. Through the dark, swelling waters the two men swam, tying their Mae Wests together so as not to become separated".²¹

"Back at the base, Joe sat thinking of the two men that he was now certain were down somewhere in the Gulf; Louis DiCarlo, 38 years old, a thin, almost sickly looking man; Frank Serwich, 37 years old, a 6 footer who weighed only 150 lbs. Pretty slim chance that these two could last a night in the water or make their way to land; Joe felt an overpowering urge to do something, but there was nothing at all that he could do".²²

"DiCarlo and Serwich were in the water two hours now, still moving

toward land and steering clear of the Mississippi current. Both men were weakening, but continued to lie on their Mae Wests and paddle with their hands toward shore in the complete darkness. As time wore on Serwich, the weaker of the two, became nearly exhausted, and DiCarlo had to pull and shove him along to keep him from giving up right there. Just about when DiCarlo was ready to give up, they sighted the seawall and with what was more guts than strength they hoisted themselves onto land and lay there exhausted. They had been swimming for four and one-half hours. As they lay on the seawall, several small boats passed, not hearing their shouts. Finally they were able to attract the attention of a small Coast Guard boat, which flashed its searchlights up and down the seawall. As the searchlight swung up and down, it suddenly hit two bright silver objects that shone like Greek gods in the black night. The two men were still covered by the marker fluid, which they can thank for saving them from cold and exposure on the seawall".²³

"The two men were picked up by the Coast Guard and taken to Burwood, where because they had lost all identification, they were placed under technical arrest. A telephone call to the base soon verified who they were, and that same phone call was received amidst great jubilation by the members of the base".²⁴

Thus goes the story of DiCarlo's first "dunking". Although not quite as dramatic, DiCarlo's actions during his second one certainly demonstrates that he had all of the ingredients of a true hero. Early on December 18, 1942²⁵ after experiencing radio trouble in Fairchild NC29013 Pilot DiCarlo accompanied by Observed Michael

L. Heim found it necessary to return to Grand Isle for repairs. Subsequent to the necessary repairs to their radio DiCarlo and Heim encountered a rough engine while attempting to take off. They returned to the hangar where the engine was found to be safe for flight. So for the third time on that fateful day DiCarlo taxied for departure. This time he made it, but not for long. At about 200 feet, already over the Gulf, the Fairchild's engine stopped completely. Unable to make it back to land, DiCarlo skillfully effected another water ditching. Upon impact the aircraft flipped over trapping both he and Heim. Freeing himself from his seat belt he noticed that Heim was having difficulty releasing his seat belt. Only after assisting Heim in the removal of his seat belt did DiCarlo leave the aircraft and swim to the surface and safety.

Cool thinking has long been accepted among pilots as the difference between survival and death at the time of impending disaster. Cool action on the part of Wiley R. Reynolds certainly was evident on July 11, 1943.²⁶ On that date at about two in the afternoon Pilot Reynolds and his observer, Lieutenant R. J. Cohn, were on routine patrol from Base 3 in Stinson NC39496. Reynolds' first person description of the disaster is as follows:

"Engine started missing and losing power at about 1500 ft. Dropped a couple of smoke flares to get wind direction. Saw small craft below and circled near. Occupants of craft signaled us to drop our 100 lb. demolition bomb safe. As I got close to the water I

pulled on full flaps, shut off ignition and hauled back on controls. Ocean was calm. Plane nosed over, then settled back to float about 8 minutes before sinking in 150 ft. of water. Landing craft picked us up in about 5 minutes. My observer, who did not know how to swim, kept cool, inflated his one man raft and held on to plane wing and raft. I opened door on left side and swam around to my observer. All this time my cousin, Harry Bassett and Alex Thomson was circling in a companion plane calling base but could not be heard at Lantana due to local thunderstorms. We arrived in Fort Pierce about an hour later".²⁷

Worthy of note is the last crash at sea of a Civil Air Patrol Aircraft engaged in Coastal Patrol operations. Just thirty days short of the termination of coastal patrol operations on August 31, 1943 an aircrew took a dunking. Late in the afternoon of July 31, 1943²⁸ with Lieutenant W. L. Grier, Jr. as pilot and Flight Officer W. A. Fullerton, Jr. as observer the last of CAP's 74 crashes at sea occurred. Fortunately, Grier and Fullerton were rescued by a small navy craft within an hour and a half. Both were returned unhurt to Cape May.

CHAPTER 6

THE DUCK CLUB

Long a tradition in European armies the recognition of individuals for special acts had its beginning in the United States Military with The Badge for Military Merit.¹ Orders creating the Badge for Military Merit were issued by the Continental Army on August 7, 1782. A simple heart shaped piece of cloth, it was awarded to all ranks involved in acts of unusual gallantry. George Washington wrote when he established this first award, "The road to glory in a patriot army and free country is open to all". Certainly, it is then fitting that the form taken some 160 years later to recognize Civil Air Patrol's patriots would be a simple cloth device.

Some form of recognition was badly needed to help the sagging morale of the civilian airmen so valiantly fighting the Axis Submarine fleet in our Coastal Waters. Already, by March of 1943, some 51² aircraft had been lost at sea resulting in 16³ fatalities and 87⁴ aircrew men surviving the harrowing experience of a crash on water. It was at that time that Lieutenant Colonel L. A. (Jack) Vilas conceived the award to be presented to all who survived. Designated the "Duck Club" the idea paralleled the Army Air Corps famed Caterpillar Club. The name of the actual designer of the award has been lost in the pages of history, but it has been commonly thought that Colonel Vilas was the designer.

Utilizing the prevailing Blue Civil Air Patrol Disc as a background, the emblem portrays a red duck sitting on the water which is represented by a series of blue wavy lines. Civil Air Patrol Bulletin, Volume II, Number 15 of April 9, 1943 specifies that it is to be worn below the flap of the left pocket of the shirt or blouse. Subsequently, CAP Rules⁵ specified both the 2½ inch diameter cloth badge and a 1 inch metallic version. The metallic version was produced in blue and red enamel over sterling silver by Bastian Brothers of Rochester, New York.

Indications are that the distribution of the award was carefully controlled by Headquarters Civil Air Patrol using a handwritten and typed listing.⁶ They were generally forwarded to individuals in care of their respective Base Commanders. In some cases, they were transmitted direct to individuals who were no longer on active duty. Quoted below is the content of the typical military style letter which transmitted the emblem.

" 1. It is recorded at National Headquarters that in the service of the Civil Air Patrol you were in an airplane which had a forced landing on water while on an active duty mission".⁷

" 2. Just as everyone who has ever bailed out of an airplane is one of the fellowship of the Caterpillar Club, it is our thought that every member who shares your experience shall be a member of the Duck Club".⁸

" 3. In token of your membership in this select fraternity, I

inclose herewith an emblem which you are entitled to wear on the left pocket of your uniform, half an inch below the flap. With it goes my congratulations that you are still with us to talk about it and the hope that you will wear it to show that the Patrol is proud of you".⁹

Because of cost considerations and the wartime scarcity of silver, members surviving more than one crash received only one award.

" 1. The records at National Headquarters now indicate that while on active duty mission for Civil Air Patrol - Coastal Patrol, you were forced down at sea and this has made you a two-time member of the Duck Club. We can't send you another emblem, but we can and do send our greetings on becoming a select member of this fraternity".¹⁰

" 2. This time, we are twice as glad that you are with us to swap another Patrol yarn".¹¹

In both cases, the letter was signed by Civil Air Patrol's National Commander, Lieutenant Colonel Earle L. Johnson.

CHAPTER 7

DUCK CLUB MEMBERSHIP LIST

The following named individuals became members of the Duck Club as a consequence of their emergency landing at sea on the date indicated.

First Lieutenant Henry T. Cross, CAP	10 August 1942
First Lieutenant John W. Chew, Jr., CAP	28 December 1942
First Lieutenant Howard T. Carter, CAP	28 December 1942
First Lieutenant Harvey P. Cannon, CAP	6 March 1943
Second Lieutenant Robert Lee Wagstaff, CAP	13 May 1943
First Lieutenant Walter L. Grier, Jr.	31 July 1943
Second Lieutenant Walter A. Fullerton, Jr.	31 July 1943

CHAPTER 8

CIVIL AIR PATROL HISTORIC AIRCRAFT - GENERAL

In connection with the overall Historical Program within Civil Air Patrol, the National Historical Committee is sponsoring a program to identify and locate aircraft having significant historical value. At the present time the program is concentrating on aircraft which were utilized by Civil Air Patrol during World War II.

Using contemporary documentation, supplemented by personal knowledge, aircraft are selected for possible inclusion in the program. Primarily by the use of Federal Aviation Administration Records, the current owner of the aircraft is identified and contacted. Once the Committee has assured itself that the aircraft is worthy of program recognition, the owner is contacted in regard to his wanting to have his aircraft recognized.

The program includes the marking of the aircraft with a 1 1/2 by 3 1/2 inch plaque which reads as follows:

THIS HISTORIC AIRCRAFT
WAS FLOWN BY THE
CIVIL AIR PATROL
ON ACTIVE DUTY DURING
WORLD WAR II

Provision are also made to provide the owner with a Certificate of Appreciation for his preservation efforts. Thus far 1535 aircraft have been identified as having been used by the Civil Air Patrol during World War II. Fortunately when the use of "NC" was changed to "N" as the prefix to all civil aircraft registrations of type accepted aircraft, the actual number was not changed. Thus NC 16817 merely became N 16817. This has made it possible to do detailed research has been completed on 1233 of them.

Of those researched, the registration number has been reassigned to another type of aircraft in 657 instances and is not listed for an additional 104 aircraft. This says that a total of 761 (49.6 percent) of the aircraft under study no longer exist.

Statistic relating to the remaining 774 aircraft are tabled below:

Research Pending	302
No Response to letters to listed owners	331
FAA Records indicates that a sale is in progress	37

Aircraft being rebuilt by current
owner 47

Aircraft identified which qualify
for marking in accordance with the
above procedure 57

A reasonable projection of the number of aircraft remaining after
the passage of over 50 years would be 622 or approximately 40.5
percent.

CHAPTER 9

AIRCRAFT AT COASTAL PATROL BASE 2 - GENERAL

Twenty six of the 1535 aircraft which were used by the Civil Air Patrol during World War II were used at Coastal Patrol Base 2 and its auxiliary locations.

Tabulated below is the disposition of each of these aircraft:

AIRCRAFT NUMBER	OWNER WHILE AT CP BASE 2	DISPOSITION
NC 14614	Edmondson, Shelley	Marking material to NY Wing, 7/23/85
NC 15344	Sanschargin, T. J.	Number reassigned by FAA
NC 16145	DuPont & Weymouth	Letter to current owner returned by P.O., 8/14/91
NC 16817	Wilder, M. M.	Aircraft Marked by MD Wing, 8/10/87
NC 16826	Edmondson, S. S.	Number not listed in FAA Records
NC 16829	Nicholson, W. B., Jr/	Number reassigned by FAA
NC 16902	Sparr, LeRoy A.	Being rebuilt by current owner, 3/10/86
NC 19164	Graham, Robert L.	Letter to current owner, 1/28/86
NC 19177	Mahon, Roy	Marking material to PA Wing, 12/11/85
NC 19414		Number reassigned by FAA
NC 20629	Proctor, H. Harrison	Letter to current owner, 8/1/91
NC 20633		Number reassigned by FAA
NC 22035	Remy, Robert C.	FAA Records indicates sale in progress

NC 26265	Lunger, Harry W.	Letter to current owner returned by P.O., 8/14/91
NC 269 Y	Klass, Raymond S.	Letters to current owner, 11/23/85, 8/1/91
NC 27744	DuPont, Octavia N.	Letter to current owner, 8/1/91
NC 28532	Sharp, H. Rodney, Sr.	Number reassigned by FAA
NC 28644		Marking material to NE Wing, 8/24/85
NC 28690	Charter Air Service	Letters to current owner, 2/17/88, 8/1/91
NC 2960	Mills, Alice Dupont	Number reassigned by FAA
NC 322 Y	Sharp, H. Rodney, Sr.	Number reassigned by FAA
NC 32242		Number not listed in FAA Records
NC 324 Y	Fish Products Co.	Number reassigned by FAA
NC 36773	Davis, Henry, Jr.	Number reassigned by FAA
NC 4121	Walker, Stephen A.	Number reassigned by FAA
NC 803 W	Sharp, Hugh R., Jr.	Number reassigned by FAA

Out of the 26 aircraft from Base 2 which were researched the registration number has been reassigned to another type of aircraft in 12 instances and is not listed for one additional one. This says that a total of 13 (50.0) percent) of the aircraft under study no longer exist. This closely parallels the overall study.

Statistic relating to the remaining 13 aircraft are tabled below:

No Response to letters to listed
owners

7

FAA Records indicates that a sale is in progress	1
Aircraft being rebuilt by current owner	1
Aircraft identified which qualify for marking in accordance with the above procedure	4

CHAPTER 10

AIRCRAFT AT COASTAL PATROL BASE 2 - INDIVIDUAL STUDIES

The following pages of this chapter are copies of the individual records for each aircraft which was utilized at Coastal Patrol Base 2. They are maintained as a portion of the computerized data base which include all aircraft known to be used by the Civil Air Patrol during World War II.

Tabled below are the definitions of the various fields of each record:

FIELD TITLE	DEFINITION
1 RECDNR	Record Number
2 ACFT	Aircraft Number
3 PHOTONRS	Numbers of Photographs in PHOTO.DBF
4 CASE	Case Number
5 SPONSOR	Case Sponsor
6 REFER	Reference for Aircraft Identification
7 AMFG	Aircraft Manufacturer
8 AMODEL	Aircraft Model
9 EMFG	Engine Manufacturer
10 EMODEL	Engine Model Number
11 HP	Engine Horsepower
12 AD1	CAP Active Duty Assignment
13 HO	Historic Owner's Name
14 HOADD	Historic Owner's Street Address
15 HOADD2	Historic Owner's City, State & Zip Code
16 DISP	Disposition of Aircraft/Program Status
17 CO	Current Owner's Name
18 COADD	Current Owner's Street Address
19 COADD2	Current Owner's City, State & Zip Code
20 WINGMARK	Date Aircraft Marked by Wing

The single most significant aircraft which has survived these past 50 years is covered by the data sheet for NC 16817. This aircraft which was owned by First Lieutenant Henry H. Wilder, CAP was later purchased by Lieutenant Colonel George Weiss, USAF

(Ret) of Fort Washington, Maryland. Colonel Weiss subsequently donated this historic aircraft to the United States Air Force Museum in Dayton, Ohio.

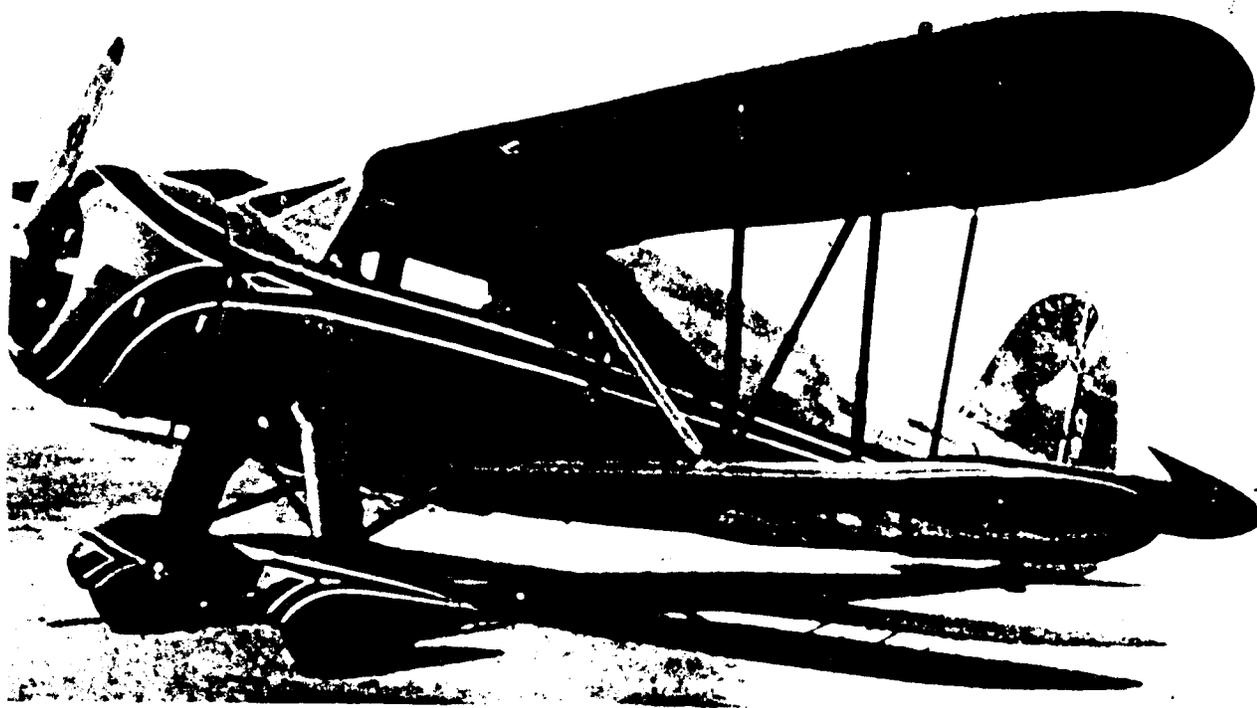
It is currently being prepared for exhibit by painting it with its original colors of red with an ivory stripe. It will be marked with contemporary Civil Air Patrol Insignia, including the famous Base 2 Henlopen Hen. It will also be equipped with contemporary ordnance which includes a bomb, bomb sight and bomb shackle which were originally used at Civil Air Patrol Coastal Patrol Base 9 on Grand Isle, Louisiana.

Current plans call for this aircraft to be placed on permanent display in connection with the Civil Air Patrol's 50th Anniversary celebration on 1 December 1991.

Other aircraft currently in flying condition are; NC 14614, NC 19177 and NC 28644.

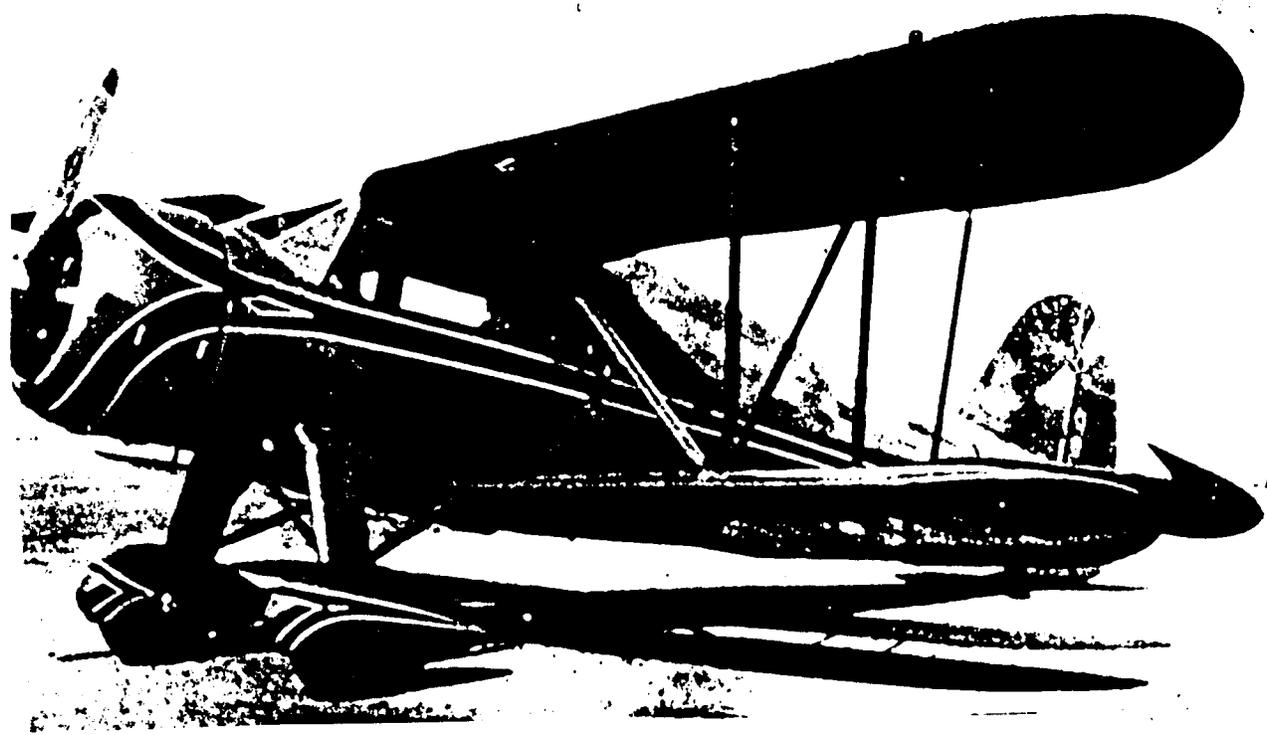
Record No. 1
RECDNR 24
ACFT NC 14614
PHOTONRS
CASE 24
SPONSOR Myers
REFER 2/19/1943 & 4/7/1943 "A" Lists

AMFG Waco
AMODEL ZKCS
EMFG Jacobs
EMODEL 755-A2-300
HF 300
AD1 CP Base 02
HO Edmondson, Shelley
HOADD
HOADD2 Selkirk, NY
DISP Marking material to NY Wing, 7/23/85
CO Norgard, A. J. "Al"
COADD1 RD 8 Amsterdam Road
COADD2 Ballston Spa, NY
WINGMARK



Record No. 2
RECDNR 1501
ACFT NC 15344
PHOTONRS
CASE 0
SPONSOR
REFER 6/1/1943 Supplement to 4/7/1943 "A" List

AMFG Fairchild
AMODEL 24
EMFG Warner
EMODEL
HP 145
AD1 CP Base 02
HO Sanschargin, T. J.
HOADD 2847 North Broad St.
HOADD2 Philadelphia, PA
DISP Number reassigned by FAA
CO
COADD1
COADD2
WINGMARK



Record No. 3
RECDNR 1490
ACFT NC 16145
PHOTONRS
CASE 1136
SPONSOR Myers
REFER 5/24/1943 Supplement to 4/7/1943 "A" List

AMFG Stinson

AMODEL

EMFG

EMODEL

IP 0

AD1 CP Base 02

HO DuPont & Weymouth

HOADD Rehoboth, DE

HOADD2

DISP Letter to current owner returned by P.O., 8/14/91

CO Grabenstein, Marian

COADD1 830 Allen Street

COADD2 Falls Church, VA 22040

WINGMARK



Record No. 4
RECDNR 198
ACFT NC 16817
PHOTONRS EGWL.0096,EGWL.0097
CASE 43
SPONSOR Myers
REFER 2/19/1943 & 4/7/1943 "A" Lists

AMFG Fairchild
AMODEL 24-C8F
EMFG Ranger
EMODEL
HP 0
AD1 CP Base 02
HO Wilder, M. M.
HOADD Alexandria, VA
HOADD2
DISP Aircraft Marked by MD Wing, 8/10/87
CO Weiss, George
COADD1 315 Kerby Parkway
COADD2 Ft. Washington, MD
WINGMARK 8/10/87



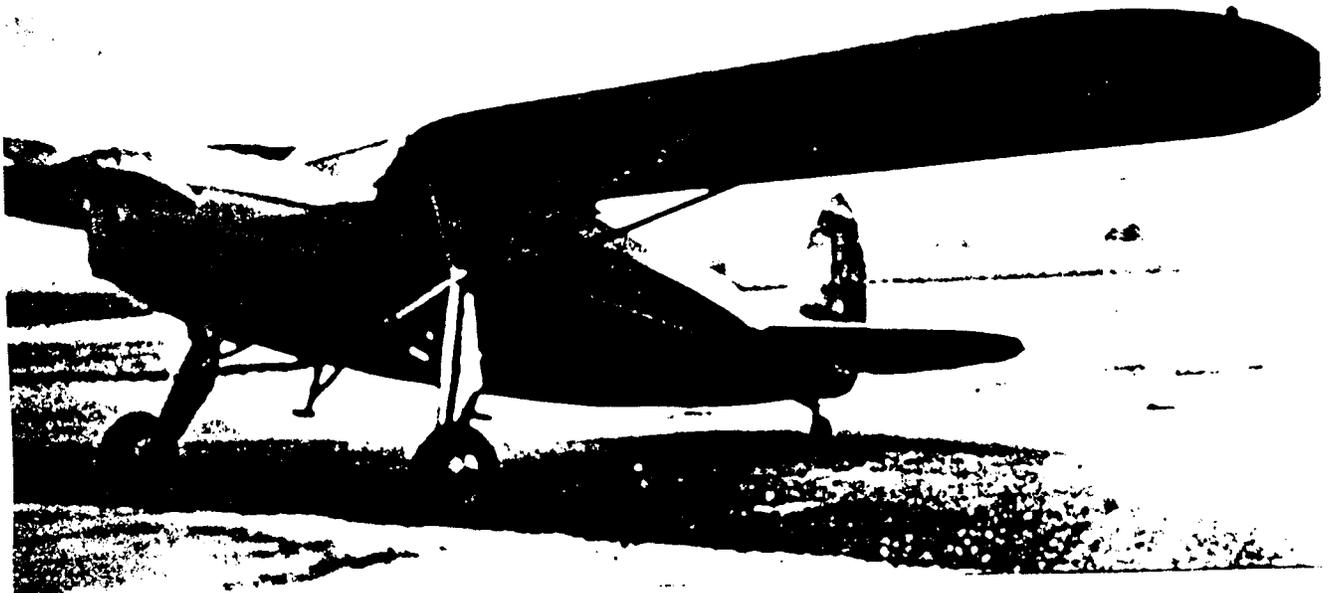
Record No. 5
RECDNR 202
ACFT NC 16826
PHOTONRS
CASE 0
SPONSOR
REFER 2/19/1943 & 4/7/1943 "A" Lists

AMFG Fairchild
AMODEL 24-C8F
EMFG Ranger
EMODEL
IP 150
AD1 CP Base 02
HO Edmondson, S. S.
HOADD
HOADD2
DISP Number not listed in FAA Records
CO
COADD1
COADD2
WINGMARK



Record No. 6
RECDNR 204
ACFT NC 16829
PHOTONRS
CASE 0
SPONSOR
REFER 2/19/1943 "A" List

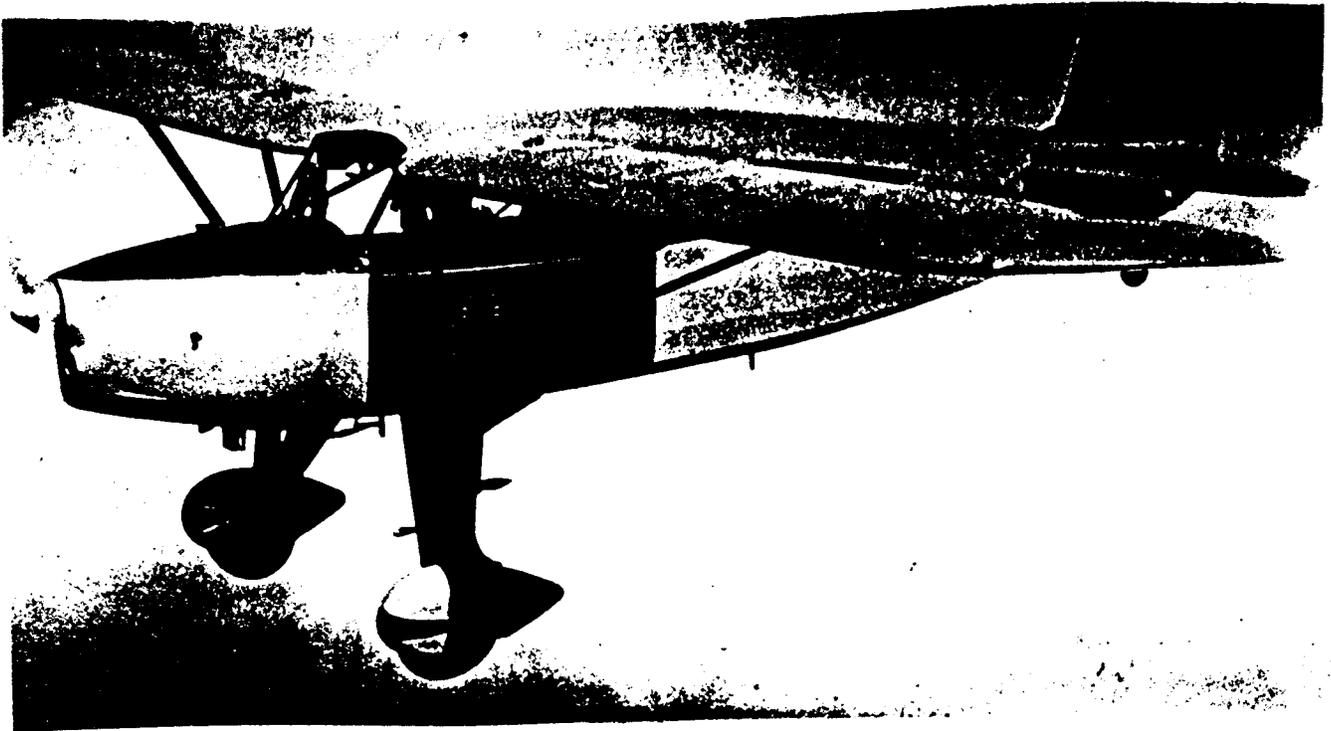
AMFG Fairchild
AMODEL 24-C8F
EMFG Ranger
EMODEL
HP 150
AD1 CP Base 02
HO Nicholson, W. B., Jr/
HOADD Barr, Louis A./
HOADD2 Battaile, Rosemary
DISP Number reassigned by FAA
CO
COADD1
COADD2
WINGMARK



Record No. 7
RECDNR 214
ACFT NC 16902
PHOTONRS
CASE 66
SPONSOR Myers
REFER 2/19/1943 & 4/7/1943 "A" Lists

AMFG Fairchild
AMODEL 24-H
EMFG Ranger
EMODEL
HP 150
AD1 CP Base 02
HO Sparr, LeRoy A.

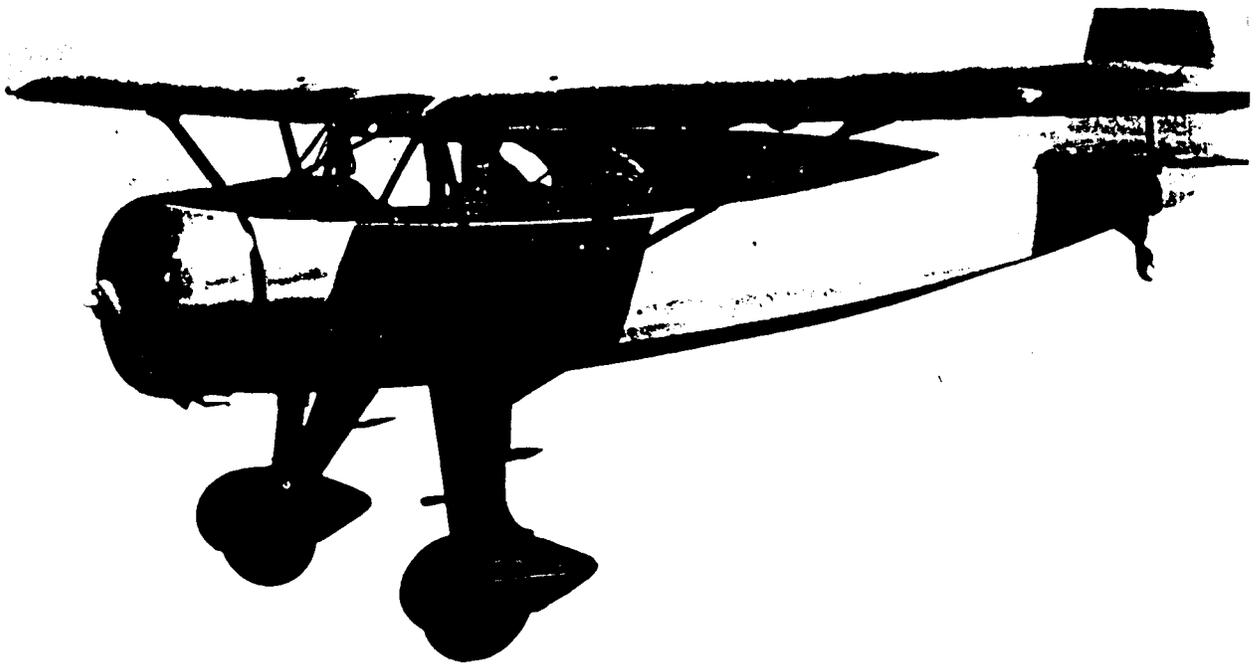
HOADD
HOADD2
DISP Being rebuilt by current owner, 3/10/86
CO Binski, Ann M.
COADD1 650 Harbour Drive
COADD2 Harbour Heights, FL 33983
WINGMARK



Record No. 8
RECDNR 255
ACFT NC 19164
PHOTONRS
BASE 1033
SPONSOR Myers
REFER 2/19/1943 & 4/7/1943 "A" Lists

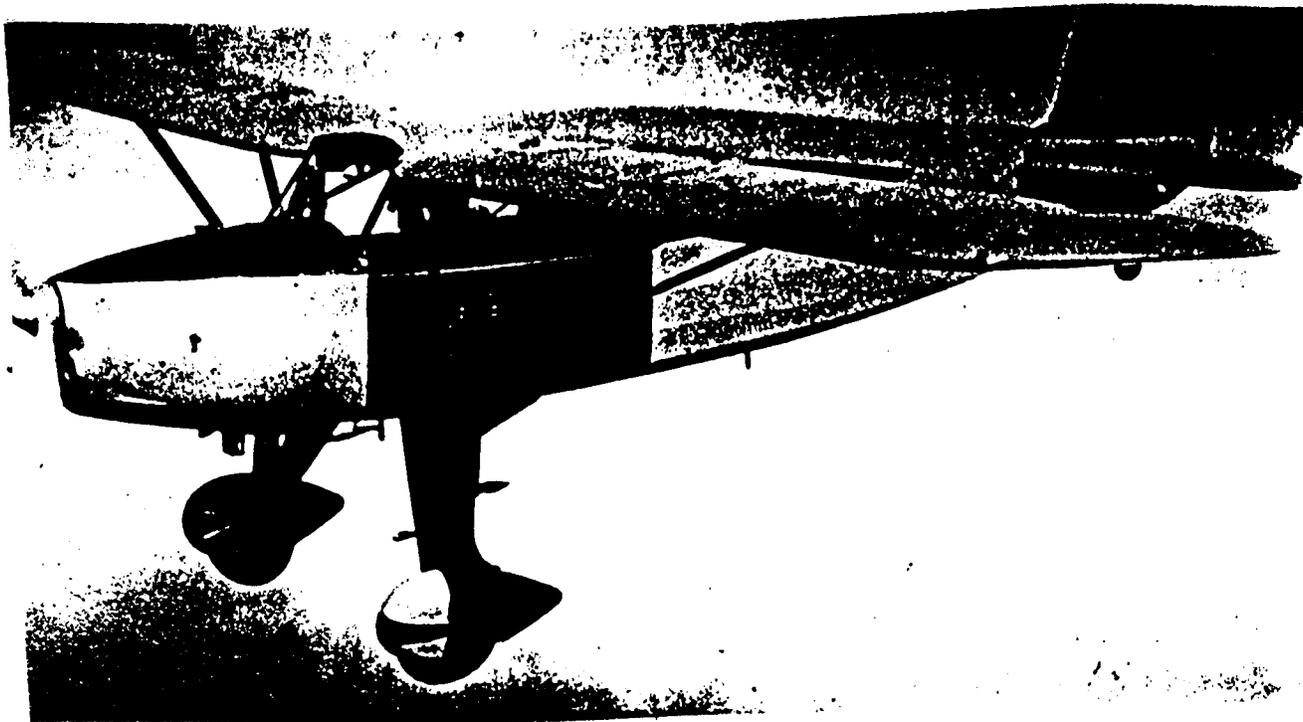
AMFG Fairchild
AMODEL 24-G
EMFG Warner
EMODEL
IP 145
AD1 CP Base 02
HO Graham, Robert L.

HOADD
HOADD2
DISP Letter to current owner, 1/28/86
CO Solinski, F. J. Co.
COADD1 2585 25th Street
COADD2 Cuyahoga Falls, OH
WINGMARK



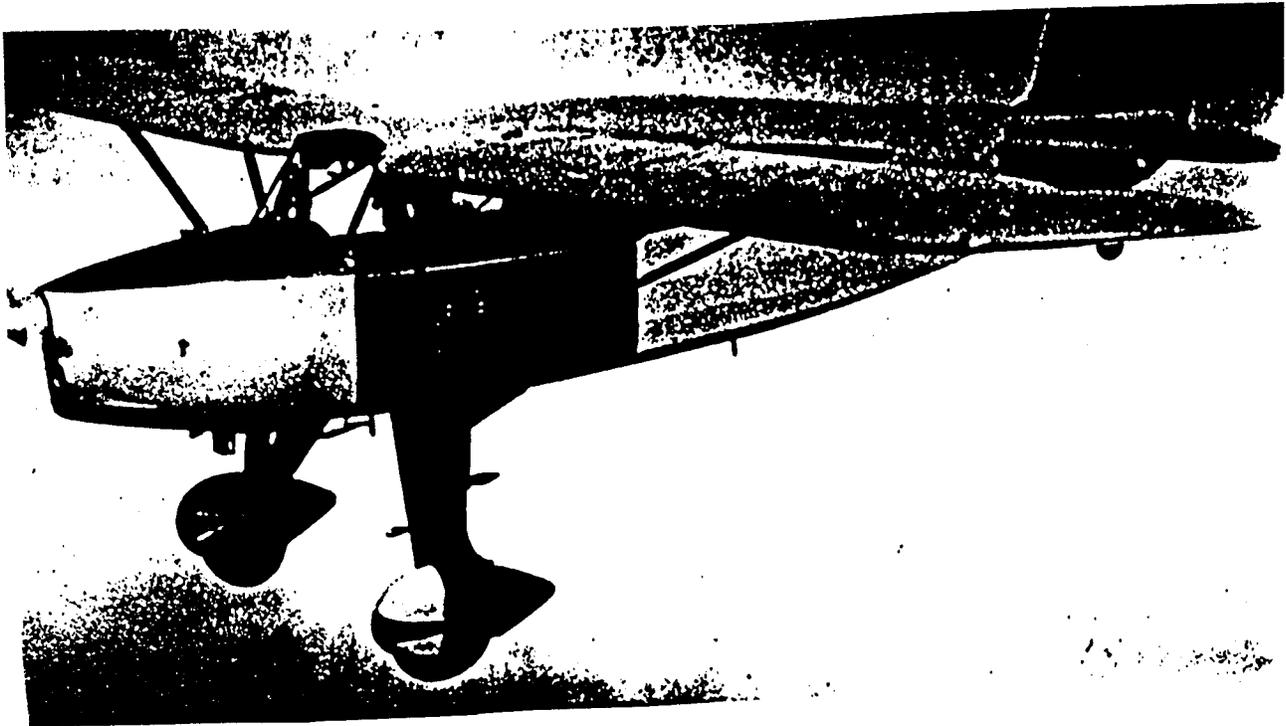
Record No. 9
RECDNR 23
ACFT NC 19177
PHOTONRS
CASE 23
SPONSOR Myers
REFER 2/19/1943 & 4/7/1943 "A" Lists

AMFG Fairchild
AMODEL 24
EMFG
EMODEL
HP 0
AD1 CP Base 02
HO Mahon, Roy/
HOADD Sharp, Hugh R.
HOADD2
DISP Marking material to PA Wing, 12/11/85
CO Foulke, David S.
COADD1 805 Pennlyn Pike
COADD2 Spring House, PA
WINGMARK



Record No. 10
RECDNR 1531
ACFT NC 19414
PHOTONRS
CASE 0
SPONSOR Myers
REFER Contemporary Pilot's Log Book

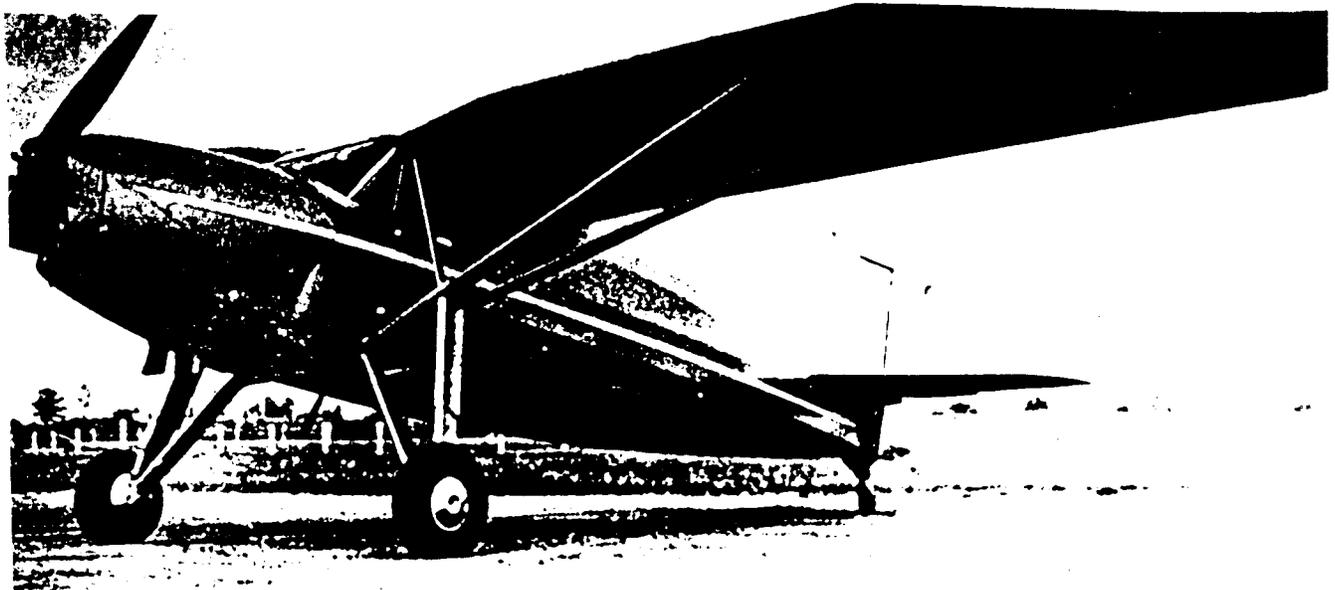
AMFG Fairchild
AMODEL
EMFG Warner
EMODEL
IP 0
AD1 CP Base 02
HO
HOADD
HOADD2
DISP Number reassigned by FAA
CO
COADD1
COADD2
WINGMARK



Record No. 11
RECDNR 272
ACFT NC 20629
PHOTONRS
CASE 1026
SPONSOR Myers
REFER 2/19/1943 & 4/7/1943 "A" Lists

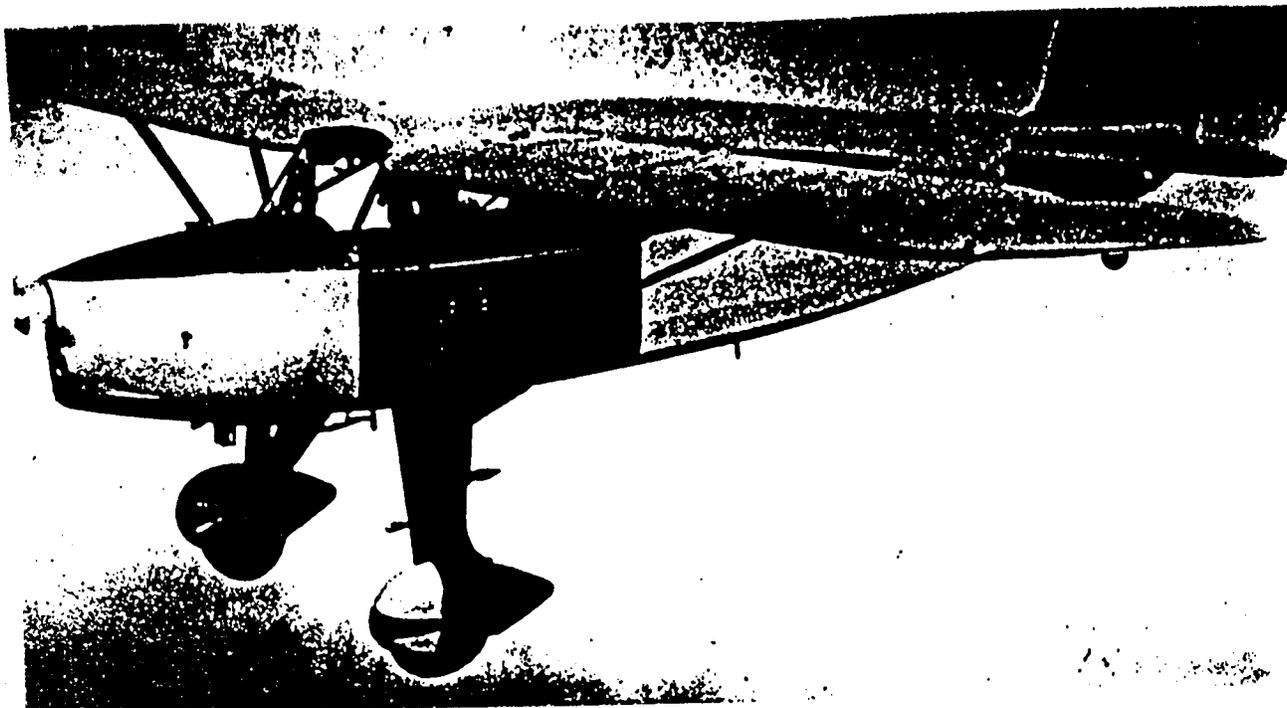
AMFG Fairchild
AMODEL 24-K
EMFG Ranger
EMODEL
HP 165
AD1 CP Base 02
HO Proctor, H. Harrison

HOADD
HOADD2
DISP Letter to current owner, 8/1/91
CO Hesterman, Clifford A.
COADD1 22W572 Elmwood Drive
COADD2 Glen Ellyn, IL 60137
WINGMARK



Record No. 12
RECDNR 1532
ACFT NC 20633
PHOTONRS
CASE 0
SPONSOR Myers
REFER Contemporary Pilot's Log Book

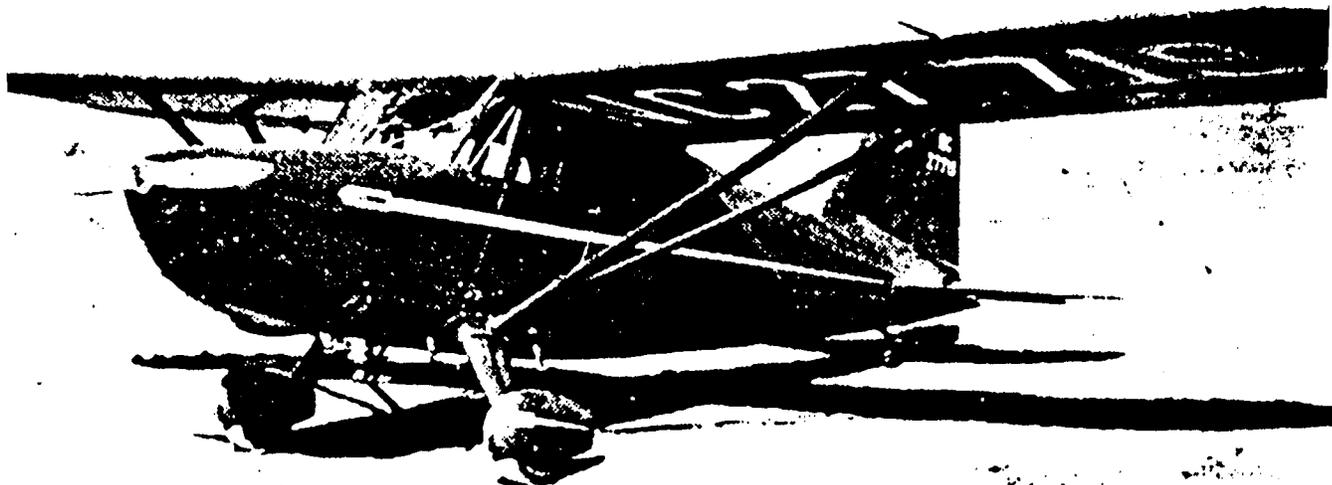
AMFG Fairchild
AMODEL
EMFG Warner
EMODEL
HP 0
AD1 CP Base 02
HO
HOADD
HOADD2
DISP Number reassigned by FAA
CO
COADD1
COADD2
WINGMARK



Record No. 14
RECDNR 296
ACFT NC 26265
PHOTONRS
CASE 1028
SPONSOR Myers
REFER 2/19/1943 & 4/7/1943 "A" Lists

AMFG Stinson
AMODEL 10
EMFG Continental
EMODEL
IP 80
AD1 CP Base 02
HO Lunger, Harry W.

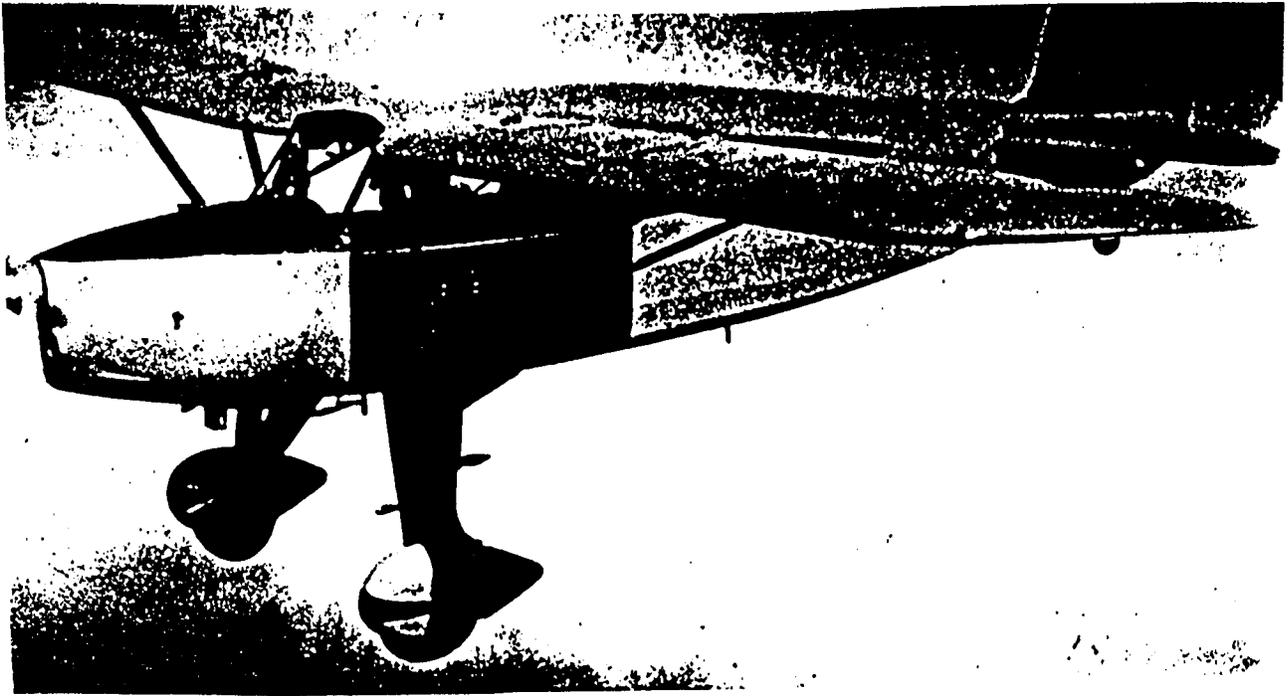
HOADD
HOADD2
DISP Letter to current owner returned by P.O., 8/14/91
CO Foster, Donald L.
COADD1 556 Rockcliff, Apt 6
COADD2 Martinsburg, WV 25401
WINGMARK



Record No. 13
RECDNR 281
ACFT NC 22035
PHOTONRS
CASE 0
SPONSOR
REFER 2/19/1943 & 4/7/1943 "A" Lists

AMFG Fairchild
AMODEL
EMFG Ranger
EMODEL
HP 165
AD1 CP Base 02
HO Remy, Robert C.

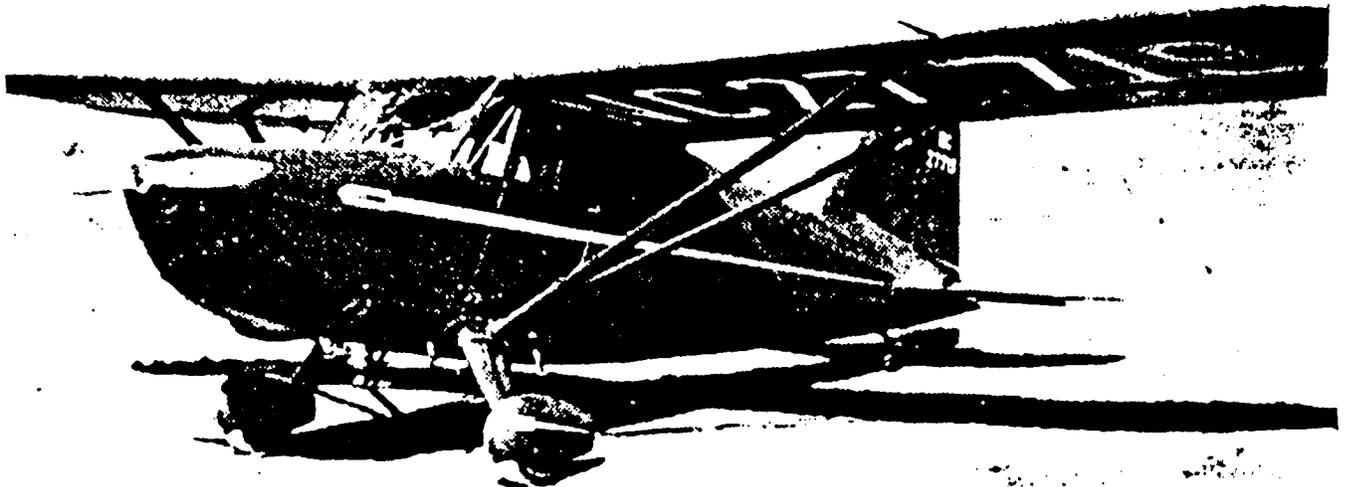
HOADD
HOADD2
DISP FAA Records indicates sale in progress
CO
COADD1
COADD2
WINGMARK



Record No. 14
RECDNR 296
ACFT NC 26265
PHOTONRS
CASE 1028
SPONSOR Myers
REFER 2/19/1943 & 4/7/1943 "A" Lists

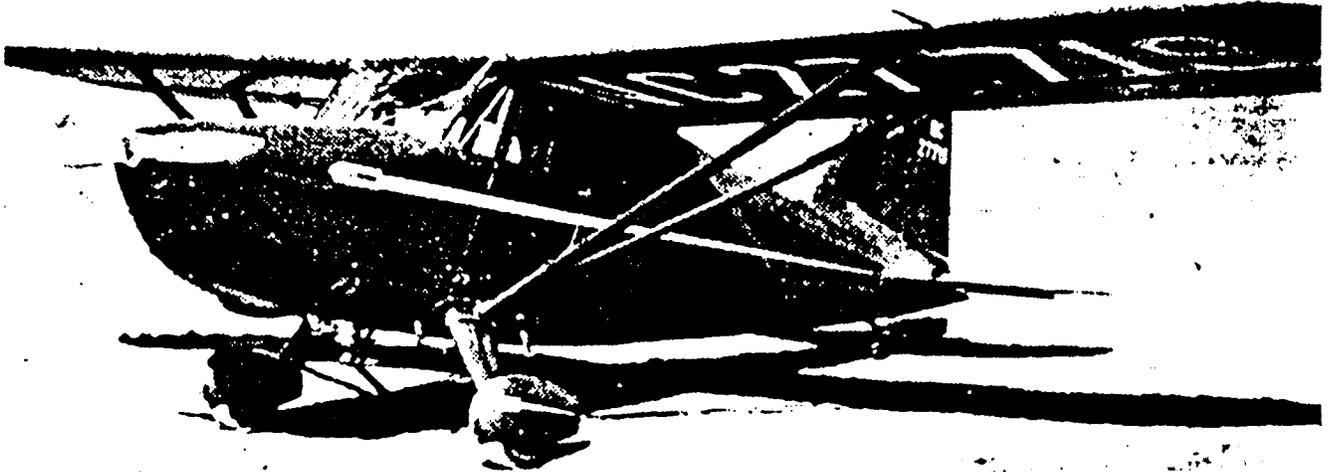
AMFG Stinson
AMODEL 10
EMFG Continental
EMODEL
HP 80
AD1 CP Base 02
HO Lunger, Harry W.

HOADD
HOADD2
DISP Letter to current owner returned by P.O., 8/14/91
CO Foster, Donald L.
COADD1 556 Rockcliff, Apt 6
COADD2 Martinsburg, WV 25401
WINGMARK



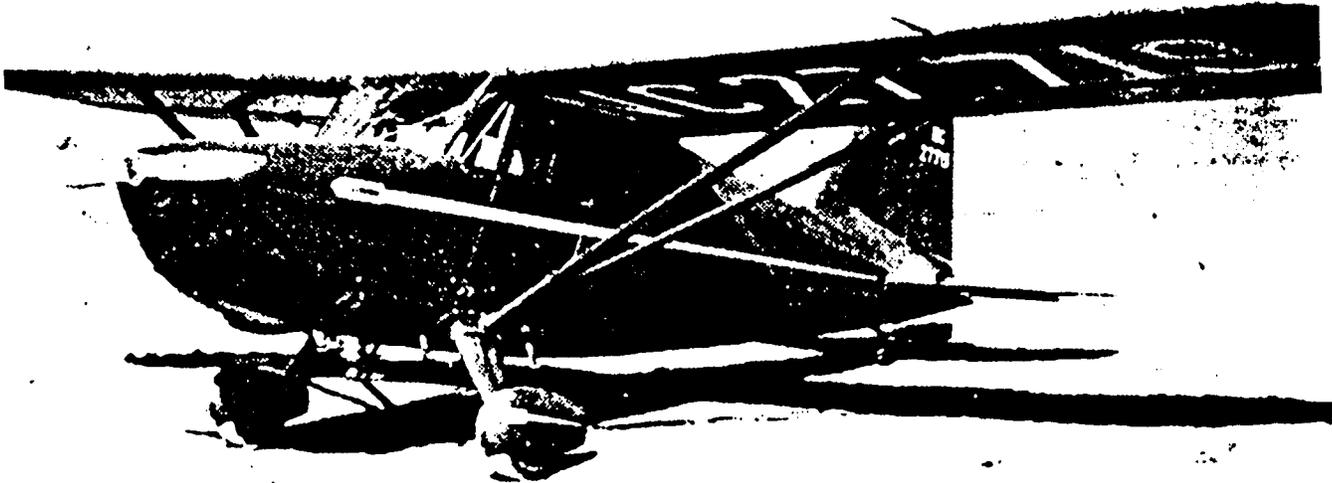
Record No. 15
RECDNR 201
ACFT NC 269 Y
PHOTONRS
CASE 1090
SPONSOR Myers
REFER 4/7/1943 "A" List

AMFG Stinson
AMODEL 10-A
EMFG
EMODEL
HP 0
AD1 CP Base 02
HO Klass, Raymond S.
HOADD 5517 Lydia Street
HOADD2 Kansas City, MO
DISP Letter to current owner, 11/23/85, 8/1/91
CO Martin, Alice
COADD1 392 Perdue Road
COADD2 Venice, FL 33595
WINGMARK



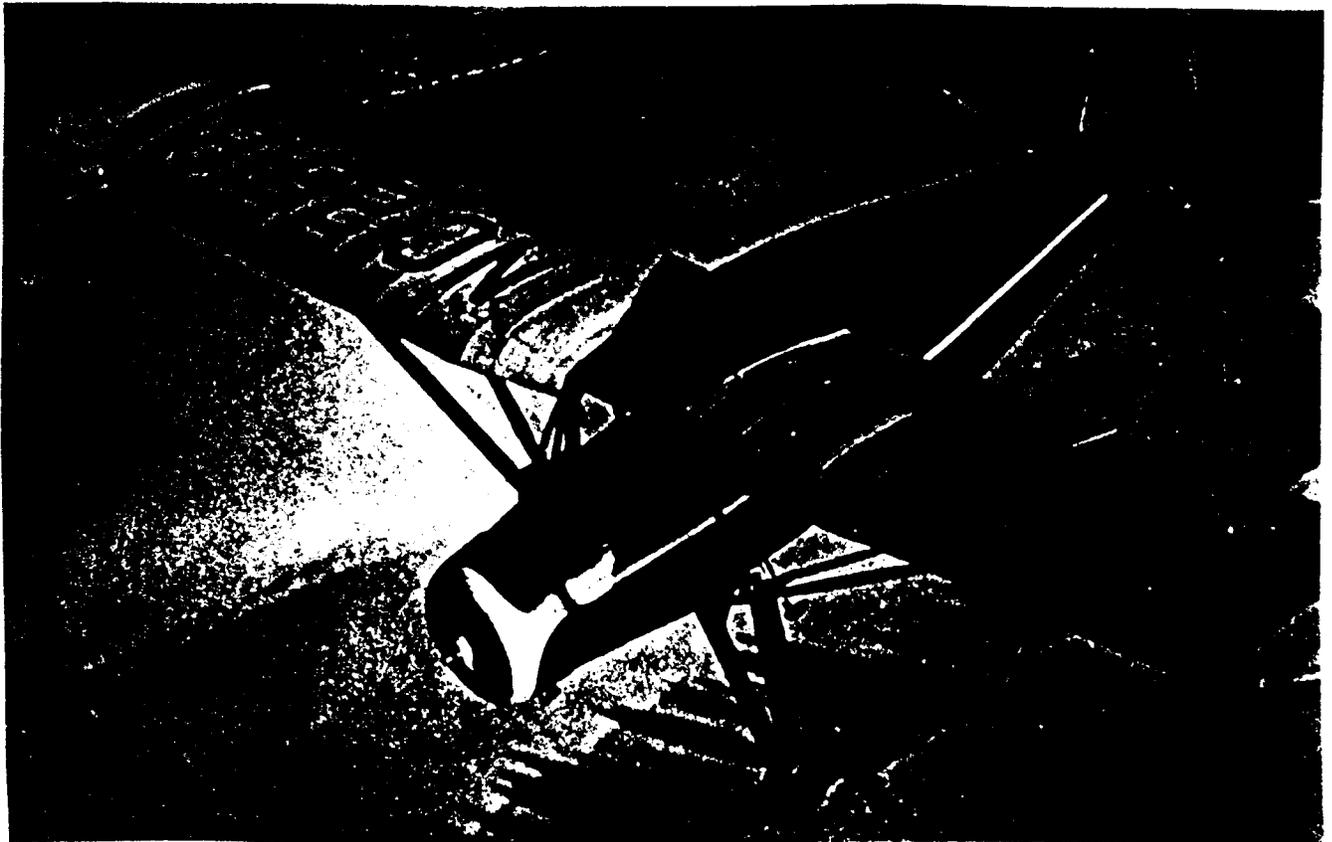
Record No. 16
RECDNR 301
ACFT NC 27744
PHOTONRS
BASE 53
SPONSOR Myers
REFER 2/19/1943 & 4/7/1943 "A" Lists

AMFG Stinson
AMODEL 10
EMFG Continental
EMODEL
IP 80
AD1 CP Base 02
HO DuPont, Octavia N.
HOADD Granogue, DE
HOADD2
DISP Letter to current owner, 8/1/91
DO Severance, Francis M. Jr.
COADD1 HC 60, Post Office Box 5040
COADD2 East Livermore, ME 04228
WINGMARK



Record No. 17
RECDNR 306
ACFT NC 28532
PHOTONRS
CASE 0
SPONSOR
REFER 2/19/1943 & 4/7/1943 "A" Lists

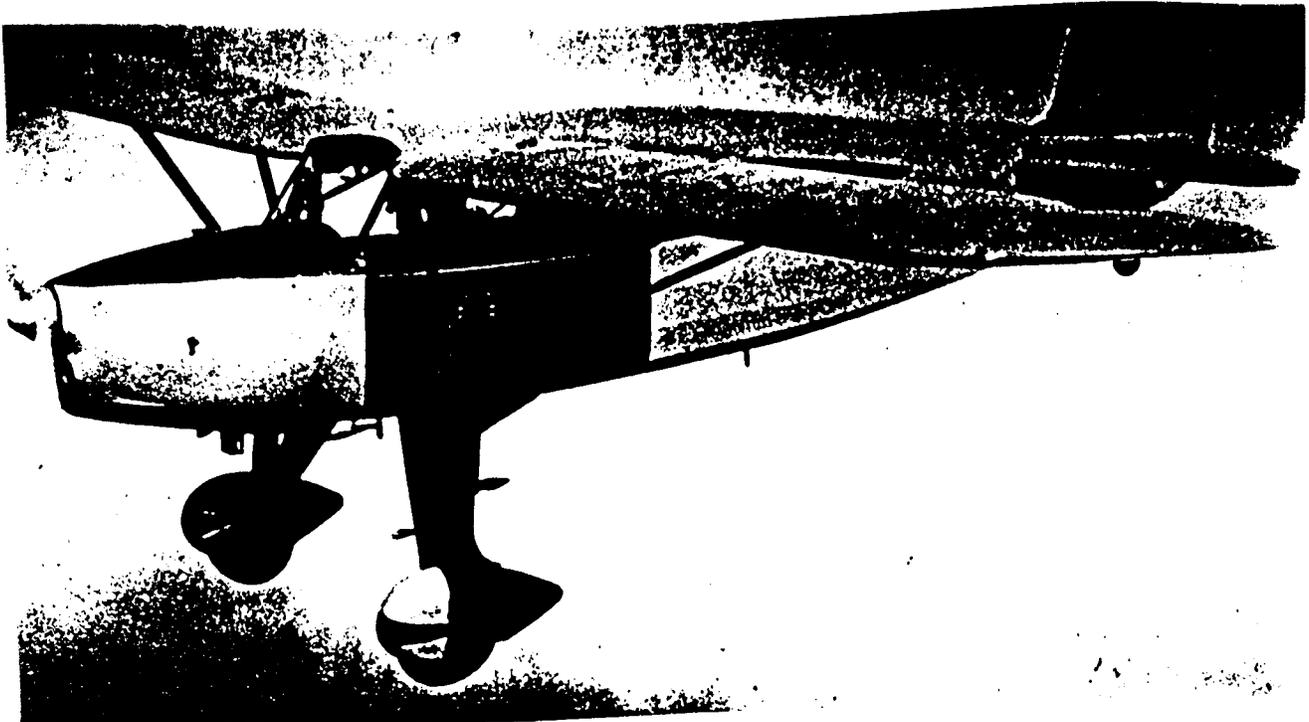
AMFG Fairchild
AMODEL 24-W40
EMFG Warner
EMODEL
IP 145
AD1 CP Base 02
HO Sharp, Rodney H., Sr.
HOADD
HOADD2
DISP Number reassigned by FAA
CO
COADD1
COADD2
WINGMARK



Record No. 18
RECDNR 28
ACFT NC 28644
PHOTONRS
CASE 28
SPONSOR Myers
REFER 4/7/1943 "A" List and 1942 Base 2 Log

AMFG Fairchild
AMODEL 24
EMFG Warner
EMODEL
HP 145
AD1 CP Base 02
HO

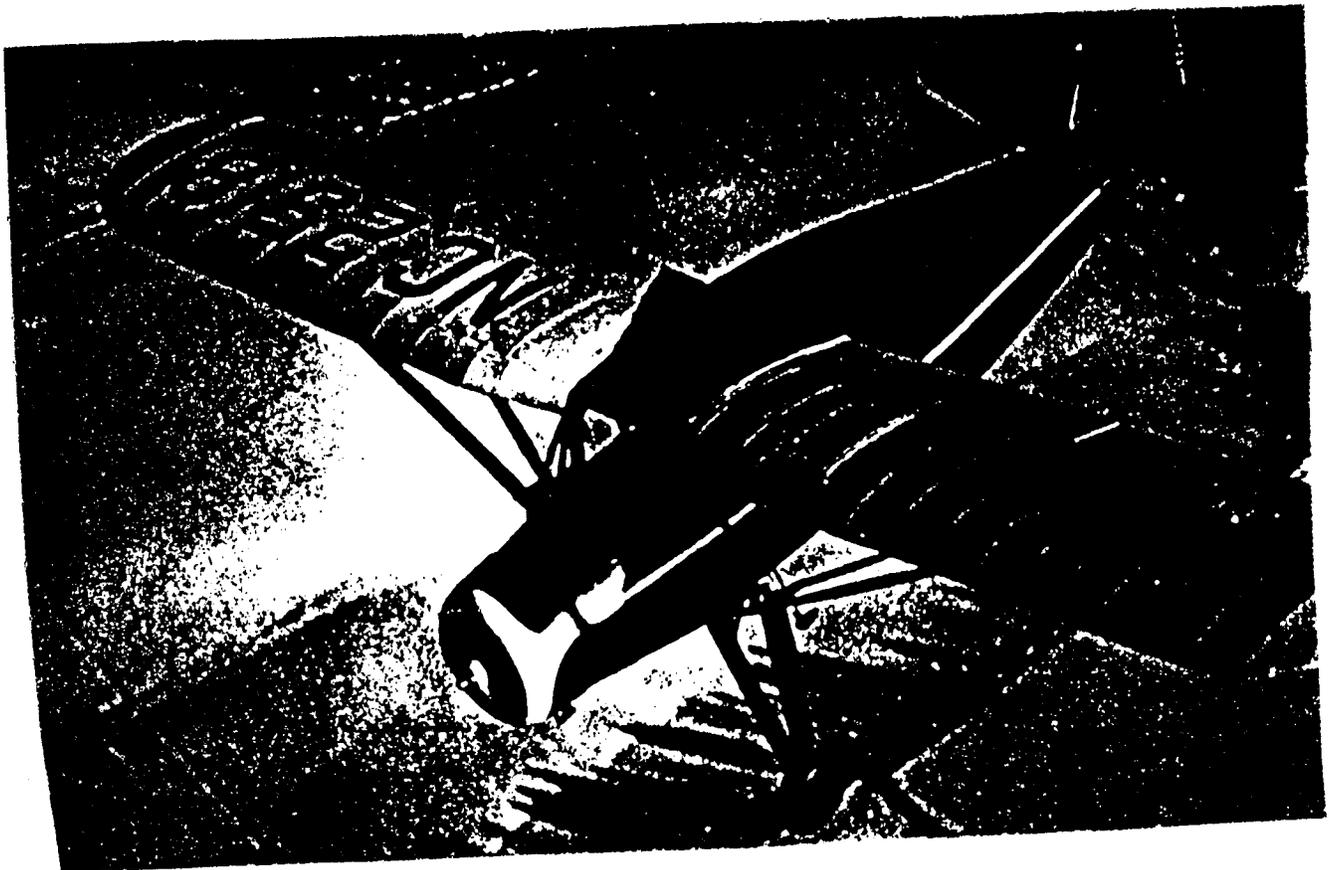
HOADD
HOADD2
DISP Marking material to NE Wing, 8/24/85
CO Robertson, Vincent R
COADD1 9721 Military Ave.
COADD2 Omaha, NE 68134
WINGMARK



Record No. 19
RECDNR 311
ACFT NC 28690
PHOTONRS
CASE 1029
SPONSOR Myers
REFER 2/19/1943 & 4/7/1943 "A" Lists

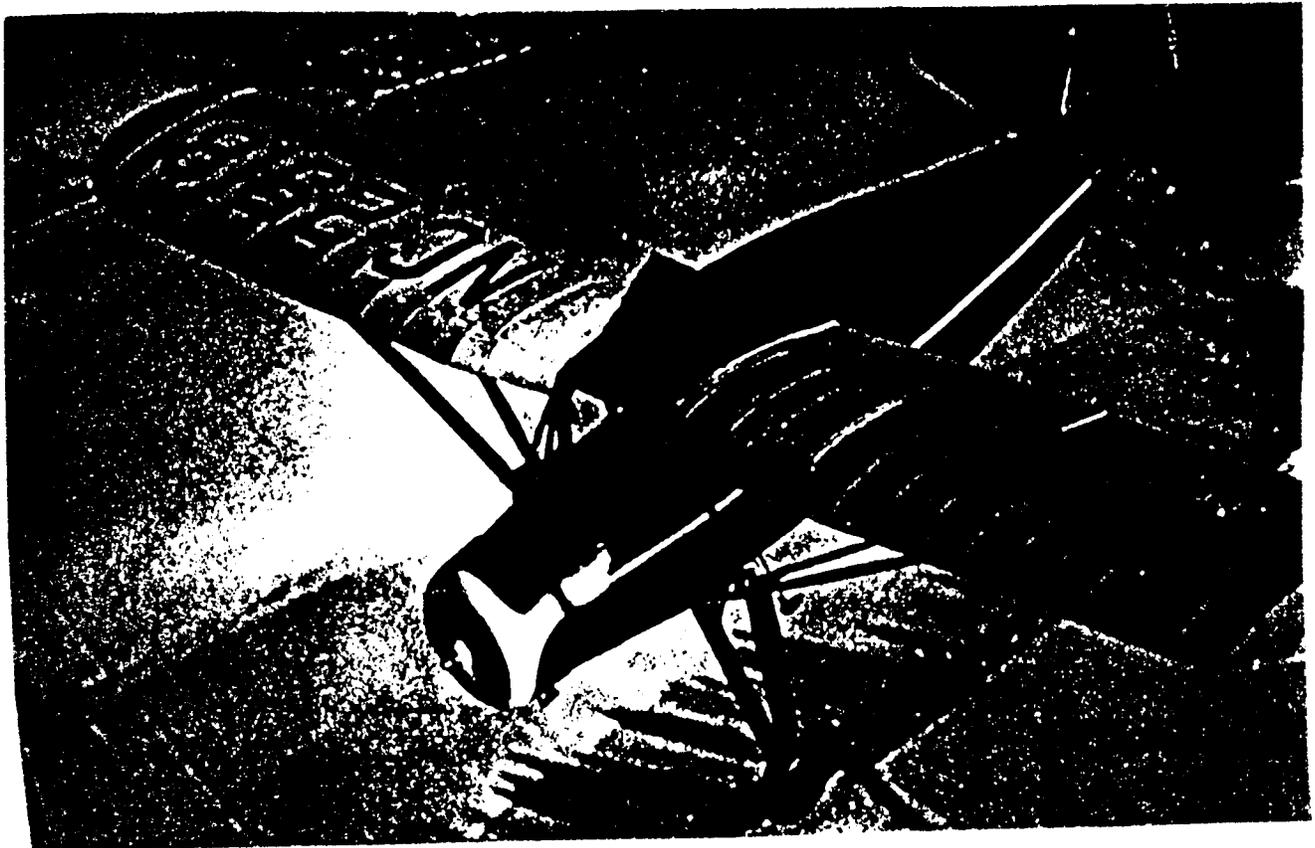
AMFG Fairchild
AMODEL 24W-41A
EMFG Ranger
EMODEL
HP 0
AD1 CP Base 02
HO Charter Air Service

HOADD
HOADD2
DISP Letter to current owner, 2/17/88, 8/1/91
CO Wegner, Edward C.
COADD1 10 Stafford Street
COADD2 Plymouth, WI 53073
WINGMARK



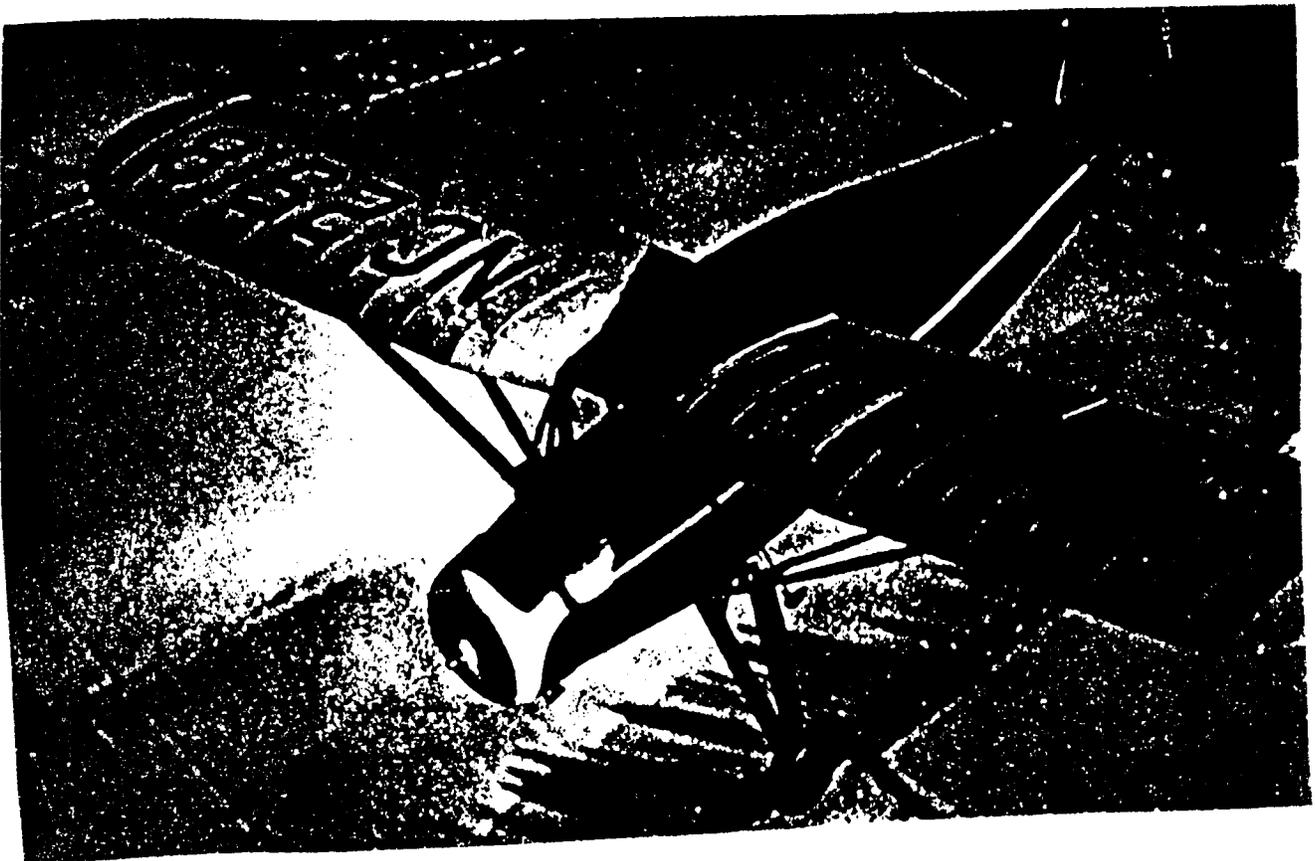
Record No. 20
RECDNR 89
ACFT NC 2960
PHOTONRS
CASE 0
SPONSOR
REFER 2/19/1943 & 4/7/1943 "A" List

AMFG Fairchild
AMODEL 24-W9
EMFG Warner
EMODEL
HP 145
AD1 CP Base 02
HO Mills, Alice Dupont
HOADD Pennsylvania Ave.
HOADD2 Wilmington, DE
DISP Number reassigned by FAA
CO
COADD1
COADD2
WINGMARK



Record No. 21
RECDNR 72
ACFT NC 322 Y
PHOTONRE
CASE 0
SPONSOR
REFER 2/19/1943 & 4/7/1943 "A" Lists

AMFG Fairchild
AMODEL 24-W41
EMFG Warner
EMODEL
IP 145
AD1 CP Base 02
HO Sharp, H. Rodney, Sr
HOADD 9012 A DuPont Bldg.
HOADD2 Wilmington, DE
DISP Number reassigned by FAA
CO
COADD1
COADD2
WINGMARK



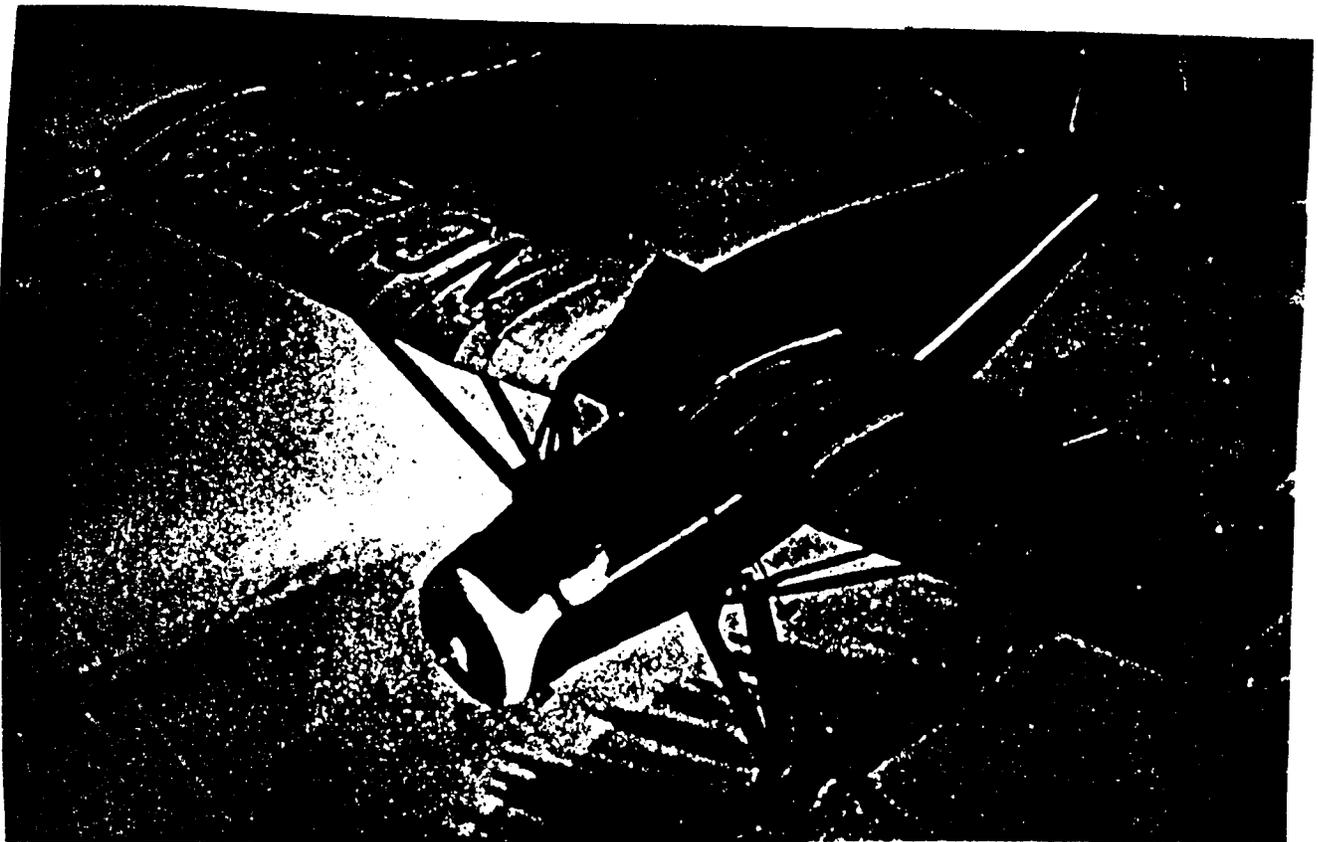
Record No. 22
RECDNR 1530
ACFT NC 32242
PHOTONRS
CASE 0
SPONSOR Myers
REFER Contemporary Pilot's Log Book

AMFG Stinson
AMODEL 105
EMFG Franklin
EMODEL
HP 90
AD1 CP Base 02
HO
HOADD
HOADD2
DISP Number not listed in FAA Records
CO
COADD1
COADD2
WINGMARK



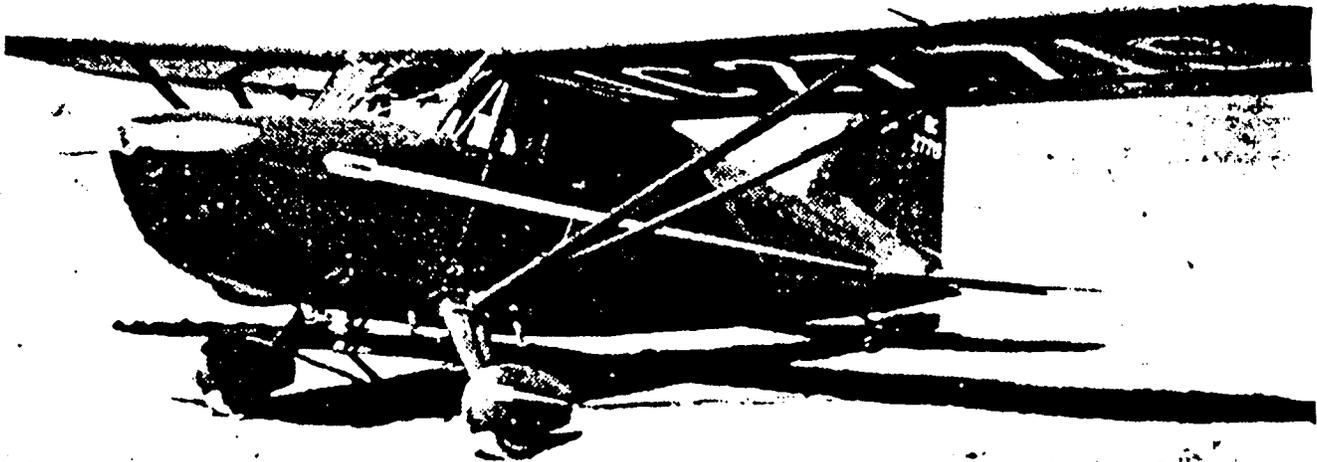
Record No. 23
RECDNR 73
ACFT NC 324 Y
PHOTONRS
CASE 0
SPONSOR
REFER 2/19/1943 & 4/7/1943 "A" Lists

AMFG Fairchild
AMODEL 24-W41
EMFG Warner
EMODEL
IP 145
AD1 CP Base 02
HO Fish Products Co.
HOADD Lewes, DE
HOADD2
DISP Number reassigned by FAA
CO
COADD1
COADD2
WINGMARK



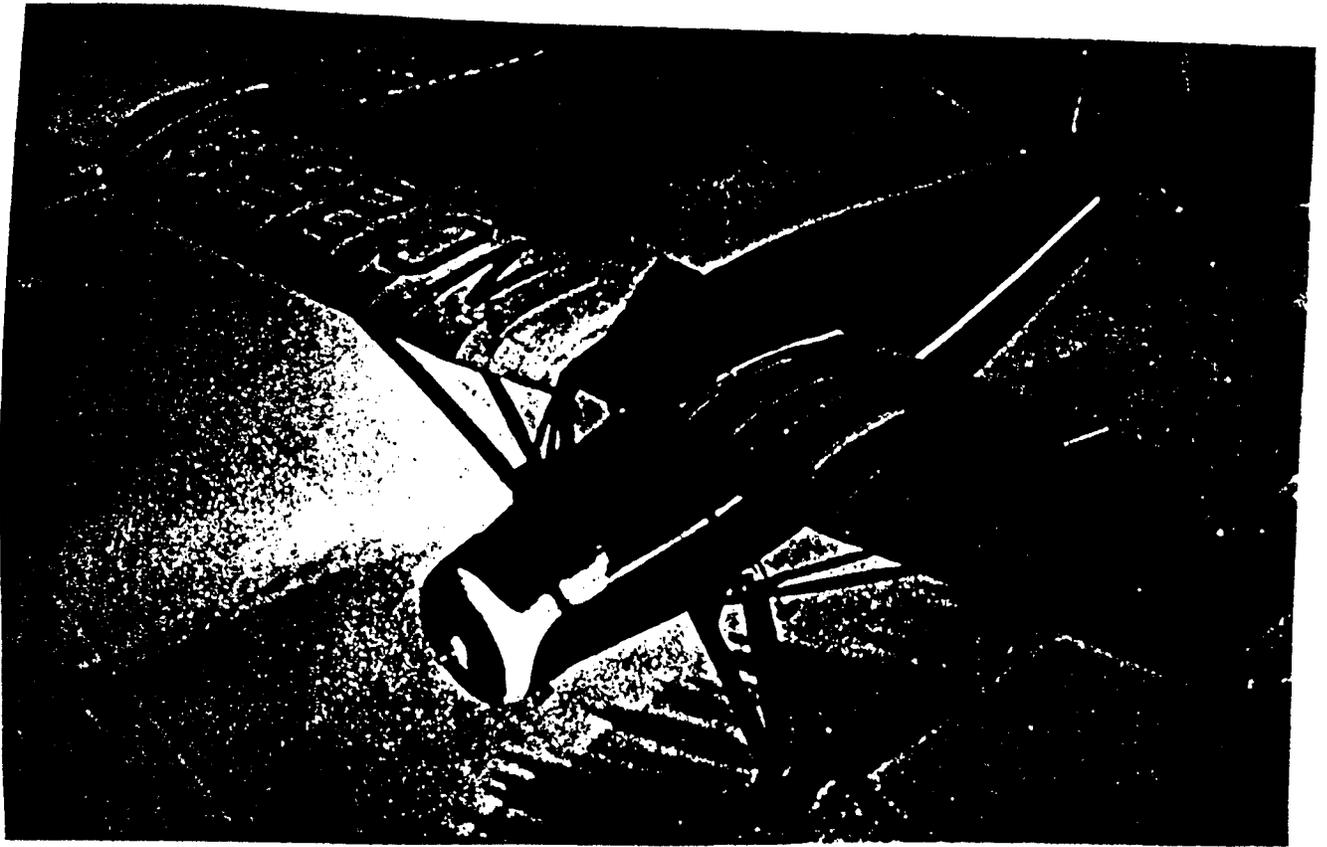
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AMODEL 10-A
EMFG Franklin
EMODEL
HP 90
AD1 CP Base 02
HO Davis, Henry, Jr.
HOADD
HOADD2
DISP Number reassigned by FAA
CO
COADD1
COADD2
WINGMARK



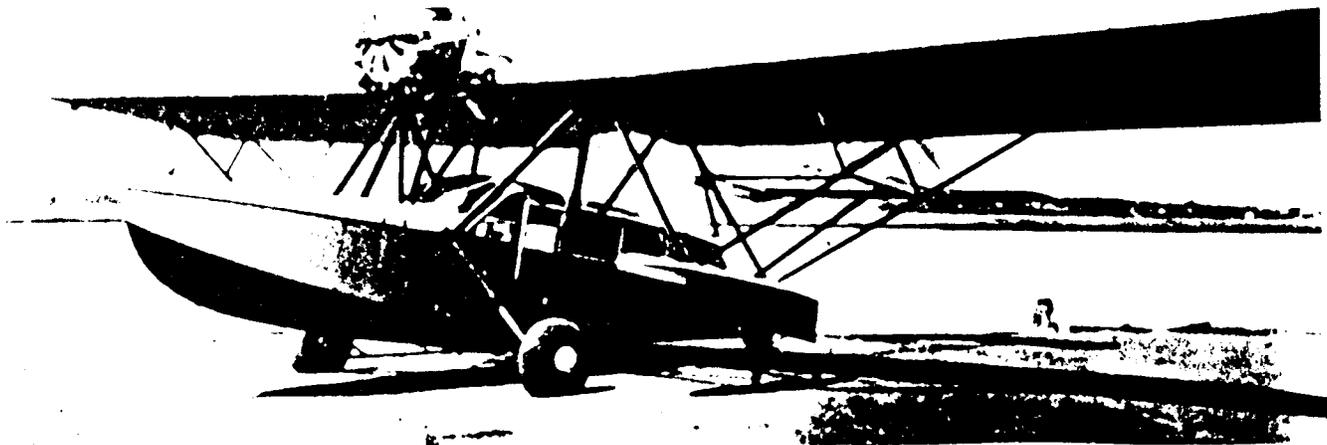
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ACFT NC 4121
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SPONSOR
REFER 2/19/1943 "A" List

AMFG Fairchild
AMODEL 24-W9
EMFG Warner
EMODEL
HP 145
AD1 CP Base 02
HO Walker, Stephen A.
HOADD
HOADD2
DISP Number reassigned by FAA
CO
COADD1
COADD2
WINGMARK



Record No. 26
RECDNR 79
ACFT NC 803 W
PHOTONRS
CASE 0
SPONSOR
REFER 2/19/1943 & 4/7/1943 "A" Lists

AMFG Sikorsky
AMODEL S-39
EMFG Wasp
EMODEL
HP 300
AD1 CP Base 02
HO Sharp, Hugh R., Jr.
HOADD Greenville, DE
HOADD2
DISP Number reassigned by FAA
CO
COADD1
COADD2
WINGMARK



FOOTNOTES

CHAPTER 1

1 Kerrigan, Evans E. American War Medals and Decorations, The Viking Press, New York, 1962

2 Direction paragraph of Department of the Air Force 1948 General Order Series, Orders Numbers 12-17

CHAPTER 2

1 General Order Number 1, War Department, January 4, 1943

2 Hopper, Lester E., Colonel, CAP, Civil Air Patrol Historical Monograph Number One, Duck Club, National Historical Committee, Headquarters, CAP, 1984

3 Letter from Lt. Henry T. Cross to Major Earle Johnson dated October 10, 1942 recommending Major Hugh R. Sharp, Jr. and Lt. Edmond Edwards for citation for bravery

4 Statement dated July 21, 1942 by Major Hugh R. Sharp, Jr. relating to incident, Paragraph 5

FOOTNOTES (CONT'D)

CHAPTER 3 (CONT'D)

quarters 1st Air Support Command dated
8 March 1942

4 Civil Air Patrol Operations Report,
National Headquarters, Civil Air Patrol
dated 3 September 1943

5 Charts contained in Colonel Whitson's
Record, Albert F. Simpson Historical
Research Center, Maxwell AFB, Alabama,
File Number WG-25-SU-RE, 1941-1943

6 General Orders, Department of the Air
Force as follows:

<u>Number</u>	<u>Date</u>
12	14 April 1948
13	15 April 1948
14	16 April 1948
15	19 April 1948
16	20 April 1948

FOOTNOTES (CONT'D)

CHAPTER 2 (CONT'D)

5 ibid, Paragraph 6

6 ibid, Paragraph 7

7 ibid, Paragraph 8

8 ibid, Paragraph 9

9 ibid, Paragraph 10

10 Oral History Interview of Colonel Hugh R.
Sharp, Jr. conducted in Wilmington, Delaware
on October 17, 1983

CHAPTER 3

1 Neprud, Robert E., Civil Air Patrol His-
torical Monograph Number Three, Propwash,
National Historical Committee, Headquarters,
CAP, 1983

2 Letter, General Headquarters, U. S. Army,
subject Employment of Civil Air Patrol for
Coastal Patrol dated February 17, 1942

3 Letter of Instructions Number 1, Head-

FOOTNOTES (CONT'D)

CHAPTER 5

- 1 Civil Air Patrol Operations Report, National Headquarters, Civil Air Patrol, dated 3 September 1943
- 2 *ibid*
- 3 *ibid*
- 4 *ibid*
- 5 *ibid*
- 6 Based on statistical analysis of CAP Operations Reports, Accident Reports and related data in the CAP National Archives
- 7 *ibid*
- 8 *ibid*
- 9 Contemporary History of CAP Coastal Patrol Number 4 by Major I. W. Burnham II, CAP
- 10 Letter from Lt. Henry T. Cross to Major Earle

FOOTNOTES (CONT'D)

CHAPTER 5 (CONT'D)

- Johnson dated October 10, 1942 recommending Major Hugh R. Sharp, Jr. and Lt. Edmond Edwards for citation for bravery
- 11 Statement dated July 21, 1942 by Major Hugh R. Sharp, Jr. relating to incident, Paragraph 5
- 12 *ibid*, Paragraph 6
- 13 *ibid*, Paragraph 7
- 14 *ibid*, Paragraph 8
- 15 *ibid*, Paragraph 9
- 16 *ibid*, Paragraph 10
- 17 Oral History Interview of Colonel Hugh R. Sharp, Jr. conducted in Wilmington, Delaware on October 17, 1983
- 18 Civil Air Patrol National Historical Committee Monograph Series, Number 2, "Air Medal Roll"

FOOTNOTES (CONT'D)

CHAPTER 5 (CONT'D)

- 19 Paragraph 3, General Order Number 12, Department of the Air Force, 14 April 1948
- 20 "Joe -- Sub Hunter" a contemporary History of Base 9 by Stuart M. Speiser
- 21 ibid, Page 14, Paragraph 3
- 22 ibid, Page 15, Paragraph 1
- 23 ibid, Page 15, Paragraph 2
- 24 ibid, Page 15, Paragraph 3
- 25 Civil Air Patrol Accident Board report Number 6, dated May 22, 1943
- 26 1983 personal correspondence with Mr. Wiley R. Reynolds of Palm Beach, Florida
- 27 ibid
- 28 Operations Report 7/31/43 of 25th Antisubmarine Wing USAAF

FOOTNOTES (CONT'D)

CHAPTER 6

- 1 Kerrigan, Evans E, American War Medals and Decorations, The Viking Press, New York 1964
- 2 Analysis of Civil Air Patrol Operations Reports on Coastal Patrol Activities
- 3 ibid
- 4 ibid
- 5 CAP Rules, 62 Insignia, Paragraph 7 dated 28 October 1943
- 6 List of Duck Club Members contained in CAP National Archives
- 7 Letter, Headquarters Civil Air Patrol, 22 October 1943
- 8 ibid
- 9 ibid
- 10 Draft of letter to Duck Club Members contained in CAP National Archives

FOOTNOTES (CONT'D)

CHAPTER 6 (CONT'D)

11 *ibid*