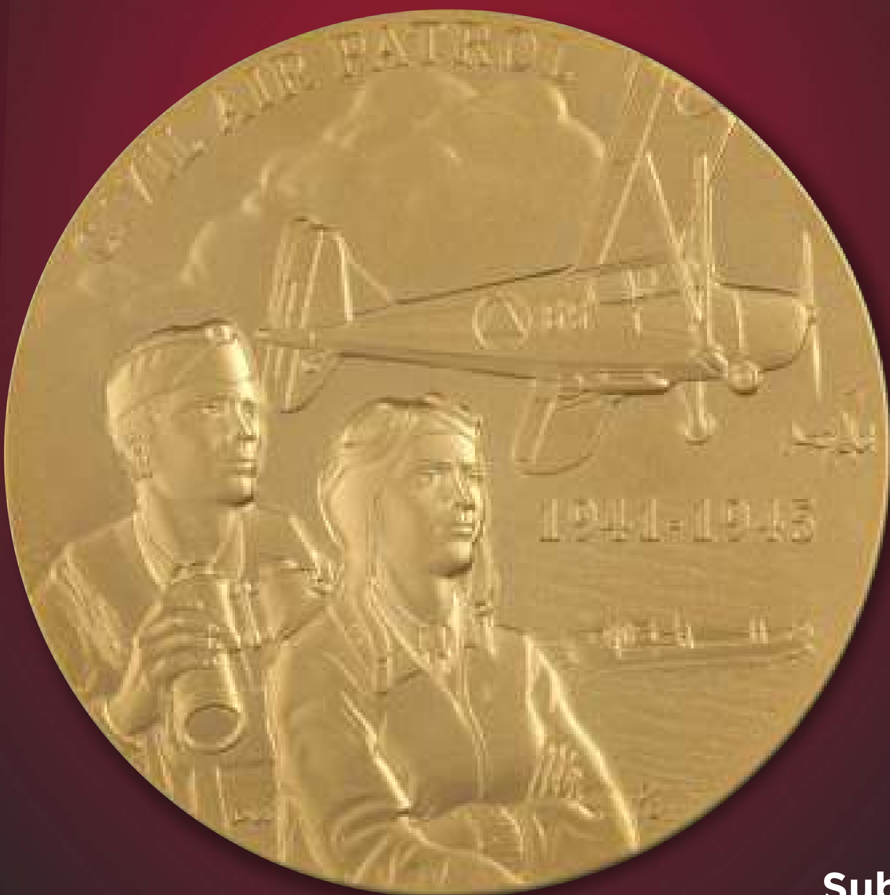
CIVIL AIR PATROL
volunteer
January-March 2015

CAP Receives Congressional Gold Medal for World War II Service



Subchasers Protected America's Shores

Multiple Missions Supported War Effort

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This iconic 1943 recruitment poster for Civil Air Patrol was designed by V. Clayton Kenney of Cleveland, a member of CAP Squadron 511-3 in Chagrin Falls, Ohio.

Source: U.S. Office of War Information, National Archives

FEATURES

ON OUR COVER

CAP and the Congressional Gold Medal

When Civil Air Patrol was awarded the Congressional Gold Medal, it joined a select group of patriots, artists, athletes, explorers and scientists whom Congress has chosen for its highest civilian honor as an expression of national appreciation for distinguished achievements and contributions. President George Washington was the first Congressional Gold Medal recipient in 1776, when the award was made by the Continental Congress. Since then, there have been 154 award presentations.

Civil Air Patrol Volunteer is oriented toward both internal (CAP) and external audiences. For that reason, it uses the Associated Press style for such things as military abbreviations. Official internal CAP communications should continue to use the U.S. Air Force rank abbreviations found in CAPR 35-5.

ON THE WEB

Visit *www.capvolunteernow.com* daily for squadron and wing news.

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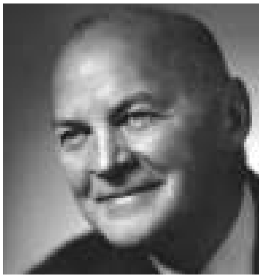
Salute to Gill Robb Wilson

CAP's Founder

By Kristi Carr



Gill Robb Wilson, above, who helped found Civil Air Patrol, had an impact on not only the history of CAP but also the nation. Photo courtesy of Capt. Jill Robb Paulson, Illinois Wing

Long before he campaigned for establishment of the Civil Air Patrol, Gill Robb Wilson was a young man in a pre-World War I world. Following his father's lead, he entered seminary, but after only two years he literally sold his coat to raise money to travel to France to pursue another passion — aviation.

His younger brother, Joseph, was already in France, having signed on with the American Ambulance Service and later flying with the Lafayette Flying Service. Abroad, Wilson mirrored his brother's service in France, first serving in the ambulance corps before the war broke out and eventually flying for that nation. When Joseph was killed in a plane crash, his American squad asked Gill Robb Wilson to join them.

Wilson returned home in 1919 and finished his seminary education. As a Presbyterian minister, he pastored a church in Trenton, New Jersey, while also serving in the Army Reserve and in the American Legion.

At home, he also continued to embrace his vision for aviation, with one of his proudest accomplishments coming when he was New Jersey's director of aeronautics and helped fixed base operators in the state stay afloat in the waning days of the Great Depression.

In 1936, Wilson was booked on the Hindenburg to fly to Germany, quite possibly to take an in-depth look at German aviation so he could report his findings to U.S. military and government leaders. This trip opened his eyes to what was going on in Germany:

- In World War I, he had already been told by a German submariner that the U.S. East Coast was the best sub-hunting ground in the world;
- On the current trip, he toured the German civilian air fleet and left convinced it would be easy to transform those resources for military use;
- He witnessed what he described as the "German people running scared;"
- And he saw the huge investment Germany was making in its youth. In fact, when someone in the U.S. later told Wilson that America's thinking was that Germany lacked the manpower to start a war, his response was: "But they have boy-power."

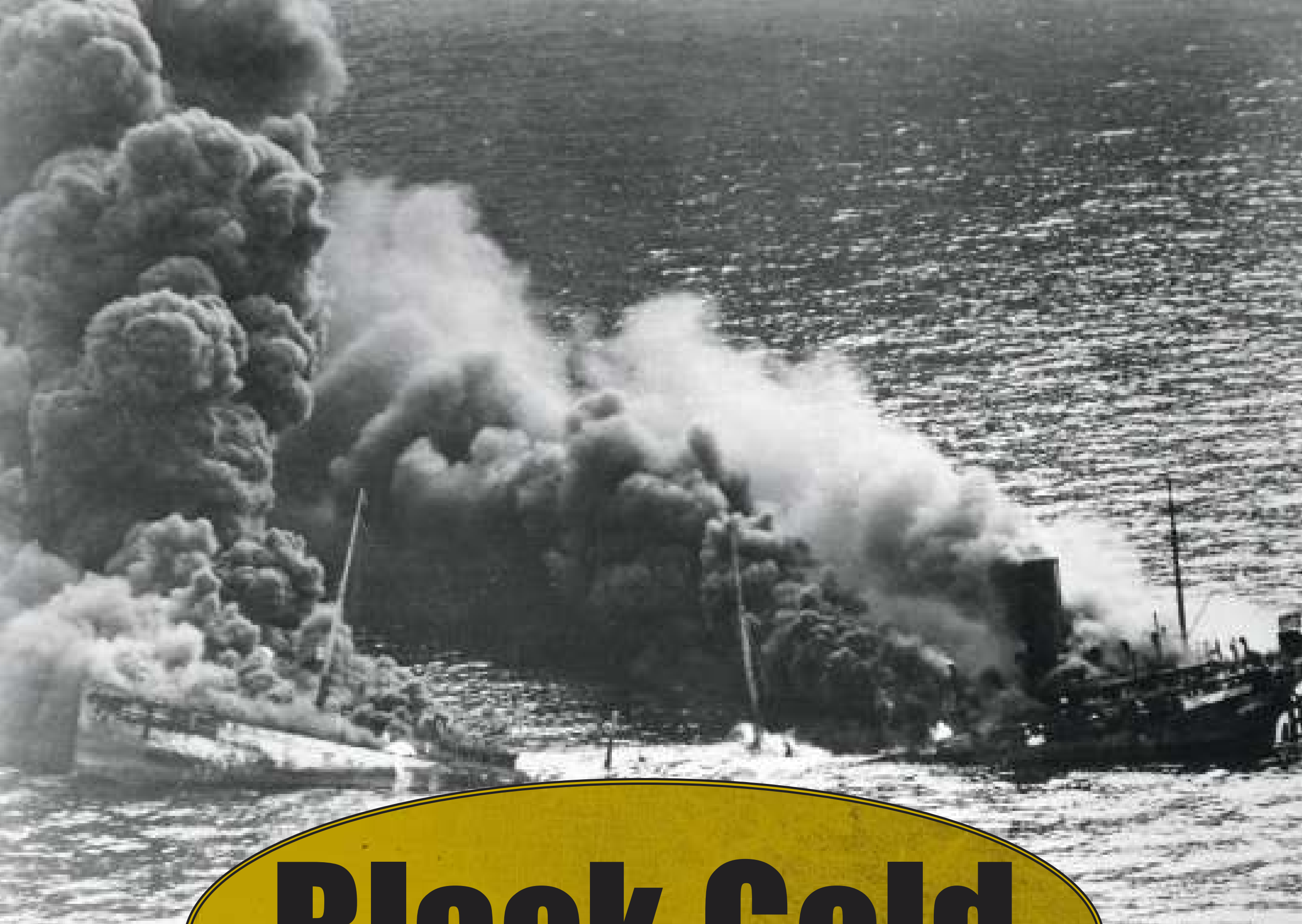
This was all fuel for the fire for Wilson to continue his battles for more strategically placed airports in the U.S. and for the establishment of CAP, which became a reality Dec. 1, 1941, just six days before Japan attacked Pearl Harbor.

Capt. Jill Robb Paulson of the Illinois Wing, Wilson's granddaughter, contributed to this story.

CAP Planes Over Lighthouse
Award-winning artist Steve Tack created this painting, which captures the significant aviation advancements of Civil Air Patrol's Maine Wing. Tack's painting, distributed as a limited edition lithograph, features a CAP Stinson from World War II as well as a modern-day CAP Cessna.

It was 1941. The war that would come to be known as World War II was already raging in Europe. Only six days before the bombing of Pearl Harbor and America's entry into the conflict, a new national organization of volunteer aviators called Civil Air Patrol was officially formed under the federal Office of Civilian Defense. CAP was almost immediately called upon to aid the U.S. military.

Fast forward to 2014. On Dec. 10, CAP was honored with the Congressional Gold Medal for these founding members' World War II service, recognized and celebrated almost 70 years after the war's end. More than 200,000 men and women from across the country and from all walks of life donated their time and talents to protect the homeland. Each of them earned this medal, and each has a story to share. This special commemorative edition of Civil Air Patrol Volunteer *is dedicated to them and their service.*



Black Gold

The CAP-Oil Connection

By Russell Slater

"Necessity is the mother of invention." That age-old formula holds especially true for the early days of Civil Air Patrol.

The SS Dixie Arrow, owned by Socony-Vacuum Oil Co. Inc. of New York, burns off Diamond Shoals, North Carolina, after being torpedoed by the German submarine U-71 on March 26, 1942. The loss of the Dixie Arrow and other American tankers spurred the Petroleum Industry War Council to advocate using Civil Air Patrol for coastal patrol service. Source: Department of the Navy, National Archives

The necessity of protecting America's vital oil shipments during the first stages of World War II brought about an unprecedented mission for CAP in its infancy. To aid the country in its time of need, CAP's patriotic pilots, using their and others' privately owned planes, took to the skies over the United States coastline to hunt elusive German U-boats.

The "black gold" known as oil was, and of course remains, the lifeblood on which all civilian and modern military transportation relied. Not only was oil refined into gasoline for use in aircraft, tanks, jeeps and trucks, but it was also important for the lubrication of guns and machines, the manufacture of toluene (made into bombs and explosives) and the production of synthetic rubber.

The ability to independently produce rubber, made into tires for military use, became a paramount concern as imperial Japanese forces occupied nearly 90 percent of the land that hosted the world's natural rubber supply. Oil was also used in the laying of runways, a major necessity for the Allied island-hopping campaign to wrestle back control of the Pacific.

The U-boat Offensive

When submersible vessels of Hitler's *Kriegsmarine* began to target vulnerable U.S. oil tankers after Germany's declaration of war on Dec. 11, 1941, a desperate oil industry logically turned to the military to protect its assets. In January, the Germans undertook a U-boat offensive aimed at crippling the American war effort by targeting U.S. oil tankers destined for Europe. From the beginning of the offensive to July of that year, almost 400 merchant vessels were attacked and sunk.

A woefully unprepared Navy Rear Adm. Adolphus Andrews only had 20 ships and 103 aircraft, none of which were suited for anti-submarine patrols, at his disposal to defend 15,000 miles of coastline. As the armed forces struggled to muster the men, machines and materiel needed to wage a modern war, military officials tapped the newly created CAP to assist in filling a crucial defensive role. CAP's membership offered an effective, cost-saving option to oil industry leaders, and the organization's volunteers would go on to distinguish themselves through their collective actions during the duration of the war.

Need for Protection

The growing number of American oil tankers lost to enemy attacks grabbed the attention of petroleum industry and government leaders in the early months of 1942. Established by President Franklin D. Roosevelt on May 28, 1941, the Petroleum Administration for War coordinated both public and private efforts to meet an unprecedented demand for oil.

In order to gain the participation of the private sector, 72 oilmen were added to the Petroleum Industry War Council. Industry leaders, unsure how to meet such a huge demand and understandably nervous about exposing company vessels and crews to perilous conditions, were more than happy to team with Washington.

If the U-boat menace could not be countered, council members estimated that the East Coast supply of 76 million barrels of crude oil on hand at the beginning of the year would shrink to 10 million barrels. Such a reduction would have meant a significant cut in consumption rates, equivalent to 15 percent of the total demand for the entire Western Hemisphere.

The cost of the U-boat assaults also began to take a tremendous human toll. The average crew aboard a tanker numbered nearly 40 men. Records indicate that at least half of seagoing personnel were lost when a tanker was sunk. The council speculated that 3,000 additional crew members would be lost without proper air cover over the sea lanes.

Dire Situation

Gen. George Marshall, chief of staff of the Army, wrote on June 19, "The losses by submarines off our Atlantic seaboard and in the Caribbean now threaten our entire war effort. ... I am fearful that another month or two will so cripple our means of transport that we will be unable to bring sufficient men and planes to bear against the enemy in critical theaters to exercise a determining influence on the war."

"With a dire situation facing America's oil companies," said Col. Frank Blazich, CAP's chief historian, "and with impotent military forces to blunt the U-boat offensive, even CAP's light, unarmed aircraft provided a chance to thwart potential attacks and perhaps summon some American retribution as opportunities presented themselves."

The experimental patrols along the Atlantic Coast, which commenced March 5, 1942, from a patrol base in Rehoboth Beach, Delaware, were intended to demonstrate CAP's defensive capabilities in addressing the submarine threat.

The issue of how to fund the effort remained in question. A cash-strapped military was struggling to modernize and had its own priorities, so the oil companies lobbying for more protection stepped up to the plate. Eight large oil firms donated $18,000 to cover the funding of CAP's first two months of anti-sub operations. An additional $40,000 was raised for the Tanker Protection Fund to help defray the cost of additional flights and personal debt that members incurred.

They Asked to Serve and Did

When it came to actually hunting the enemy subs, pilots flew at low altitudes in order to spot the telltale indications of a U-boat's presence. They looked for swirling water, wakes or bubbles — all clear signs that an emergency dive had just occurred. Because the sight of CAP planes overhead might bring swift U.S. retaliation or an actual armed attack, U-boat captains were not hesitant to order an immediate getaway.

The life of a CAP pilot, 16,000 of whom would later enlist as aviators for the Army, Navy, Marine Corps and Coast Guard, was not for the faint of heart or those who lacked dedication and commitment. In exchange for performing a sometimes thankless job, the subchasers risked their lives and property to patrol shipping lanes up to 60 miles from the safety of the shoreline.

"But in spite of known hazards, retired lawyers, youth in their teens, carpenters and barnstormers asked to serve, and did," reads an Office of War Information press release from 1943. It adds: "The best the civilians could do was locate for the hard-pressed Navy the U-boats that were still surfacing in leisurely fashion and shelling tankers at point-blank range. This, the Civil Air Patrol volunteers, in their little single-engine land planes, did better than anybody else."

This aircraft (below) at Coastal Patrol Base No. 1 in Atlantic City, New Jersey, belonging to Maj. Wynant Farr, was equipped as follows: A 250-pound bomb under the belly, eight flares or smoke bombs, a Grimes signal light, a box of lenses for the light, six sea markers, two life rafts and two Mae West life preservers. The chevrons on the aircraft each represented 100 hours of patrol flight time. Photo courtesy of CAP National Archives

Two months after the launch of CAP's 90-day "trial period," the decision was made to give the private planes teeth. Army technicians fitted the light craft with bomb racks. These were capable of carrying a single 100-pound general purpose bomb, ideal for use against a U-boat's vulnerable hull, or a 325-pound depth bomb to target submerged vessels. Against submarines that measured 245 feet in length and boasted

CAP's Impact
A Statistical Overview

CAP Courier Service operations at Peterson Army Air Field became the central hub of a 17-state network of flights that originated there when 2nd Air Force headquarters was moved to Colorado Springs during World War II.

Photo courtesy of CAP National Archives

CAP established **Dec. 1, 1941**
52 tankers sunk from **January to March 1942**
CAP Coastal Patrol began in **March 1942**
21 Coastal Patrol bases established from Maine to Mexico with over **3,000** volunteers participating
Patrols conducted missions up to **60** miles off shore with two aircraft flying together.
CAP aircraft armed with **50-** and **100-pound** bombs; the Grumman Widgeon carried **325-pound** depth charges
CAP attacked **57** enemy submarines
CAP Coastal Patrol suffered **26** fatalities, **7** serious injuries and **90** aircraft lost
At conclusion of **18** months, CAP credited with:

- **57** submarines attacked
- **82** bombs dropped against submarines
- **173** radio reports of submarine positions
- **17** floating mines reported
- **36** dead bodies reported
- **91** vessels in distress reported
- **363** survivors in distress reported
- **836** irregularities noted
- **1,036** special investigations at sea or along the coast
- **5,684** convoy missions as aerial escorts for Navy ships
- **86,685** total missions flown
- **244,600** total flight hours logged
- Over **24,000,000** total miles flown
- Over **500,000** hours flown on other missions
- **20,500** tow target missions, resulting in **7** deaths, **5** serious injuries and loss of **25** aircraft
- Courier Service involving **3** major Air Force commands over a **2-year** period carrying over **3,500,000** pounds of vital cargo and **543** passengers
- Flew over **30,000** hours on border patrol missions; reported **7,000** unusual sightings, including vehicle with 2 enemy agents attempting to enter the country
- Rescued **7** missing Army and Navy pilots in **February 1945**
- Flew **790** hours on forest fire patrol missions; reported **576** fires
- **April 29, 1943**, CAP transferred to Army Air Forces

- Only **150** aircraft were lost due to exceptional emphasis on safety
- By end of war **65** CAP members had died on active duty
- **200,000** civilians participated in CAP
- CAP flew nearly **750,000** hours during the war
- **1946** Congress chartered CAP as a nonprofit public service organization
- CAP became the auxiliary of the U.S. Air Force in **1948**

A Stinson 10A Voyager owned by Bruce P. Ellen of Coastal Patrol Base 21 in Beaufort, North Carolina, is painted in a U.S. Navy camouflage paint scheme to minimize visual detection by German U-boats. It is also armed, in this case with a U.S. Navy Mk 15 practice bomb. This plane crashed on takeoff Feb. 19, 1943, but the crew escaped unharmed. Photo courtesy of Charles Small Family, Richmond, Virginia deadly 4.1-inch guns, the planes helmed by the "Flying Minutemen" were greatly outgunned. Their bravery, however, proved second to none.

The fact that the Army and Navy armed CAP aircraft shows how desperate the situation was. Nothing could be more unusual than arming civilians flying civilian aircraft.

CAP would eventually receive credit for detecting 173 U-boats and attacking 57.

Col. Earle L. Johnson served as Civil Air Patrol's wartime commander, beginning in March 1942 and continuing for the duration of the war.

Source: Florida Wing, Civil Air Patrol

Homeland Secured

The combination of naval escorts and aerial patrols was too much for the seaborne German offensive. Their dreams of an easy victory were shattered. In July 1943, the last pair of remaining U-boats was pulled back to join larger operations in the mid-Atlantic. Despite initial doubts, CAP had more than proven its worth in helping chase the Nazi wolf from America's doorstep.

By the end of that year, 21 patrol bases had popped up along the Atlantic Coast, providing airborne support to those in the water below. From Maine to the Gulf of Mexico, American seafarers breathed a sigh of relief while the craft and pilots of CAP were on the job.

Then Lt. Col. Earle L. Johnson, CAP's national commander, said in his annual report of April 30, 1943, that the organization's pilots flew an average of 87,000 miles per day in their U-boat search. Altitudes were dangerously low at times, around 300 feet, which proved fatal for several CAP fliers, as slight mechanical malfunctions easily ended in disaster. In all, 65 members had lost their lives in the line of duty by the end of the war.

The unprovoked attacks on U.S. oil-bearing ships, which if unabated could well have turned the tides of the war for the Axis powers, were a thing of the past. No more would the enemy kill and destroy with impunity along American shores. No longer would hidden German subs ambush or ravage American ships at will, for that distinctive buzz in the sky from the "little birds" of CAP struck fear and panic in the hearts of the Teutonic "supermen" who manned Hitler's U-boats.

World War II would not have resulted in an Allied victory had it not been for a steady supply of oil to keep the massive war machine moving forward, an impossible task without the improvised assistance of the as yet largely untested Civil Air Patrol. CAP was a David among Goliaths, both at home and abroad. The heart and spirit of volunteerism among its members trumped their adversary's U-boat advantage.

Born of necessity, CAP endured as an instrument of patriotic partnership between civilians and their military. ▲

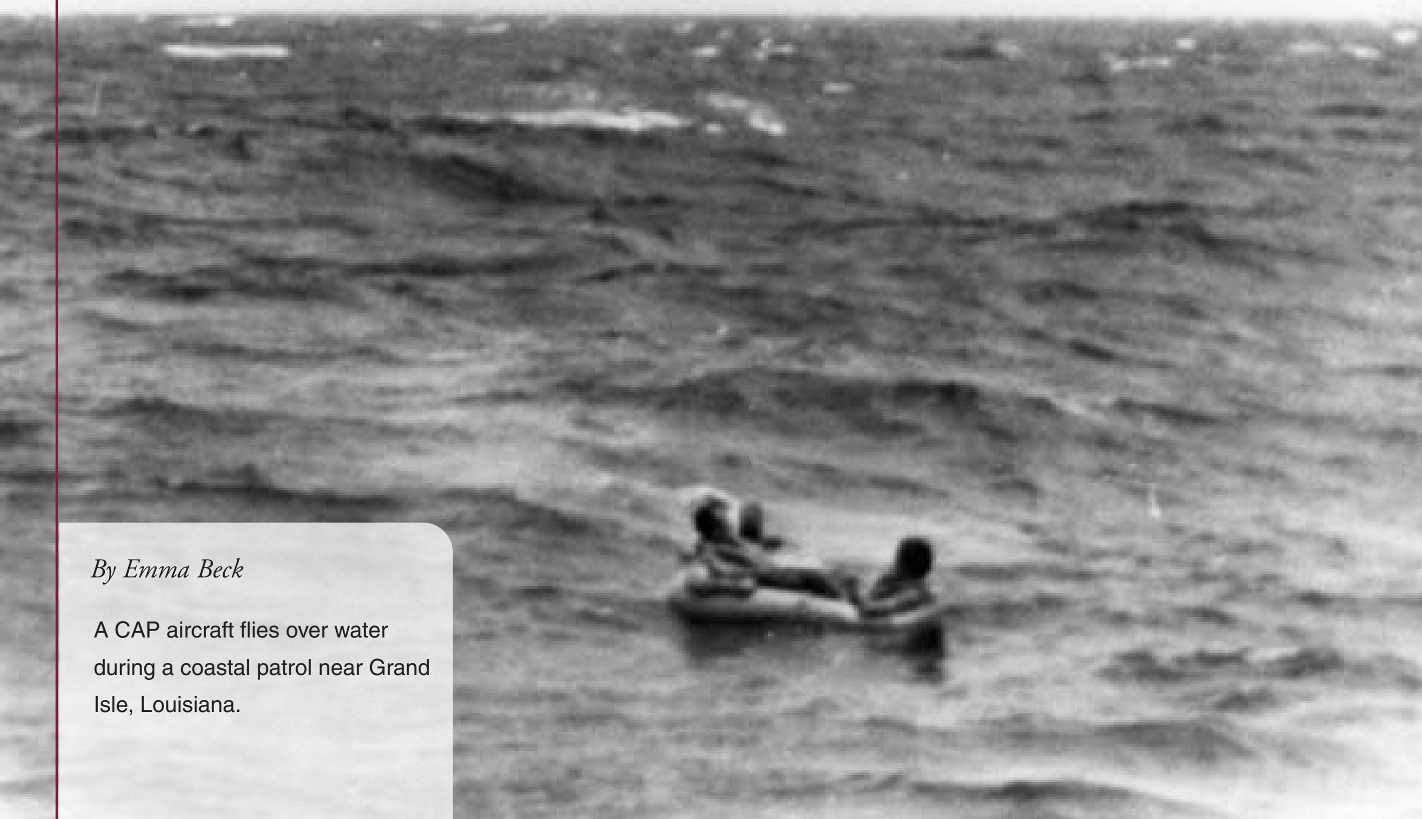
CAP National Historian Col. Frank Blazich and North Carolina Wing Assistant Historian Lt. Col. Phil Saleet contributed to this story.

CITGO & CAP

A Partnership Forged in Service

Clearing his throat, W. Alton Jones surveyed the 55 members of the U.S. Petroleum Industry War Council Tanker Committee. It was March 4, 1942. Tension filled the room as industry leaders confronted the realities of a world at war.

The committee had convened that morning to discuss the vulnerability of American oil tankers in the Gulf Coast. Jones, president of Cities Service, watched keenly as William S. Farish took the floor and said, "It is our duty to weigh the question of better protection of tankers and the feasibility of using the Civil Air Patrol. I move that a special committee of five be appointed to oversee the launch of the Civil Air Patrol."



By Emma Beck

A CAP aircraft flies over water during a coastal patrol near Grand Isle, Louisiana.

The CITGO Lake Charles Manufacturing Complex, which started operations in 1944, today is the sixth-largest refining facility in the United States. This photo of the complex is circa 1960s.

German U-boats had sunk 52 tankers in the previous two months, posing a serious threat to the nation's overseas war efforts and its domestic fuel supply. Farish's declaration echoed in the chamber. "All in agreement?"

"Aye." The low hum of a drawn response rang through the conference room of the New Interior Building in Washington, D.C., where the committee met. The small hand on the clock hit 10:15 a.m.

A World at War

Oil changed the very nature of war. Planes brought the battlefield to the sky and banded Allied forces together in a new age of military technology. World War II demonstrated the value of aviation in military operations, but the resources available to U.S. forces were limited. The military lacked the weaponry, manpower and fuel to defend the nation's assets, and more importantly, its borders.

The Petroleum Industry War Council was formed as a unified body to address the dire need for increased oil production. For one of the first times in U.S. history, business leaders across the nation put aside profit and individual goals to pursue a common purpose: defeating the enemy and protecting the homeland.

It is here that the story of CITGO Petroleum Corp., then known as Cities Service, and the Civil Air Patrol begins. By the end of World War II, CITGO would deliver 32 million barrels of oil to U.S. and Allied forces. Civil Air Patrol would fly 86,685 missions over more than 24 million miles, canvassing ship channels to protect oil tankers from attack by German U-boats. Thousands of men and women heeded the call from a nation in peril to protect one of its most critical assets.

In coming together to serve a nation in need, CITGO and CAP cemented a relationship that endures today. In December, a CITGO gala dinner in the nation's capital honored CAP, recognizing it as a recent recipient of the Congressional Gold Medal.

Refined Sites

Nearly two years after the PIWC moved to work with Civil Air Patrol, W. Alton Jones presided over the Cities Service Lake Charles Refinery dedication ceremony in Sulphur, Louisiana.

"We dedicate this Lake Charles plant to our boys on the battlefield in the hopes that this plant provides the materials needed and brings our boys home sooner," Jones said.

The political landscape had changed. The military's need for petroleum made the procurement of land for an oil refinery a top priority for the federal government. The chosen location would stretch over at least 600 acres of stable land with access to a ship channel, adequate ground transportation and crude, as well as access to a water supply and low-cost natural gas.

By 1944 — 18 months after the first concrete had been poured and a $55 million government loan attained — the Cities Service Lake Charles Refinery went online. The plant, the largest and most modern of its time, was built on the banks of the Calcasieu Ship Channel as a 100-octane supplier for bombers on the London-to-Berlin run. By the time Jones spoke at its dedication in 1944, the refinery was already producing 70,000 barrels of crude oil per day.

Today, CITGO employees look back on the refinery's history with pride. "Our location, our efforts, our determination to serve our country — it all was a miracle," said Tomeu Vadell, vice president and general manager of CITGO Lake Charles Manufacturing Complex. "This refinery had everything the government needed during World War II."

What the refinery had in production capacity, though, it lacked in adequate protection. German U-boats lay in wait along the channel, looking for tankers to ambush. As U.S. and Allied missions surged, the cost of enemy attacks grew. CITGO lost five of its tankers, costing 73 lives and more than 260,000 barrels of oil. It was a loss that neither the nation nor the global war effort could afford.

Sky Patrol

Volunteers came in droves and established themselves as "Flying Minutemen," a group of more than 200,000 civilians who served as the unpaid volunteer unit of the Army Air Forces.

"The Civil Air Patrol grew out of the urgency of the situation," said Gen. Henry H. Arnold, of the Army and Air Force, shortly after the war. "CAP patrolled our shore … at a time of almost desperate national crisis. If it had done nothing beyond that, the CAP would have earned an honorable place in the history of American powers."

From March 1942-August 1943, CAP's volunteer pilots canvassed the channel between the Atlantic Ocean and the Gulf of Mexico looking for German U-boats, sailors in distress and navigational hazards. From dawn to dusk, CAP members surveyed coastal shipping lanes, forcing enemy submarines into hiding and allowing transport tankers to safely move oil and war materiel through.

Oil companies helped fund some of the operations. CAP volunteers received a meager $8 a day for flight reimbursements. They used their own planes or borrowed others' aircraft for patrol functions.

Throughout its 18-month wartime service, CAP conducted 1,036 special investigations at sea, reported 173 suspected subs, located 363 survivors, and performed 5,684 convoy missions. In so doing CAP assisted the Navy, supported the oil industry and fought for the nation at large.

In Honor and In Gratitude

More than seven decades later, after thousands of successful World War II efforts, the ties between CAP and CITGO remain. When hurricanes Katrina and Rita

Right, two CAP members pose for a photo before taking flight from Base 9.

Below, members march as part of their training at Base 9.

rocked the Gulf Coast in 2005, CAP members were there. They surveyed from above, and through the use of a CITGO-donated handheld infrared camera, sent near-live imagery to the CITGO incident command center to assess the storm's impact.

But it was CAP's crucial wartime efforts that earned it the Congressional Gold Medal. That award recognizes the extraordinary humanitarian, combat and national services the organization's unpaid members provided in a time of national crisis.

As the largest sponsor of CAP's Congressional Gold Medal celebratory events, CITGO further honored CAP with presentation of replica medals to its World War II-era CAP members.

Today, thousands of unpaid men and women and teenagers in CAP continue to serve in the official auxiliary of the Air Force, providing essential emergency, operational and public services to local communities, the military and the nation as a whole.

Born out of wartime necessity, CITGO's Lake Charles refinery continues to serve the nation, just as it did seven decades ago. To date, it's the sixth-largest refining facility in the U.S. Team CITGO, the first industry volunteer organization in Southwest Louisiana, provides countless volunteer hours and has raised more than $15 million since 1975 for local and national charities, including the United Way and the Muscular Dystrophy Association.

A Relationship that Endures

At an event held in October to celebrate 70 years of CITGO operations in Louisiana, Col. Rock Palermo, a member of the Louisiana Wing, stepped to the podium, surrounded by fellow CAP members and CITGO Lake Charles employees.

"The Service in Cities Service has stayed true to its purpose," said Palermo, his voice strong, his words precise. "This facility and its people have served every aspect of Southwest Louisiana while fueling the entire country."

The legacy of service that defines both CITGO and CAP is one that persists through war and peace.

"On behalf of the Civil Air Patrol," Palermo continued, "we salute you, CITGO, for your leadership, your ingenuity and your service to our country and community."

The faces of hundreds of CITGO employees made clear that the feeling was mutual. ▲

Sun Oil Company

William D. Mason, left, a Civil Air Patrol member and Sun Oil Co. executive, was a driving force behind establishment and funding of the first Civil Air Patrol sub-spotting missions. He is pictured in this 1939 photo leaning on a plane with an unidentified man to his right. Mason's own plane, which he lent for CAP service, was lost off the Texas coast during the war.

CAP Member's Oil Company Influence Paved the Way

By Jeff Shields

When the Sun Oil Co.'s tanker steamed out of Aruba toward the Panama Canal on Feb. 20, 1942, the United States' recent entry into World War II had brought the battle to its own shores. The Atlantic and Caribbean coasts were roiling with predators — silent and sleek German submarines that were ravaging the country's merchant fleet.

The tanker was named after Sun Oil's founder, the late Joseph Newton Pew, and like 16 other Sun Oil tankers it had been requisitioned by the U.S. government for the war effort. Its crew of 36 men was responsible for transferring the J.N. Pew from New York to California via the Panama Canal.

Many of the crew were young, including some brave teenagers who had lied about their ages to join the merchant fleet. William Wenzel of Philadelphia wrote to his mother: "Subs can't hit us." Wenzel was accompanied on the voyage by Joseph McBride and Robert Emmett Kelly, his schoolmates from St. Carthage Parochial School in Philadelphia, not far from the Sun Ship yard in Chester that was churning out ships to help supply the war effort.

The J.N. Pew would never make it to the Panama Canal, nor would 33 members of the crew. Four torpedoes from a German U-boat tore through the ship a day after it left Aruba, sinking it off the Panama coast.

Robert Kelly was one of the three survivors. The 17-year-old mess boy endured 21 days on a lifeboat, watching 10 others, including his friend Wenzel, die one by one or jump overboard out of madness. McBride also perished when the ship went down.

When Kelly was picked up by a passing Panamanian banana boat, he weighed 109 pounds; he had lost 70 pounds in the ordeal.

And so World War II hit home for Sun Oil, and it was only the beginning. Over the next three years, Sun ships were torpedoed eight more times and three more were lost, though some were salvaged. Sun would lose 141 seamen over the course of the war.

Sun Ship Casualties in WW II

The MS Pennsylvania Sun, then the flagship of the Sun Oil Co.'s fleet of tankers, burns at sea off Key West, Florida, after a torpedo ripped into its port side just forward of the bridge at 1:45 a.m. July 15, 1942. The fire lasted 48 hours.

Left, this image of the torpedo damage to the MS Pennsylvania Sun while in dry dock shows the impact of the attacks. The ship later rejoined the fleet.

Sunk by Submarine

SS J.N. Pew: Sunk off coast of Panama on Feb. 21, 1942; 33 of 36 crew members perished. The ship was being transferred from the East to West coasts by the U.S. government.

MS Mercury Sun: Torpedoed and sunk about 12:05 a.m. May 18, 1942, in the Yucatan Channel. Six were killed.

MS Sunoil: Torpedoed and sunk in North Atlantic April 5, 1943. Entire crew of 43 died, along with 16 members of the Naval Armed Guard assigned to protect the ship.

MS Atlantic Sun: Cut in half by two torpedoes Feb. 15, 1943; bow sank, keel floated until Nazis sunk it with another torpedo. In all, 46 seamen and entire U.S. Naval Armed Guard crew died. One sailor, William Golobich of Duquesne, Pennsylvania, swam to U-boat and was taken prisoner. He was later released in prisoner swap. The Atlantic Sun had survived a previous sub attack March 20, 1942, when it was blasted by a torpedo off Cape Lookout, North Carolina, but made port without fatalities.

Survived Sub Attack

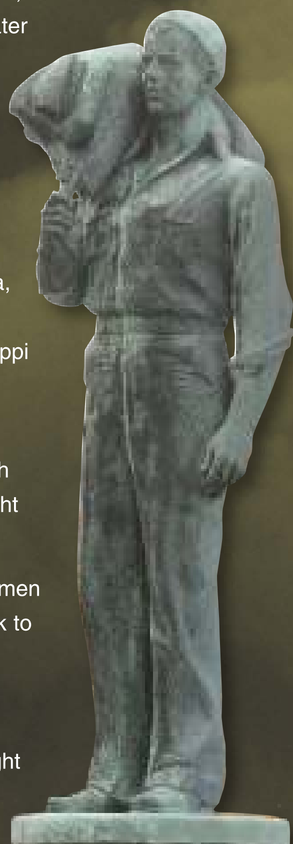
MS Sun: Hit Feb. 23, 1942, in same area as J.N. Pew near Aruba, but crew maneuvered it to port without casualty. Next trip out, on May 16, 1942, the Sun was hit by torpedo near mouth of Mississippi River. The projectile tore through its port bow but the vessel was brought back to port without loss of life.

MS Bidwell: Hit by torpedo April 6, 1942, off Cape Lookout, North Carolina. Cargo burst into flame, officers and crew members fought the fire and brought vessel to port; one man killed.

MS Pennsylvania Sun: Hit July 15, 1942, off Key West. Two seamen killed. Fire lasted 48 hours, crew reboarded her and took her back to Sun Shipyard in Chester.

Sunk in Service, Unknown Cause

MS Sunoco: Ship exploded at 12:25 a.m. Jan. 2, 1945, and caught fire from unknown causes off Sandy Hook, 10 men killed. Vessel sank, but later recovered.



The Sun Seamen's Memorial at the Sunoco Logistics Marcus Hook Industrial Complex in Marcus Hook, Pa. (2014 photo)

But even before the J.N. Pew went down, at Sun's headquarters in Philadelphia and in Washington, D.C., company executives were at work on a plan to fight back.

By early February 1942, American oil companies had lost 13 tankers to the Germans. This was not lost on William D. Mason, who oversaw Sun's Marcus Hook, Pennsylvania, refinery for 16 years and in wartime directed the Petroleum Administration for War's Facility Security Division.

Mason was also a member of Civil Air Patrol, the recently created organization of civilian fliers desperate to do something — anything — to help win the war.

"We were conscious of the fact that the tankers were sunk, and if they continued being sunk at that rate, that we wouldn't have enough petroleum to carry on the war effort," Mason would testify before Congress after the war.

Heads together in the war effort, J. Howard Pew, president of Sun Oil Co., and Harold L. Ickes, U.S. secretary of the interior and petroleum administrator for war, exchange views privately during the dedication of a new aviation gasoline plant at Sun's Marcus Hook Refinery in October 1943.

He went to see Maj. Gen. John F. Curry, CAP's first national commander, and promised him funding from the petroleum industry for coastal bases to launch Civil Air Patrol sorties to watch for submarines. Mason went to his boss, Sun Oil President J. Howard Pew, and secured the initial $10,000 to build the first bases in Atlantic City, New Jersey, and Rehoboth, Delaware.

CAP's anti-submarine mission was set in motion, and other oil companies joined in to fund the effort. For the first two months, the endeavor was completely funded by the petroleum industry; CAP's rapid success allowed Mason to extend bases from Maine to Mexico.

Over the course of the war, Sun Oil would do its part. Sun tankers traveled more than 2 million miles and transported more than 41 million barrels of aviation gasoline and other products to fuel the Army and Navy's 1,836,000 automotive vehicles in war.

Four years after the war ended, on Oct. 8, 1949, more than 3,000 people gathered at the Marcus Hook Refinery to dedicate the Sun Seamen's Memorial — described at the time as the only one of its kind in the world. Four survivors of torpedoed Sun tankers were there to lay wreaths at the foot of the 9½-foot bronze statue of the "tousled-hair seaman" with his bag slung over his shoulder, looking out to sea. They included Robert Emmett Kelly, who went on to work for Sun for 40 years.

To this day that monument greets workers and visitors to the Marcus Hook Industrial Complex, now owned by one of Sun Oil's descendant companies, Sunoco Logistics Partners, and also where Sunoco Inc. blends its racing fuel for NASCAR.

J. Howard Pew took a moment to thank CAP for keeping Sun's casualty list from extending much longer than those 141 souls. CAP Maj. George A. Davisson, representing National Commander Maj. Gen. Lucas V. Beau, was there to hear it.

"These Civil Air Patrol groups … performed yeoman service in driving enemy submarines from our coastal waters," Pew said at the dedication.

Or, as Mason told the U.S. House of Representatives in 1948: "We, of the petroleum industry, are deeply conscious of the great work and the great job that was done. If it had not been for these boys and the contribution that they made, the outcome, the results of the war, would have been a lot different." ▲

Jeff Shields is the communications manager for Sunoco Logistics and Sunoco Inc.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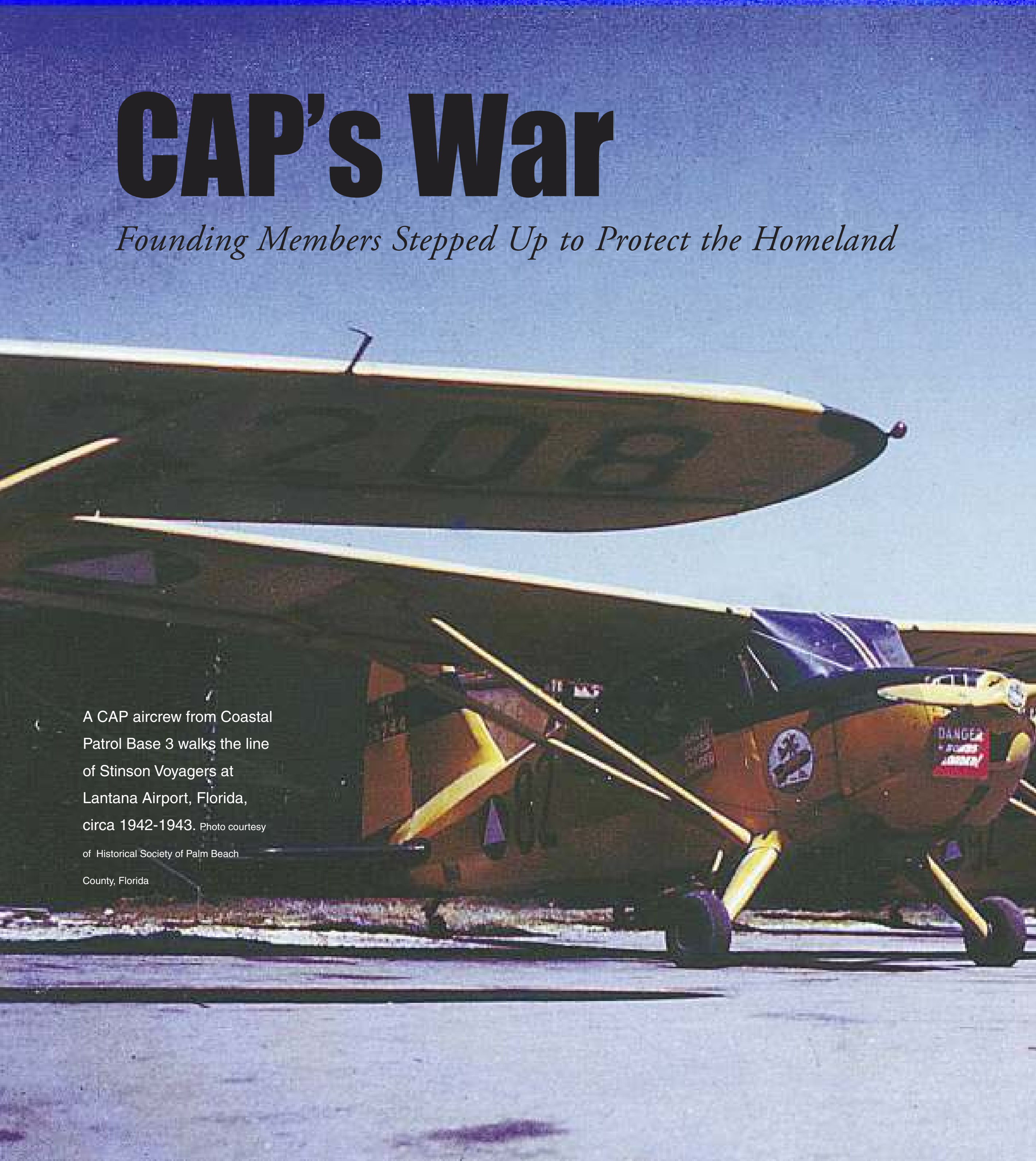
CAP's War

Founding Members Stepped Up to Protect the Homeland



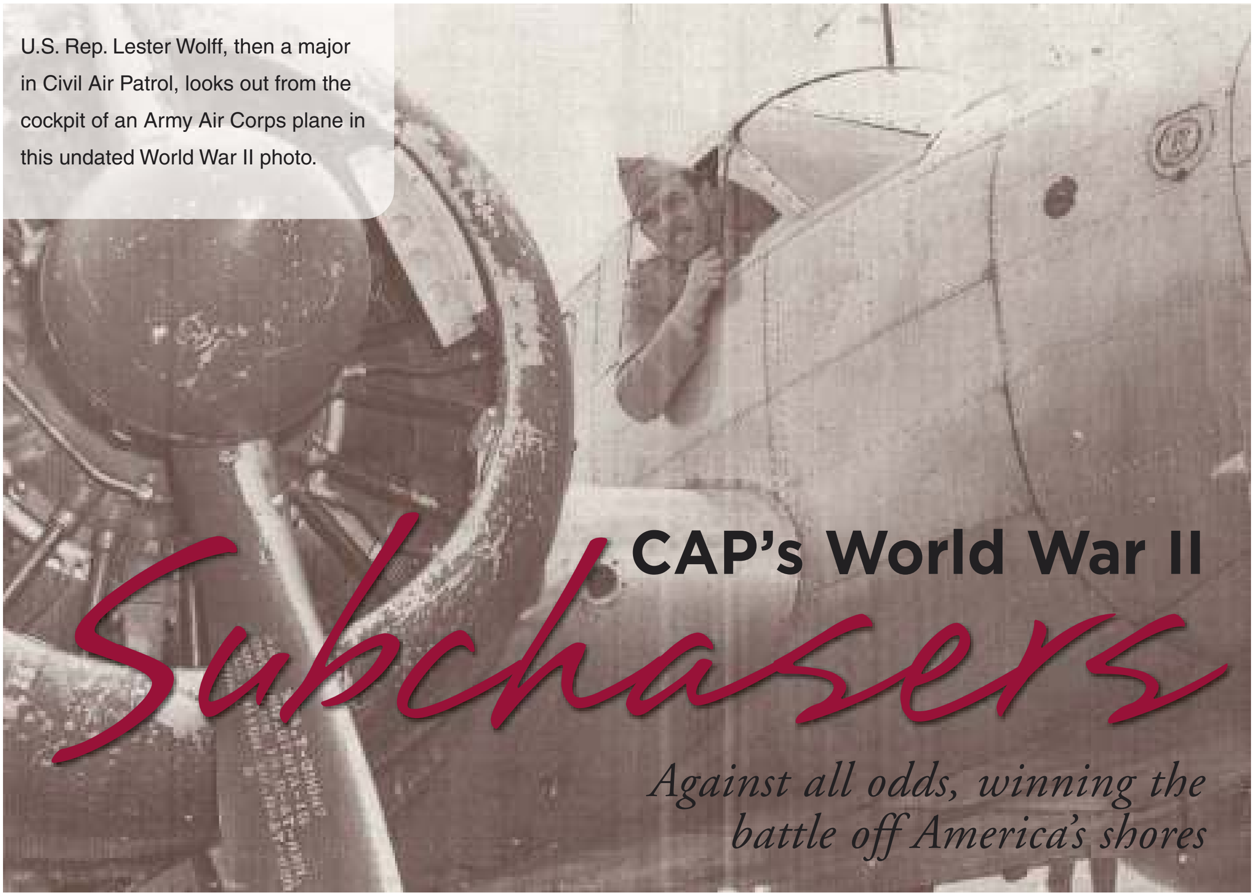
A CAP aircrew from Coastal Patrol Base 3 walks the line of Stinson Voyagers at Lantana Airport, Florida, circa 1942-1943. Photo courtesy of Historical Society of Palm Beach County, Florida

Those who joined CAP in its infancy came from all over the country. Those who survive are now quite elderly, but in their youth they were a force to be reckoned with, and now in their old age they can look back on lives lived with purpose and honor.

More than two decades before President John F. Kennedy admonished a nation — “Ask not what your country can do for you, but what you can do for your country” — the circumstances of World War II propelled a generation of Americans to live those words. Our young and fit men were sent into battle as our women did double duty at home to keep families going while, at the same time, filtering into the workforce to do what had been traditionally male jobs.

But for some Americans neither of these categories was a fit. They may have been disqualified for age, gender or medical reasons, yet they had skills that were useful to the military. Most importantly, all burned with a patriotic fervor to serve their country. So these seemingly strange bedfellows created their own category; they formed Civil Air Patrol.

Here is who they are and what they did:



U.S. Rep. Lester Wolff, then a major in Civil Air Patrol, looks out from the cockpit of an Army Air Corps plane in this undated World War II photo.

CAP's World War II Subchasers

Against all odds, winning the battle off America's shores

By Kristi Carr

Everybody likes an underdog story — a David versus Goliath tale.

Civil Air Patrol has just such a story.

In it, CAP's World War II subchasers defy wind and water to venture out over the ocean in the smallest of planes to encounter much larger, well-armed Nazi submarines, hiding just under the waves off the American coastline.

Though they were supported by literally tens of thousands of fellow CAP members providing everything from aircraft maintenance to radio communications to office paperwork, it was the subchasers — a pilot and an observer in each aircraft — who were the ones flying on the front lines during World War II in CAP's war to safeguard the homeland.

A Subchaser's Motivations

At the onset of U.S. involvement in World War II, Robert Arn, Gilbert Russell and Lester Wolff were all pilots, yearning to get behind the yoke and go airborne. They were also patriots.

Precluded from military service, they chose CAP as a way to serve their country.

For Arn, an upper vertebrae fracture initially kept him out of the military. Age was the obstacle for Russell, who was just 15 at the time. Wolff was also turned away by the military because he had asthma, but a friend introduced him to Thomas Cook of CAP's New York Wing. Wolff expressed what each of these men felt: "I wanted to do something. I wanted to volunteer. After all, there was a war going on."

And while many think fighting the Nazis was confined to battle theaters in Europe, the threat from German U-boats just off U.S. shores cannot be overemphasized. These enemy subs were sinking domestic oil tankers and other commercial ships at an alarming rate, disrupting the economy in general and hampering efforts to resupply troops overseas.

A Subchaser's Worries

Yet, for CAP's subchasers, the U-boats were often the least of their concerns.

First of all, they were most likely flying in borrowed planes, temporarily donated to the cause by those wealthy enough to own aircraft. The aircrews were mindful of such expensive property on loan to CAP and put in their care.

But a more urgent concern was their personal safety. A lot could go wrong that had nothing to do with Nazi attacks — mechanical failure, bad weather or bird strikes, to name a few. CAP history is rife with stories of aircrews forced to ditch their planes, hit the water and hope for rescue.

The newly formed Civil Air Patrol was funded on a wing and a prayer, and the organization's rescue equipment demonstrated that. Before the U.S. Army Air Forces got Mae West vests to CAP, subchasers forced to ditch in the ocean used old inner tubes to try to stay afloat. If they were lucky, the aircrews might have access to knives and barracuda bags, donned over their legs in

Left, the officers' hat badge had not yet been issued when this photo was taken, so Lt. Robert Arn substituted a pair of CAP pilot wings. Right, Gilbert Russell, seen here in his CAP uniform, was a teenager during World War II. He was assigned to Coastal Patrol Base 16 near Manteo, North Carolina. Photo courtesy of Lt. Col. Gilbert Russell

Former U.S. Rep. Lester Wolff, D-New York, now in his mid-90s, earned several decorations to display on his CAP uniform, including the Green Service ribbon for flying more than 1,000 hours in a two-year period, the Anti-Submarine Patrol ribbon, the Disaster Relief ribbon and the Distinguished Service Medal. Photo by Lt. Col. James A. Ridley Sr., New York Wing

A subchasing aircraft out of Coastal Patrol Base 3 in Lantana, Florida, flies north off the East Coast, between Palm Beach and Melbourne, circa 1942-1943. Photo courtesy of Historical Society of Palm Beach County

the water, to stave off shark attacks. The sad truth is that many CAP World War II deaths can be attributed to downed aircrews for whom rescue just didn't arrive in time.

Russell, who was assigned to Coastal Patrol Base 16 near Manteo, North Carolina, remembers three planes from the base being lost and two fatalities at sea.

"There was no shortage of courage from the members of Coastal Patrol Base 14 where I was stationed," Arn added. Of the 12 pilots assigned to his base at Lantana, Florida, six were killed while serving CAP.

Even so, these fears remained in the back of the subchasers' minds. "We were too dumb to be afraid," Arn said, while Russell added, "and too young!"

A Subchaser's Mission

"Our job was spotting, mostly," Wolff said. "We flew Piper Cubs, Stinsons, pretty much any aircraft we were loaned. Sometimes I piloted; sometimes I observed. There was only room for two of us in those aircraft, which didn't have a lot of instrumentation other than a compass, altimeter and tachometer."

The CAP pilots skimmed their planes over the waves at just 300 feet, the swells hiding their presence. Each mission typically lasted three hours or a little more.

"We always flew two planes in each mission," Arn said. "The slower plane flew a traditional box pattern, while the faster plane did a sweep in and out of the box."

Russell remembers dropping an oil slick to mark where he and his observer had seen a German sub, then calling back to the base to report the sighting. In turn, the base called the U.S. Navy in Norfolk, Virginia, to intercept and engage the submarine.

Planes Arn and Russell flew were eventually armed with bombs, one strapped to each side of the plane. “You had to look across the wheel to site the target,” Russell recalled. “You then pulled a ring to release the bomb.”

“The military sent a contingent of active-duty personnel to handle the ordnance on the ground and loaded it onto the plane’s bomb racks,” Arn said.

When the bomb was released, a cable holding cotter pins on the nose and tail fuse was removed. A small propeller on the fuses spun a set number of revolutions and then the bomb was armed.

As a consequence, planes carrying bombs were not allowed to fly over land.

A Subchaser’s Destiny

CAP became a springboard to military service for both Arn and Russell.

Arn eventually passed a military physical and went on to fly Army Air Corps planes, both within the U.S. and over “the Hump” — the Himalayas — before getting married and re-entering civilian life.

Russell was just turning 18 when his CAP base closed; three days later he reported to his draft board, telling them, “I’m ready now.” He served in North Africa, Sicily, southern France and Germany. He, too, left the service following World War II and became a heavy-duty equipment mechanic.

And what happened to Wolff? He was elected from New York to the U.S. Congress, where he served eight terms. During that time, he worked with CAP co-founder Gill Robb Wilson to create the first International Air Cadet Exchange program, was instrumental in development of the CAP Congressional Squadron, sponsored several bills on behalf of CAP and recommended using the organization in the war against drugs, which led to CAP’s counterdrug operations beginning in 1986.

“During World War II I served with a great group of people in CAP who simply wanted to do something for their country, even though they didn’t get anything out of it — no benefits, few accolades and some even lost their lives,” Wolff said.

On Dec. 10 at the U.S. Capitol, Wolff and other subchasers were given the highest civilian honor when CAP was presented with the Congressional Gold Medal. Wolff proudly accepted the medal, which recognizes the bravery and heroism of each of CAP's World War II veterans, especially those who flew coastal patrols in defense of America. ▲

Lt. Col. James A. Ridley Sr. of the New York Wing contributed to this article.

Lts. Addis A. Alston, left, and Paul J. Little hold a practice bomb at Coastal Patrol Base 16 in Manteo, North Carolina, circa 1942. The bomb was inscribed “To Adolf’s Subs.” Photo courtesy of Dare County Regional Airport, Manteo, North Carolina

Many of Civil Air Patrol’s subchasers were honored at an event in Washington, D.C., celebrating CAP’s 60th anniversary. Each received a model of a CAP Stinson, reminiscent of the aircraft they flew during World War II.

CAP's Coastal Patrol

By Steve Cox

CAP's coastal patrol campaigns, usually carried out in two-ship formations to provide almost continuous air coverage over shipping lanes from dawn to dusk, were flown from 21 bases.

The initial plan for the coastal patrol bases called for CAP to radio the U.S. Army with intelligence about sightings of enemy subs as well as disabled Allied ships in need of rescue and anything unusual. Specifically, the War Department authorized CAP "to patrol coastal shipping lanes … for the purpose of protecting friendly shipping and of locating and reporting enemy submarines, warships or suspicious craft and to take such action as their equipment permits in the destruction of enemy submarines."

Coastal patrol bases were known for innovation and the bravery of their CAP members. Aircrews had to fashion their own bombsights and used sacks of flour as "bombs" for practice. Being members of the "Duck Club" became a badge of honor; it meant the CAP pilots had been forced to ditch their planes in the ocean and wait for rescue, often using homespun "barracuda bags" to protect their legs and feet from shark attacks.

A rescue amphibian aircraft was employed to actually pluck the ditched CAP members from the sea, but at Coastal Patrol Base 10 in Beaumont-Port Arthur, Texas, this aircraft was lost, leaving the base's aircrews little hope if their planes went down. Some bases never had a floatplane.

At Coastal Patrol Base 2 in Rehoboth, Delaware, a legend was born when the rescue amphibian was damaged in rough seas as it landed to take onboard a downed CAP pilot. To compensate for a lost pontoon, the amphibian's pilot, Lt. Eddie Edwards, applied his own weight to the wing strut, clinging to it all night long in freezing temperatures until the amphibian could taxi back to shore. For their bravery, Edwards and fellow CAP member Maj. Hugh Sharp — notably with CAP, not the Army or Navy — received the first Air Medals of the war directly from President Franklin D. Roosevelt in the Oval Office of the White House. ▲

President Franklin Delano Roosevelt, seated left, presents the first two Air Medals ever awarded by the U.S. to Coastal Patrol Base 2 subchasers Maj. Hugh R. Sharp Jr., center, and 1st Lt. Edmond I. "Eddie" Edwards, right, for the heroic rescue of 1st Lt. Henry Cross. Looking on is James M. Landis, wartime chief of the Office of Civilian Defense. Civil Air Patrol members received 824 Air Medals.

Photo courtesy of CAP Historical Foundation

This map of CAP's 21 Coastal Patrol bases is the work of Capt. Erik Koglin of the Tennessee Wing.

Success Entrenches Fledgling Organization in War Effort

By Dan Bailey and Kristi Carr

An aircraft from Tow Target Unit 22, Hyde Field, Clinton, Maryland, flies with a target sleeve deployed, circa 1944. The sleeve would be extended out "via an electric winch as a target on which U.S. Army Air Forces fighter pilots or Army anti-aircraft gunners could practice their marksmanship. Photo courtesy of CAP National Headquarters

The success of the coastal patrols spawned other missions on behalf of the war effort, with thousands more joining the cause. Forest fire patrols, disaster relief, medical evacuation, radar training missions and observation flights to check the effectiveness of blackouts, industrial camouflage and smokescreens were but a handful of the other missions completed by CAP.

Tow Targets

Nationwide, CAP quickly established itself as a vital resource to the military and communities across the nation. These included 20,500 missions involving towing aerial gunnery targets for live-fire anti-aircraft gunnery training.

Pvts. Charlie Shelton and Edward Prather of CAP's 22nd Tow Target Unit stand at attention at Hyde Field in Clinton, Maryland, in 1944. Photo courtesy of CAP National Archives

Col. Steve Patti, pictured in CAP uniform then and now as a California Wing member, participated as an observer on border patrol missions along the Texas border, beginning in June 1942. CAP's border patrol aircrews reported nearly 7,000 potentially suspicious activities and 176 suspicious aircraft during World War II.

The soldiers and sailors with the U.S. Army and the U.S. Navy during World War II had to learn to shoot, and CAP volunteered to tow targets for their practice, in both air-to-air and ground-to-air simulations. CAP established nine Tow Target Units for these practices, with three in California and the remainder along the East Coast.

During target practices, CAP planes trailed large white canvas target sleeves as close as 1,000 feet behind them. CAP took its cues from requests by the military's anti-aircraft units, usually flying 150-200 mph at 10,000 feet, and lower and slower for automatic weapons training. What wasn't simulated was the ammunition — real bullets were fired from 40- and 90-millimeter anti-aircraft canons as well as 50-caliber machine guns.

A different kind of tracking practice was conducted at night to train military crews with searchlight and radar units. No live ammunition was used for these practices, but they could still be dangerous. Six CAP volunteers died conducting these missions. One experienced CAP pilot, Lt. Raoul Souliere, perished during a searchlight tracking mission, evidently becoming so disoriented by the bright searchlights that he mistakenly guided his aircraft into a nosedive and crashed into the sea near Rye Beach, New Hampshire.

In a March 1944 memo, the Army Air Forces reviewed CAP's performance to date. Though critical of CAP in certain areas, target towing and tracking missions received glowing reports from the Army personnel they were designed to train, who stated, "The use of CAP planes has been perfectly satisfactory. They have filled a gap and their services have been greatly appreciated." While the Army's wish list included training with targets at altitudes and speeds not possible with CAP aircraft, CAP was applauded for the towing and tracking missions it could perform, as well as for its professional pilots, cost effectiveness and flexibility. Long after the coastal patrol bases had served their purpose and closed, target towing and tracking missions continued.

"The Army Air Forces spoke highly of Civil Air Patrol's tow target and tracking mission," said Col. Frank Blazich, CAP's chief historian. "Smaller, lighter civilian aircraft proved more economical than Army aircraft flying the same missions, and they freed up military aircraft and pilots for missions outside CAP's capabilities. Furthermore, hundreds of coastal patrol veterans continued to serve in this vital mission throughout 1944 and into 1945, training both anti-aircraft crews and the nation's newest fighter pilots in the practice of leading an aerial target and deflection shooting."

Border Patrols

In addition to the coastal patrols, from 1942-1944 Civil Air Patrol totaled some 30,000 hours patrolling about 1,000 miles from Brownsville, Texas, to Douglas, Arizona, on the alert for possible spies or saboteurs.

Col. Steve Patti, now a member of the California Wing, participated as an observer on border patrol missions flown out of Brownsville and San Benito, Texas, beginning in June 1942. He continued to fly as an observer while stationed at Southern Liaison Border Patrol No. 2 Auxiliary Air Base in Marfa, Texas, and then at Main Southern Liaison Base No. 2 at Anderson/Biggs Field in El Paso, Texas.

The two-man crews — a pilot and observer, usually in a Stinson — often flew with a Thompson submachine gun, along with a five- or six-shooter on the pilot's hip, Patti said. They also carried canteens and emergency rations in case they had to land in desolate territory, which posed such hazards as wild boars, mountain lions and rattlesnakes.

Whenever they spotted a car, the pilot would fly low and slow so observers like Patti, binoculars and clipboard at the ready, could record the license plate number. The observers also wrote down the number of occupants, the direction the vehicle was headed and any other pertinent details they could discern. The same was true when individuals were spotted in border territory, Patti said. "We wrote down whether it was a man or woman, dark or light, what type of clothes they wore" and other observable characteristics.

In all, CAP's Border Patrol participants reported nearly 7,000 potentially suspicious activities and 176 suspicious aircraft. Two died when friendly fire killed the pilot and then incinerated the plane, which Patti recalled seeing when the wreckage was taken to the Marfa base.

A CAP aircraft from the Southern Liaison Patrol scans the U.S.-Mexican border for any signs of suspicious activity circa 1943-1944. Photo courtesy of CAP National Headquarters

Search and Rescue

CAP proved to be an invaluable resource for homeland search and rescue operations and could boast more finds than its military counterparts. This stemmed largely from the low and slow design of CAP aircraft, the pilots' familiarity with the terrain they were searching and the ground teams who could handle the rescues. The ground teams employed whatever modes of transportation would get the job done — including horses in Nevada, glade buggies in Florida and skis in Washington state.

Lt. Col. Clive Goodwin, who is now a member of the North Carolina Wing but belonged to CAP in upstate New York during World War II, participated in aerial searches for downed military aircraft in the rugged Adirondacks. Without such modern advantages as GPS, radar tracking, emergency locator transmitters or even sophisticated grids, such missions often amounted to searching for the proverbial needle in the haystack, Goodwin recalled.

Maps were often lacking as well; often, he said, "we'd go to the nearest gas station for one" before setting out in search of a missing plane. In addition, all the searchers had to go on was knowledge of the missing airplane's scheduled route, he recalled. "Usually they would be found by hunters the next winter."

Fire Patrols

Goodwin and others throughout Civil Air Patrol also conducted fire patrols as needed, remaining vigilant not only for forest fires but particularly for those of a suspicious nature.

That was especially true on the East and West coasts. "The Japanese sent out fire balloons that looked like regular hydrogen balloons," Goodwin said, but they carried incendiary devices intended to start blazes in cities, forests and farmland.

Once smoke was spotted in the distance, a CAP plane — either a lone pilot or a pilot accompanied by an observer — would be dispatched to check out the source.

CAP cadets sign up for U.S. Army Air Forces aviation cadet training circa 1943-44. Photo courtesy of CAP National Headquarters

Other Missions

Infrastructure protection

CAP's involvement in World War II allowed more than 500 civilian airports to remain open and provided routine observation of critical U.S. infrastructure.

Asset reallocation

CAP delivered on a plan to relieve military planes and pilots from shifting people and goods across the country. CAP flight payloads included blood products, airplane parts, military personnel and mail. These "in-house" flights opened the door to female CAP pilots, who were prohibited from operating in combat zones.

Civilian defense

CAP planes often were tasked to fly during blackout drills to test the drills' effectiveness. Flying over metropolitan areas, CAP aircraft also dropped pamphlets that read: "This might have been a bomb." The pamphlets served the dual purpose of guarding citizens against complacency and reminding them to buy war bonds.

Cadet program

CAP established a cadet program in 1942 with start-up costs of just $200. Within six months, more than 20,000 youth from across the country had joined. They helped with such non-combat jobs as watching the skies for enemy aircraft while also learning about military protocol and the importance of air power. Encouraged to pursue private pilot certificates, those who completed such training were better prepared for future air force service.

A Living Legacy

Other less tangible CAP contributions developed during World War II have endured to this day.

Volunteer service has always been central to CAP. CAP's manpower during World War II saw limited pay. One member reported receiving a total of $10 from the government over a six-month period. By war's end, it was estimated CAP members had contributed more than $1 million of their own money toward the war effort. ▲

Much of the information for this story was culled from Civil Air Patrol: Missions for America, *commissioned by CAP and compiled by Drew Steketee of the CAP Historical Foundation in celebration of CAP's 65th anniversary, and from "Introduction to Civil Air Patrol," a CAP pamphlet largely the work of Col. Leonard Blascovich, former CAP historian. Other sources consulted include "North Carolina's Flying Volunteers" by Frank Blazich Jr. from the October 2012 issue of* The North Carolina Historical Review; *"A History of the Petroleum Administration for War"; and the 1944 U.S. Army Air Force Inspector-General's report on CAP.*

Female members practice emergency medical training during a field exercise.

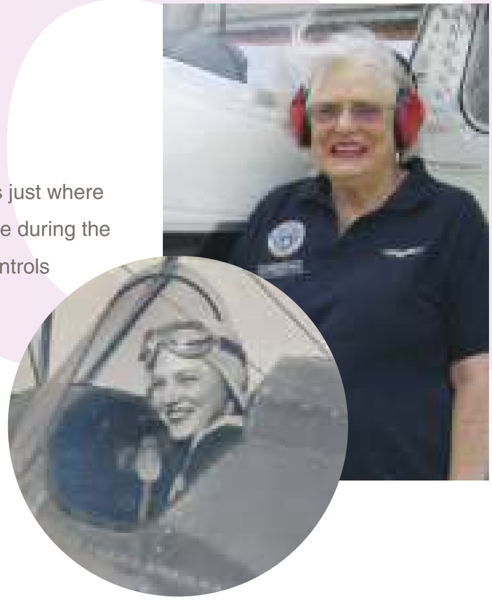
Photo courtesy of CAP National Headquarters

Pioneers and barrier-breakers

CAP's fantastic women of World War II

By Kristi Carr

With the formation of Civil Air Patrol in December 1941, America's women heard opportunity knocking. Unlike most other institutions of the day, CAP didn't discriminate against them because of their gender. With the war effort consuming both fuel and planes, this was a gift to women aviators especially, and they made the most of it as participants in the organization's wartime missions.



Jayne Pace was just where she wanted to be during the war — at the controls of an airplane. Pace, who joined CAP during World War II, is still a member today.

A way to serve their country while doing what they loved

Women fliers may have been few and far between when the United States entered World War II, but they did exist. Considering their ban from military service, however, they were effectively sidelined from flying during that time — until CAP came along.

Jayne Pace and **Jewell Bailey Brown** were two who went airborne through CAP.

Pace was a student at Trinity University in San Antonio when she left her studies and her part-time job with a meat packing company to join.

Flying proved to be a confidence-builder for Pace. "It seemed to me that everyone was always older, bigger and smarter than I was," she said. "I was shy but did not want to be. One of my flight instructors was a crop duster, and he was, it seemed to me, tough as nails. 'Listen carefully, follow instructions and perform it correctly the first time,' he said. I had paid my money and wanted to fly, so I did as I was told."

Though she admitted to being scared more times than she wanted to admit, Pace learned how to perform figure eights, rollovers and dives and how to recover from a stall almost to the ground.

She joined CAP in January 1945. One of only three women in her unit, she quickly learned to let comments by naysayers roll off her back.

"There were those who thought women who were working in the service of their country weren't equipped to do anything else," she remembered, "but in CAP we not only piloted planes, we took on some of the mechanical needs of the aircraft and packed our own parachutes. You didn't let a guy do that for you!"

Pace can look back on a lifetime highlighted by work for Pan American World Airlines and in real estate, even modeling hats and furs for Neiman Marcus, but CAP is what continues to remain on her radar. A member of the Texas Wing's Thunderbird Composite Squadron in Houston, she still attends meetings, often addressing the cadets.

Inspired early by the butterflies she watched soaring over the fields she passed on her walk to school as a child, Pace believes that "God does not deduct from man's allotted time the hours spent in flying."

Halfway across the country from where Pace flew, Brown was also in the air. She flew for CAP out of Charleston, South Carolina, scanning the shore and ocean for oil spills and bodies as well as enemy submarines.

"In Charleston, we had a tremendous military presence during the war," Brown recalled. "We were vulnerable on the coast, and that meant every other city street light was turned off at night, car headlights were half-shaded and houses facing the water had to use blackout shades.

"With the military ever-present, it just seemed normal to contribute to the war effort somehow, and I felt I had something to offer with my skills as a pilot," she said.

Living in a coastal city brought World War II that much closer to Jewell Brown and her friends. Considering her piloting skills, joining CAP seemed to be a natural thing to do.

After being recognized posthumously for her work with Civil Air Patrol during World War II, Amanda "Tex" Brown Meachem was honored with two Congressional Gold Medals. The first one, awarded in 2010, recognized her service as a member of the Women Airforce Service Pilots.

Photo courtesy of Marty Lee

Before she could drive a car, Brown said, her father took her to the local airport, where she could become familiar with planes. She had three other female friends who were pilots, and she noted, "It took a certain attitude at that time to break free of the traditional stereotypes."

She soloed on her 16th birthday. One of her flight instructors was world aviation aerobatic champion Bevo Howard, who encouraged her in setting an altitude record of 26,875 feet.

Later, Brown joined CAP. "I flew up and down the coast, looking for anything that might have washed ashore that would indicate activity out in the Atlantic. The military loaned us an observation instrument to help us better see the ground below."

After the war, she did some flight instruction before eventually putting flying aside to devote herself to college and full-time church work. She and her husband, a retired minister, have been married for 58 years.

A Springboard to the WASPs

Amanda "Tex" Brown Meachem was one of several CAP women who went on to fly with the Women Airforce Service Pilots, or WASPs, during World War II.

Before either CAP or the WASPs, however, Meachem learned to fly as a practical matter: She wanted a fast way to get to Daytona Beach for the weekends. When the U.S. entered World War II, her thoughts turned more patriotic. She joined CAP in Sarasota, Florida, as a bookkeeper, one of only three women in the CAP unit there.

She managed to get in some flying time with CAP before she heard about the WASPs, a group of young women pilots trained to fly American military aircraft for noncombat missions. Meachem was accepted into the WASP program, meeting its height requirement with a quarter-inch to spare; she trained at an airfield in Sweetwater, Texas.

"If it weren't for CAP, I wouldn't have had that many (flight) hours," she said.

"We flew old planes to the salvage yard, picked up new planes at the factories and transferred planes between bases," she said. Others in the WASP program served as instructors, as chauffeurs for VIPs or as pilots who towed targets for military live ammunition practice.

Only about 4 percent of the WASP applicants eventually earned their wings, going through the same training as male cadets in the Army Air Forces. Thirty-eight of them died in the line of duty.

Though promised they would be inducted into the service, they never were, and the WASPs were disbanded in 1944.

"More than half of all WASPs were former CAP members," said Col. Frank Blazich Jr., CAP's chief historian. "Approximately 70 percent of the last class of

Lt. Margaret Bartholomew of the Ohio Wing, seen at right with Virginia Rich, was CAP's only female casualty during World War II. Her cousin, Charles R. Heath II, described her as an accomplished musician and dancer who applied the same passion to CAP. Photo courtesy of Charles R. Heath II

Elizabeth Wallace joined CAP's Maryland Wing and served as a pilot during World War II. She recalls flying search and rescue missions for CAP during her two years as a member.

WASPs, Class 44-W-10, were former CAP members. In addition, countless members of the WACs (Women's Army Corps) and WAVES (Women Accepted for Volunteer Emergency Service, the Navy's Women's Reserve) had served in CAP."

A Stereotypical Way of Thinking

The Ohio Wing's **Lt. Margaret Bartholomew** was CAP's only female casualty during World War II. She died Oct. 18, 1943, on a courier flight between Williamsport, Pennsylvania, and Cincinnati when a sudden snowstorm reduced visibility to zero and she crashed into the side of a hill 55 miles northeast of Pittsburgh.

Bartholomew was one of Cincinnati's first CAP members and the 154th charter member of the Ohio Wing. A member of Squadron 5111-1 based at Lunken Airport, she was flight leader of the all-female Flight C as well as station commander of the Cincinnati courier service. Bartholomew was also a member of Cincinnati's Falcons Flying Club Inc. During the week, she was a switchboard operator for the West Virginia Coal and Coke Co.

"I think her interest in aviation was fueled somewhat by the popularity of fliers such as Amelia Earhart but more by association with the executives at the coal company where she worked," said Charles R. Heath II, a cousin of Bartholomew. "Coal mines in West Virginia and Kentucky, then as now, are in rural mountainous areas underserved by passenger rail or highways. In order for the executives to get to the coal mines, some became pilots and flew their personal or company-owned private airplanes using farm fields or make-shift airports to land. Some of those same pilots became officers in the Civil Air Patrol."

In addition to her love of flight, Bartholomew had many other passions, including dancing and music. She was an accomplished pianist and mandolin player who professionally created dance routines in the 1920s for The Betty Gould Studio of Dancing in Cincinnati.

It may seem curious to cite Bartholomew's death as a marker for women's advancement, yet her ultimate sacrifice demonstrated that many women prefer to be able to choose for themselves what levels of risk they are willing to take.

A Pilot to Be Remembered

The searchlights shining from two airports near her Long Island home sparked young **Elizabeth Wallace's** interest in aviation. Her dad fostered her curiosity, and soon she was riding her bike to the commercial airport, spending her afternoons looking at planes and chatting with pilots and mechanics. She was hooked.

She went on to earn her pilot certificate, and in 1941 she joined the brand-new CAP Maryland Wing, which was mostly made up of other female pilots. "Most of the men who knew planes were joining the Air Corps," she said.

Mary Ellen Thompson was just 15 years old and in high school in Wisconsin when she joined CAP during World War II. She remembers being especially proud of her CAP uniform, which she is wearing in this photo.

She was also heavily involved in G2 Army intelligence at the time; Wallace wrote the section on the German Air Force in the Army's field handbook. Because of her extensive duties with the Army, she was only able to fly a few search and rescue missions for CAP during her two years as a member.

She recalled the plane she flew for CAP and its limitations. "Those of us in the small planes didn't have radio communications, so we signaled with wing wiggles," she said. "I knew how to do that well. I used to fly right down Broadway in Manhattan where my dad's office building was. He'd stick his hand out the window to wave, and I'd wiggle my wings to wave back. We were allowed to fly like that in cities back then. You couldn't do that today!"

An Interest in Aviation

"I was 15 years old and in high school when I joined Civil Air Patrol during World War II," said **Mary Ellen Thompson**.

"I always had had an interest in aviation because I flew with my father, a part-time private pilot, out of Billy Mitchell Field in Milwaukee, Wisconsin. I remember those rides being pretty bumpy. Our plane had a stick, rather than a wheel, and the outside of the plane was fabric, which meant you had to be pretty careful where you stepped!

"My CAP unit was based at a nearby smaller airport, which had no tower and landing lights that only operated during the day. As CAP members, we were called in cases of nighttime emergencies, when the bigger airport could not accept planes for landing, and asked to show up with our cars, headlights on, to guide the planes in. We studied out of small books to memorize various signals, served as guards and learned how to march. I particularly remember my CAP uniform with its patch on the sleeve. I was quite proud of it.

"My goal all along had been to join the Women Airforce Service Pilots, who flew military planes in noncombat missions, but the war ended soon after I graduated from high school and I never realized that dream. World War II was definitely an interesting time for those of us coming of age."

A Pioneer for Pioneers

Many of these women and others who belonged to Civil Air Patrol during World War II shared the common trait of a good education, and several had the advantage of a degree of wealth. But all had the courage and confidence to march to their own drummers.

They also had the backing of CAP.

"CAP provided American women with their first opportunity to serve their nation's military forces in uniform," Blazich said "From its very origins, CAP has proudly been a prominent beacon of equal rights opportunities, decades ahead of similar organizations." ▲

Lt. Col. Brenda Reed of the Maryland Wing, Senior Member Elizabeth Dunkman of the Ohio Wing, Jennifer S. Kornegay and Mitzi Palmer contributed to this story.

Letters demand role for women fliers in WWII

Jean Dillman, left, and Iris Smith Ross wear the first approved CAP women's uniforms in early 1942 at Norton Field in Columbus, Ohio. Photo courtesy of Donald W. Ross Jr.

Col. Reed G. Landis was a flying ace during World War I, but later he also found himself working for the U.S. Army Air Corps in Washington, D.C., and writing letters to many unhappy women. The women were pilots, and they were demanding a role in the coming war. In the fall of 1941 he was able to offer them some good news — news about the creation of Civil Air Patrol.

In a response to Mrs. Roger Jenkins of the Women's National Aeronautical Association, he wrote on Nov. 17, 1941:

> Your letters to the President and Mrs. Roosevelt registering a protest … relative to the training of women in the civilian pilot training program have been referred to me for reply.
>
> … Many of us are going to be subjected to decisions and conclusions which are liable to be contrary to our individual enthusiasms and desires. …
>
> On the other hand, this office is shortly to announce a program for the organization of a Civil Air Patrol which will include among its other objectives the utilization of all existing civil aviation personnel and materiel, including women of course. It is believed that this organization's operations will develop fast relative to the value of civil personnel and equipment in connection with national defense, which will form an intelligent basis for reconsideration of many policies including, perhaps, that of women's aviation training.

Earlier, on Oct. 31, 1941, Reed had written to Mrs. Claud N. Chrisman of Dayton, Ohio:

> … I believe that the Civil Air Patrol, which we hope to announce as an activity of this organization very shortly and which will include men and women without regard to their sex, will aid in clarifying the situation as its operation proceeds during the emergency period.

He did, however, nix one of Chrisman's suggestions — that men in Army camps be taught how to knit.

That same day, Reed penned this to Miss Doris D. Williams of Whittier, California:

> Mrs. Roosevelt has given me your letter of October 21st, and I am very happy to tell you in confidence that we are contemplating the almost immediate announcement of the organization of a national volunteer Civil Air Patrol, including flight and ground personnel, both male and female.
>
> … We do not intend to differentiate between men and women. The ability of the individual is the factor to be consider. …
>
> We are exceedingly hopeful that the plan when announced will be of such a character as to get the whole-hearted participation and support of such patriotic enthusiasts as yourself. …

African-Americans Served with Distinction

By Jennifer S. Kornegay

While the United States was embroiled in World War II, Civil Air Patrol was in its infancy. And while the nation was still largely segregated, at least three of the fledgling organization's earliest members were African-Americans. They would go on to distinguish themselves in the aviation world, and each give CAP some of the credit for their successes.

Now, thanks to CAP, they can add one more achievement to their resumes — the Congressional Gold Medal. Details about the pioneering career paths taken by Lt. Willa Brown, Col. George M. Boyd and Wallace C. Higgins, including their CAP World War II service, follow:

Willa Brown was the first African-American officer in CAP, male or female, and was the first African-American woman to earn a pilot certificate in America.

Fantastic Firsts

Willa Brown cemented her special place in history when, in 1937, she became the first African-American woman to earn a private pilot certificate. But she didn't stop there.

The Kentucky native's family moved to Chicago when she was a child, where she started her working life as a teacher. Inspired by the high-flying skills of Bessie Coleman, the first African-American woman to fly an airplane in America, she decided she wanted to become a pilot.

Brown took some flying lessons and got her master mechanic's certificate from Curtiss-Wright Aeronautical University. Around that time, she met pilot and aviation mechanic Cornelius R. Coffey. With his help and some advanced flying instruction, she reached her goal and got her pilot certificate. She also got Coffey, marrying him in 1939.

The couple founded the Coffey School of Aeronautics, where together they trained other black pilots and mechanics, many of whom went on to become Tuskegee Airmen. Brown also earned her commercial pilot certificate, another first for an African-American woman.

But she wasn't satisfied with her own achievements; she worked tirelessly to advance the aviation careers of others as well. She co-founded the National Airmen Association of America, an organization dedicated to getting more black pilots into the military and to racially integrating the U.S. Army Air Corps.

Brown was a valuable asset of the newly formed CAP, volunteering her time and talents to teach others in that arena as well. In 1942, she became CAP's first African-American officer, earning the rank of lieutenant.

She is widely considered to be an iconic figure, representing the collective strength and will that helped break down racial barriers in America. To David Brown, she is simply Aunt Willa. His dad's sister was the aunt who'd send him a little money if he needed it in college … the aunt who he knew had done some amazing things but was hesitant to talk about them.

"If you asked her a question, you could get an answer," he said, "but she didn't go on and on about it."

Other memories include her typing ability. "It seems like a common thing, but really, she played a typewriter like some play a piano," he said. Later in life, she returned to teaching, and after retiring in the early 1970s she went to work as a typist for a city agency.

"She had such a strong work ethic," her nephew said. "She couldn't just sit around. And she was always that way. That's one reason she was in CAP; she was always willing to do and to share her knowledge."

He recalled a story he was told after his aunt's death. "She never said this, but I was told that while the flying school was under Mr. Coffey's name, she was the one running it. It was at a time when there were still some chauvinistic tendencies, but her attitude was, 'Let's get the job done; it doesn't matter who takes the credit.' She was a genuinely positive person, and I always admired that the most."

Many others admire Brown for different reasons. She helped organize the annual flyover above her idol Coleman's grave. Today, Tuskegee Airmen, some of whom she trained, fly over Brown's grave as well — a gesture of respect and recognition of her countless contributions to aviation and beyond.

A Long Road

George M. Boyd retired as a major in the Air Force after 28 years of distinguished service and after being instrumental in the operation of Tuskegee Army Airfield in Tuskegee, Alabama, during World War II. He believes sharing his experience shows how far the country has come since those days, and CAP plays a key part in his story.

"I first got into CAP as a cadet in Leonia, New Jersey, in 1942 because I was asked by one of the coaches at my high school, who was a CAP member, to join and teach other cadets how to drill properly," Boyd said.

During his time in the Boy Scouts, he'd learned and mastered drilling from his troop leader, who had been a U.S. Naval Academy cadet. Boyd was happy to pass the skill along.

"CAP was just getting started, and I was interested since I was interested in the Army Air Corps," he said. "So it was a good fit, and I think I helped a lot of the other cadets with drilling."

Boyd was so intrigued by aviation that he joined the Army Air Corps Enlisted Reserve and was anxiously awaiting his 18th birthday and the letter from the War Department placing him on active duty. It arrived July 20, 1944.

"A friend of mine had been sent to Tuskegee for pilot training, but he was injured and came home," he recalled. "He told me all about what they were doing down there, and even though I'd not thought about flying myself, I really liked planes, so I took early enlistment."

His first stop was basic training at Keesler Army Air Field at Biloxi, Mississippi. That coastal city is fronted by beaches — beaches that in 1944 African-Americans were forbidden to walk on or swim from. It was here that Boyd had a short but eye-opening conversation with his first sergeant.

"Our training officer explained that we would have to defend the beaches if Axis forces attacked us from the Gulf. I asked, 'How can we defend the beaches if we can't walk on them?'

"He told me simply, 'You took an oath to defend the United States; those beaches are part of United States. If the United States is threatened or attacked, you do your job. We will win this war, and all of this (segregation) will go away. It will change.' I just needed that perspective, and he was right," Boyd said.

Boyd's next stop was Tuskegee Army Airfield. He began the pilot training program there in class 45G with many other African-Americans who came to be known as the Red Tails and the Tuskegee Airmen. After finishing primary flight training, he went on to basic flight training.

During his enlisted career, he became the last base sergeant major at Tuskegee. He and his team were charged with closing the airfield as the training program ended. "We had to seal up records and transfer them to Air Training Command," he said. "It was an important, historical administrative experience."

Having no overseas duty, he was sent to Guam as an administrative clerk with the 12th Motor Transport Squadron, where he was assigned as a staff writer for *Pacific Stars and Stripes*. During that time he was accepted to Officer Candidate School, and after graduation as a second lieutenant he was assigned to the 100th Fighter Squadron of the 332nd Fighter Wing, just as the U.S. Air Force was formed and as racial integration of the U.S. military was beginning.

It was Boyd's job to ask each African-American in the 100th Fighter Squadron if he wanted to remain in the Air Force or accept an honorable discharge. "About 15 percent did take the honorable discharge, but most stayed in, like I did. I was an officer, and I liked what I was doing. I felt it was my duty," he said.

Col. George Boyd's service as a pilot with the famed Tuskegee Airmen began during his days as a CAP cadet, and he is still an active CAP member today. In 2011 Boyd was honored as CAP Senior Member of the Year.

In 1971 Boyd retired from the Air Force. He rejoined CAP in Kansas in 1980. Thanks to his military background, he moved up the ranks quickly and over the next two decades served in various leadership positions, such as training officer, mission pilot, inspector general, deputy commander, chief of staff and vice commander.

In 2000 he was selected as Kansas Wing commander. Not long after that appointment, he made a visit to CAP National Headquarters at Maxwell Air Force Base, Alabama. On the way, he and his wife decided to stop at Keesler Field in Biloxi, where he'd received his basic training. Since the base hotel quarters were occupied by active-duty personnel, the Boyds were given a voucher to stay at a hotel downtown.

"They gave us such a warm welcome and put us in a room with an amazing view, a view of that beach that so many years ago I could not set foot on but had sworn to defend," he said. "All I could think about was how that first sergeant was right. So much has changed, and we need to be proud of our country. There are so many things to feel good about."

Boyd, who was named the organization's Senior Member of the Year in 2011, points to CAP as one of those things, particularly the cadet program. "It offers so many benefits: discipline, search and rescue, first aid training, aviation and science education, teamwork and leadership skills.

"Learning all this prepares CAP cadets to be socially, physically and mentally capable of being whatever they want to be. And here in America, they can," he said.

The CAP Connection

Wallace C. Higgins valiantly served his country during World War II — as a Tuskegee Airman and a sergeant in charge of a platoon in the 1909th Aviation Engineering Battalion; later, in 1947, he was honorably discharged as a staff sergeant with the 3505th Army Air Force. For his dedicated service, he received the World War II Victory Medal, Asiatic-Pacific Campaign Medal, American Campaign Medal and the Army Good Conduct Medal.

But it all started with CAP. From his home in rural Orleans County in New York, an 18-year-old Higgins often saw P-36 and P-40 planes flying low on test runs from the Curtis-Wright factory in nearby Buffalo. "I grew up always interested in cars and planes and how things work," he said. "But those planes really intrigued me, and I thought, 'I want to be up there; I want to fly.'" So when he found out about CAP — the newly formed organization was holding meetings and classes in Rochester — he signed up. "That's where I first really learned about flying," Higgins said.


Wallace C. Higgins, seen here in his Army Air Forces uniform, served in a CAP squadron in Rochester, New York, before becoming a Tuskegee Airman.

Higgins also wanted to use his interest in aviation to do his part in the war effort, so he enlisted in the Army Air Corps, too. "Back in those days, as young kids, we wanted to do anything we could for our country," he said. "Everyone around me was going into the service."

In December 1943, before he could finish his senior year of high school and before he could become fully involved in CAP, he was called up by the Army and chosen to join the Tuskegee Airmen project underway in Tuskegee, Alabama. While he's proud to have been selected and believes the training he received there was top-notch, the realities of segregation in the South were a rude awakening. "Race didn't mean anything to me at that time. I grew up out in the country, and everything was mixed," he said. "The divide and discrimination came as a real shock, but I learned fast." He spent 11 months in Tuskegee and completed his primary flight training there.

After he left the Army Air Forces, he went back to New York and finished his education, graduating with a BFA in ceramic design from Alfred University in 1952. He married, had four children and raised his family in Alfred, where he worked as a model and mold maker at a pottery company before returning to his alma mater to teach industrial ceramic design. During this time, Higgins and his wife spent considerable time traveling abroad as he consulted on ceramics for companies across the globe. He retired as associate professor emeritus in 1985.

Higgins never lost his interest in anything that moves, including airplanes. According to his son, Don Higgins, "He's an automobile and airplane nut and loves attending car and air shows and watching NASCAR." Higgins is also active in his community as a member of several clubs and organizations, including the Lion's Club (he's in his 50th year); the Office for the Aging, where he is chairman of the advisory board; and the Alleghany Senior Foundation, where he holds emeritus status.

Even though his time with CAP was brief, it had a major influence on his future. "In just those few meetings I was able to attend, I was so interested in what they were doing," he said. "CAP played a big role in furthering my interest in aviation." ▲

Congressional Gold Medal Ceremony Honors World War II Veterans' Volunteer Service

By Julie DeBardelaben

On Dec. 10 Congress awarded Civil Air Patrol the Congressional Gold Medal in honor of its 200,000 founding members' service in protecting the homeland against deadly German U-boat attacks and for fulfilling many other critical humanitarian needs during World War II. Forty-four of those brave patriots from World War II and families representing 54 deceased CAP veterans gathered in the U.S. Capitol's Emancipation Hall for the much-anticipated ceremony — the most memorable event in CAP's modern-day history.

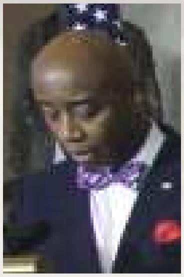
Before a backdrop featuring five American flags, members of Congress articulated the passion, patriotism, bravery and sacrifice of the honorees in eloquent remarks that brought tears to the eyes of many of the veterans.

U.S. Rep. John A. Boehner, speaker of the House, presided over the program, which was presented with the pomp and circumstance fitting for the occasion. The colors were posted by the U.S. Armed Forces Color Guard, the National Anthem was played by the U.S. Air Force Band Brass Quintet and, prior to the congressional accolades, the invocation was offered.

The Steen family accepted two replica medals — one for Leslie E. Steen Sr. and the other for Leslie E. Steen Jr. Leslie Senior was the first lieutenant who served as a subchaser at Coastal Patrol Base 1 from May 1942 to August 1943. He received the Air Medal for his CAP service. His son's job during the war was refueling and cleaning airplanes at the same base during the summer of 1943.

Photos by Susan Schneider, CAP National Headquarters, unless otherwise noted.

Invocation by Dr. Barry Black, Chaplain of the Senate



"Eternal God, the sovereign superintendent of destiny, we thank you for this Congressional Gold Medal ceremony that honors the Civil Air Patrol. We praise you that this organization, created six days before the Pearl Harbor bombing, contributed to America's victory in World War II bequeathing to us a legacy of liberty. Bless those who gave their last full measure of devotion to keep America the land of the free and the home of the brave. May we feel your presence in this service and throughout the living of our years. We pray in your sovereign name, Amen."

Opening Remarks by Rep. Michael T. McCaul of Texas

"Though it has been nearly 70 years since the end of World War II, the memory and the sacrifice of the Civil Air Patrol volunteers is never more enshrined in our hearts than on this day. … Words cannot express the pride and gratitude we feel standing here, in the company of heroes past and present. And therefore we pause – indebted forever – to the Greatest Generation. May we honor them by carrying the torch of freedom that they kept glowing, and may that light guide the future of this great country.

"… On behalf of a grateful nation, we say thank you," he concluded. *"Well done, good and faithful servants."*

SALUTE FROM THE LEADERSHIP

Following McCaul's speech, the House and Senate leadership saluted CAP's World War II veterans in remarks that captured in graphic detail the dire conditions and triumphant spirit that motivated their service.

Rep. Nancy Pelosi, Democratic Leader of the House

Photo courtesy of Sen. Michael Caul's Office

"Time and again across our history, at the darkest and most desperate hours of national need, everyday citizens have stepped forward to confront the enemy and defend our country. Our nation faced harrowing months after our surprise entry into World War II. … This week marks the anniversary of the observance of Pearl Harbor. Even after President Roosevelt's efforts to ready the nation, our military was not as prepared or equipped, and was unable to match the Axis war machine.

"German U-boats prowled the Gulf and the East Coast with near impunity – taking a grim and terrible toll on ships and tankers even within view of American beaches and cities. Yet once more, at this time of national emergency, thousands of Americans from across the country took it upon themselves to buy time for the cavalry. As the minutemen had rushed to arms in the Revolutionary War to protect their towns and win our liberty, so too did the civilians of the Civil Air Patrol rush into the skies to guard our shores and drive back the forces of tyranny. …

"Today it is our honor – in the heart of our democracy, in this Capitol of the

CAP National Commander Maj. Gen. Joe Vazquez, left, and Lester L. Wolff, CAP veteran and former member of Congress, next to Vazquez, accept the Congressional Gold Medal from U.S. Speaker of the House of Representatives John A. Boehner. Congressional leaders participating in the program also included, left to right from Boehner, Sen. Mitch McConnell, Republican Leader of the Senate; Rep. Michael T. McCaul of Texas; Rep. Nancy Pelosi, Democratic Leader of the House; and Sen. Harry Reid, Senate Majority Leader.

United States – it is our honor and privilege, joining with House and Senate leadership and so many people – to present the Congressional Gold Medal to the World War II veterans of the Civil Air Patrol – and to recognize the flying minutemen and women of the 20th century. …

"Semper Vigilans *cries the motto of the Civil Air Patrol. Then as now, 'always vigilant,' ever ready to rush to the rescue of our country."*

Sen. Mitch McConnell, Republican Leader of the Senate

"World War II could have turned out a lot differently if not for the men and women of the Civil Air Patrol. They served selflessly, often at their own expense. They used their own aircraft. First to spot German U-boats. And later, to attack them. Some did so with little more than a compass and a radio. Emergency equipment, if they had any, might have consisted of a vest or an inner tube. Some were housed in chicken coops. Others laid their head in a barn.

"They did all of this for their country. Not for riches, because they received few. And not for fame, because little was forthcoming. But out of a sense of duty. And service. …"

"So today's Gold Medal may be long overdue, but it's well-deserved. … And I'm pleased to bestow it."

About Civil Air Patrol's Congressional Gold Medal

The Civil Air Patrol Congressional Gold Medal's obverse (heads side) was designed by U.S. Mint Artistic Infusion Program designer Donna Weaver and sculpted by U.S. Mint Sculptor-Engraver Don Everhart. The design features two CAP volunteers — one male and one female — watching the skies. In the background, a tanker is escorted by CAP planes overhead. Inscriptions are "CIVIL AIR PATROL" and "1941-1945."

The medal's reverse (tails side), designed by Weaver and sculpted by U.S. Mint Sculptor-Engraver Michael Gaudioso, features a partial laurel wreath representing honor and service, surrounding CAP insignias. The inscriptions are "HONOR," "CIVILIAN VOLUNTEERS WHO FLEW ARMED & HUMANITARIAN MISSIONS," and "ACT OF CONGRESS 2014."

Public Law 113-108, which requires the U.S. Mint to strike the Congressional Gold Medal for the World War II members of the CAP, also authorizes the bureau to strike and sell bronze reproductions of the medal. The three-inch medal (product code CR4) is $39.95 and the 1.5-inch medal (product code CR5) is $6.95.

Both are available in the bureau's online catalog at http://catalog.usmint.gov/ and by calling 1-800-USA-MINT (872-6468).

Source: U.S. Mint

Photo courtesy of Sen. Michael McCaul's Office

Sen. Harry Reid, Senate Majority Leader

"What the Civil Air Patrol provided these brave men and women … was a chance to serve — a chance to do something for the war effort. …"

Reid offered this quote from Alexander Hamilton: *"There is a certain enthusiasm in liberty that makes human nature rise above itself, in acts of bravery and heroism."*

"The American people are thankful for the 'enthusiasm in liberty' that drove the Civil Air Patrol volunteers to protect our homeland.

"To those of you here with us today, thank you for your service. This honor today is far overdue. To those no longer with us, their acts of bravery and heroism will never be forgotten."

Rep. John A. Boehner, Speaker of the House

"Listening to these stories, it is easy to forget that these were just private citizens who wanted to lend a hand. …

"They weren't pressed into service. The government was pressed into letting them serve. Well thank God it was.

"It's easy to forget, and some day someone skimming the manifest of Gold Medals may ask, 'Just who were these men and women?' But really, who weren't they? They were clerks, bus drivers, doctors, mechanics, salesmen and plumbers. They came from more than 1,000 cities and whistle stops. They flew with the unbounded determination of America. And we were lucky to have them up there."

ACCEPTING THE GOLD MEDAL

CAP National Commander Maj. Gen. Joe Vazquez and former congressman and World War II subchaser Lester Wolff accepted the Gold Medal on behalf of CAP. Their jubilation expressed the sentiment on the 600 attendees' faces as the shiny 3-inch medal was revealed.

"As CAP's national commander, I am mindful of these brave and heroic citizen volunteers from America's Greatest Generation," said Vazquez. *"They served valiantly on the homefront during World War II, helping save lives and preserve our nation's freedom. Thanks to the members of Congress for honoring them and to the veterans and their families … and our many distinguished guests for being here for this momentous occasion in the history of Civil Air Patrol."*

Wolff offered a poignant perspective on the honor with intimate remembrances from CAP's World War II service:

"I'm honored, as a World War II CAP veteran, to join Maj. Gen. Joseph Vazquez today in accepting the Congressional Gold Meal on behalf of the men and women of Civil Air Patrol who gallantly served during World War II. We accept this award particularly for those who did not come home.

"Our service began in the dark days following Pearl Harbor when German U-boats prowling our East Coast were threatening our energy lifeline and sinking our vulnerable oil tankers at a very high rate within sight of land. …

"For 18 months, initially with inner tubes as makeshift life jackets and a simple compass in single-engine primitive aircraft, CAP patrolled the Atlantic and Gulf coasts hunting submarines, escorting thousands of ships and searching for struggling survivors in the waters. …

Below, Etta "Kitty" Knight of Florida and Carl Moser of Minnesota helped CAP's World War II veterans attending the gala dinner create another historic moment in CAP history when they and other veterans in attendance signed a print of a vintage World War II poster. Knight flew for the Georgia Wing and later became a link trainer operator and instructor for the U.S. Navy. Moser served as a CAP cadet in Minneapolis in 1942 and 1943. He went on to military service during World War II and the Korean War, built a career in aircraft sales and is still an active pilot.

Rafael Gomez, CITGO's vice president of strategic shareholder relations and government and public affairs, accepts a replica Congressional Gold Medal from CAP National Commander Maj. Gen. Joe Vazquez, presented in recognition and appreciation of CITGO's premier sponsorship of the gala dinner and replica gold medals for CAP's World War II veterans. Other representatives of CITGO attending the events in Washington were, from left, Tomeu Vadell, vice president and general manager, Lake Charles Manufacturing Complex; Dana Keel, government and public affairs manager; and Eduardo Assef, vice president of refining.

Ellen Jean White, wearing her CAP World War II uniform, shakes Vazquez's hand after being presented a replica gold medal at the gala dinner held in honor of the Gold Medal recipients at the Hyatt Regency in Washington. White was already a trained, licensed pilot when she joined the Iowa Wing's Sioux City squadron, where she drew on her experience and taught navigation to the other members.

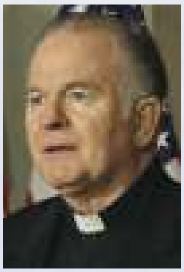
“World War II could have turned out a lot differently if not for the men and women of the Civil Air Patrol.”

Sen. Mitch McConnell

“Our efforts helped push the submarine threat away from critical shipping lanes, protected essential cargo and lives and located hundred in distress. …

“Sixty-five CAP members died serving their country — 26 on Coastal Patrol. Every one of those lives was given to defend his nation. This award is especially in their honor.”

BENEDICTION



Benediction by the Rev. Patrick J. Conroy, Chaplain of the House

“As we close this celebration of great American ancestors, we give you thanks, O God, for having made us, and given to each of us, and to us as a race, potential for greatness beyond our limitations.

“From the beginning of our shared consciousness, the citizen soldier has been integral to our existence as a nation. … At the time of the … attack on our nation by a belligerent state, it was the Civil Air Patrol that picked up that mantle, and brought their personal talents and possessions to the task of defending America from a common, threatening enemy.

“May their great example of service communicate to all generations of Americans the valor, generosity and sacrifice of self-interest for the common good that ennobles us as neighbors and countrymen. May we all be inspired to be ready to serve our respective communities, and our nation, if called upon by tragedy, disaster or danger.

“Bless all the women and men of the Civil Air Patrol, and may their descendants know of our gratitude for their service and sacrifice, Amen.”

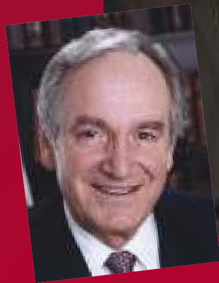
AIR FORCE SALUTE

In an email to Secretary of the Air Force Deborah Lee James and Chief of Staff of the Air Force Gen. Mark A. Welsh III, Daniel R. Sitterly, principal deputy assistant secretary of the Air Force for Manpower and Reserve Affairs, expressed the Air Force family’s tremendous pride in CAP and its Congressional Gold Medal:

“154 times in the 238-year history of our great nation the U.S. Congress has awarded the Congressional Gold Medal to individuals or groups of individuals who have performed an achievement that has an impact on American history and culture that is likely to be recognized as a major achievement in the recipients’ field long after the achievement.

“Seven times this incredible honor has been bestowed on Airmen … most recently the World War II volunteers of the Civil Air Patrol. …

“Not enough Airmen know about the great things our Air Force Auxiliary — the Civil Air Patrol — does for our great nation every day … and even fewer know about the many lives lost, the great sacrifices made and the heroic missions of our CAP volunteers in World War II. Now I know and I could not be prouder to be an Airman! What a great heritage we have … and what a great heritage we continue to build every day.”



Sen. Tom Harkin, inset, sponsor of the Congressional Gold Medal bill in the Senate, sent written congratulatory remarks, which were read at the gala dinner by a representative of his office, Tom Buttry: "To the veterans here today and to their families, know that this Congressional Gold Medal has been well earned and that this recognition is long overdue. I am truly humbled to have worked on your behalf both to secure this medal and as the commander of the Congressional Squadron of the Civil Air Patrol. Your exemplary service to our nation has always served as a great source of inspiration to me and others."

U.S. Air Force Gen. Gilmary Michael Hostage III, former commander of Air Combat Command, presented the keynote address at the dinner, where both living and deceased World War II veterans were honored with replica medals. Hostage saluted them in his speech: "These great heroes stepped up when it was their time. The nation had a need and they had the capability to meet that need."

Jayne Pace and James Fletcher get a first-class ride in a limo during their visit to the U.S. Capitol. Their congressman, Rep. Michael T. McCaul, R-Texas, treated the two 92-year-old Texans to a visit at the World War II Memorial and a tour of the Capitol, where they visited McCaul's office, the Rotunda, Statuary Hall and the original U.S. Supreme Court building. They also posed for photos on the speaker of the House's private balcony.

Harry Mutter, who joined the Pennsylvania Wing in 1945, told the *Philadelphia Inquirer* CAP's coastal patrols provided a valuable service, protecting both military ships and tankers. "Civilian pilots were putting their lives at stake and deserve the Congressional Gold Medal," he said.

“My father died trying to serve his country in the best way he could, which was flying. I think he would be very honored and very flattered that some of the people he served with are being honored.” Harry Hewett Dichter

In 1942 Harlan Petersburg helped form and lead what was the first cadet squadron in the Minnesota Wing and possibly CAP. He then went on to become one of the first CAP cadets to join the Army Air Corps, and he flew in combat in the Pacific Theater. Here he poses with members of Maryland Wing's Bethesda-Chevy Chase Composite Squadron, which posted the colors at the event – Cadet Tech. Sgt. Emily R. Scheiner, left, and Cadet Senior Airman Max Blanchard.

Donning his CAP uniform, Tom Day accepts a medal in honor of his late father, Joseph Day, who used his experience as an Army and Marine aviator in the late 1930s to help start the Illinois Wing; he was credited with recruiting some 4,000 cadets.

Jeff Shields, communications manager with Sunoco Inc. and Sunoco Logistics, accepted a lithograph of a painting by Don Collins that depicts a Stinson Reliant attacking a submarine in 1942. Sunoco was also represented by Albert Baker Knoll, managing director of federal government relations, and Ryan D. Schnepp, federal government relations manager.

Former CAP National Commander

Among CAP World War II Vets

By Mitzi Palmer

At the age of 84, Howard Brookfield — Civil Air Patrol's national commander from August 1982 to August 1984 — is among the men and women honored with the Congressional Gold Medal for service during World War II.

The Congressional Gold Medal is the first major recognition CAP's members have received for their World War II service. Brookfield is one of fewer than 100 members believed to be alive today.

Brookfield, who joined San Francisco Squadron 3 in 1942 just a year after the bombing of Pearl Harbor, held a number of positions at various command levels during his stint with CAP, including squadron and group commander, group and wing commandant of cadets, wing training officer and wing adjutant general.

"As a CAP cadet, I studied everything to do with aviation up to and including operating link trainers (flight simulators)," Brookfield recalled. "I also remember working at Hamilton Air Force Base doing odd jobs and then along the coastline of San Francisco collecting items that floated in with the tides from ships that had been sunk by Japanese submarines during the war."

One of Brookfield's main jobs during World War II was assisting with the pipeline and power line patrols.

"We flew L-5s (Stinson L-5 Sentinel airplanes) up and down the coast making sure everything was up and running and nothing was going to affect them."

While serving as California Wing commandant of cadets in the 1940s, Brookfield established the first air cadet exchange — between the California and Colorado wings — long before the International Air Cadet Exchange was inaugurated. He was also responsible for establishing CAP's first Region Staff College to cut down on the previously long travel required for members to attend National Staff College at Maxwell Air Force Base, Alabama.

His CAP awards and decorations include the Distinguished Service Award with three clusters, the Exceptional Service Award and the Search and Rescue Ribbons, among others. He was also the second member of CAP to the honored with the Meritorious Service Award.

Brig. Gen. Howard Brookfield became Civil Air Patrol's national commander in 1982, but his CAP service began 40 years earlier when he joined San Francisco Squadron 3 as a cadet during World War II.

Brookfield received his pilot certificate in 1946 at Cooley Field in San Mateo in exchange for working on the weekends. On his 21st birthday in 1950 he became the youngest person to be commissioned as a CAP captain.

He also served in the U.S. Air Force from November 1950-July 1953 as an air policeman and air base defense instructor.

Before becoming CAP national commander in 1982, Brookfield served as California Wing commander from March 1969-March 1971 and again from April 1972-February 1973 and as Pacific Region commander from September 1973-January 1979. ▲

Civil Air Patrol World War II Cadets

Answering the Call to Serve

By Markeshia Ricks

When the Civil Air Patrol was created in December 1941, just a week before the U.S. became officially involved in World War II, adults were not the only ones who stood ready to serve. Young people also answered the call to do what they could to help win the war.

CAP's World War II cadets learned everything from close-order drill and Morse code to meteorology and aircraft recognition and systems. Whether it was participating in drills and marching, or teaching and leading other cadets, young Americans proudly joined and served in CAP.

CAP cadets in Grenier, Massachusetts, are briefed by a senior officer circa 1942-1943. Photo courtesy of CAP National Headquarters

Richard "Jerry" Snyder and other CAP cadets headed for encampment at Westover Field, Massachusetts, are featured in this August 1944 newspaper photo. Inset, Snyder is pictured in his CAP uniform after he joined the Massachusetts Wing's Northampton/Holyoke squadron.

Luck of the Draw

Like so many young people who joined CAP during its early years, Richard "Jerry" Snyder had a passion for flying. At age 8 he'd gone up in a Ford Trimotor airplane in Hartford, Connecticut, and by the time he came down he was hooked.

When he joined the Northampton/Holyoke squadron in 1947, Snyder, then 15, already had served as one of the first Air Scouts in Massachusetts and had worked with the U.S. Army Air Forces as a volunteer spotter looking for enemy aircraft.

"I had a little bit of experience already, but my high school teacher in aeronautics and physics got me started in Civil Air Patrol," Snyder said. "He said that's what I ought to do, and I followed through."

In 1945, an unknown benefactor bought a raffle ticket in his honor. The prize? A $100 Civil Air Patrol scholarship for flight instruction.

"Apparently someone put a quarter in the pot for me in my name," he said. "I knew nothing about it and I was simply astounded when I won it. I still don't know who did it. I wish I did."

Snyder stayed in CAP until 1948 while completing two years at Amherst College, but in 1949 he joined the U.S. Air Force and went through advanced fighter pilot training at Las Vegas Air Force Base. Though he trained in P-51s and graduated from fighter pilot training, he was immediately sent to fly multi-engine aircraft. He amassed about 1,300 hours flying the B-25. Now at age 86 he has more than 50 years of flight experience in 70 models of aircraft.

Snyder traces much of his long career in aviation back to his decision to heed his teacher's recommendation to join CAP. He said it's great that CAP has finally received the Congressional Gold Medal.

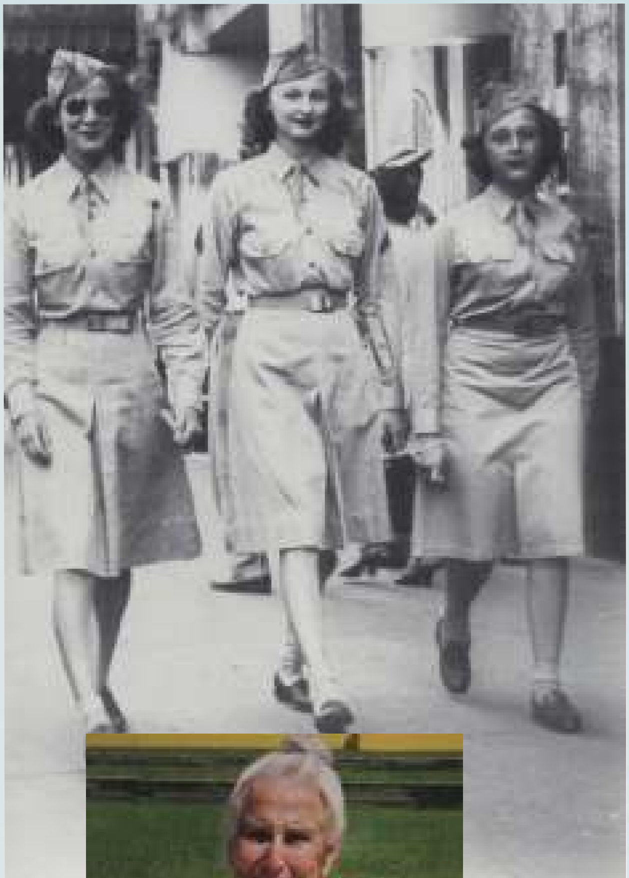
"I'm very proud to have had the opportunity to be a small part of this," he said. "It's where I learned to fly and serve, and I think that people don't really realize the stress and difficult flying some of the CAP crews were under trying to locate submarines. They deserve the highest recognition, and I'm proud to have been able to serve with people like that."

A Shining Example

So is Jane Soeten.

When World War II started she was 14 and eager to serve. She did so first as a messenger for the Civilian

"As a citizen of the United States, I was eager to help my country. I did everything that I was capable of doing and wanted to do more. I performed the best I could with never a thought of ever being rewarded." – Lt. Col. Carolyn Guertin



Defense Office in her hometown of Tulsa, Oklahoma, and then as a cadet in Civil Air Patrol.

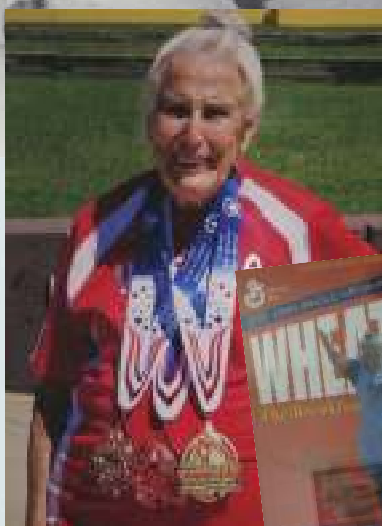
Soeten, 86, said unlike today, when the U.S. has a standing military and robust defense industries that exist to support it, the nation was not prepared to go to war in 1941.

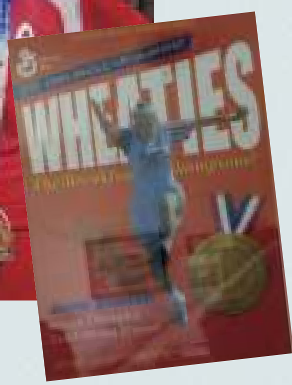
"We didn't have factories making this and making that," she said. "All these little housewives, including my mother, quit doing what they were doing — mopping the floor or running the sweeper — and became Rosie the Riveter (a fictional character created by the U.S. government to encourage women to work outside the home)."

With the example of her mother and other local women trading their spatulas for welding tools, Soeten joined CAP at 16. "Even though I was barely a teenager at the outbreak of World War II, I wanted to contribute to the fight," she said.

"I was the first girl cadet to join," she added. "I recruited a lot of my friends to get involved, too. Eventually, we had about 30 cadets, and I became a cadet lieutenant. We met weekly at Central High School and studied meteorology, navigation, the theory of flight and Morse code."

Jane Soeten, left, was the first female cadet in the Tulsa, Oklahoma, squadron in the 1940s. Soon there were others, like Darlene Downing, center, and Ruth Kratz. Inspired by the Women Airforce Service Pilots (WASPs), Soeten took up flying and soloed at the age of 16, the same year she joined CAP.





At the age of 65, Soeten began competing in the Senior Olympics, inset, winning several track and field medals in the National Senior Games. Her accomplishments were showcased by Wheaties. Photos by 1st Lt. Paris Morthorpe, Alaska Wing

Getting to the meetings was no small feat in those days. Gas was being rationed, and people just didn't drive, she said.

Inspired by the Women Airforce Service Pilots, she also took up flying and soloed the same year she joined Civil Air Patrol. Soeten loved flying so much that she took odd jobs at the local airport to earn flying time. She washed airplane parts and even served as a new engine test pilot.

"CAP helped foster my interest in flying, and I earned a private pilot license after soloing at age 16," she said. "I was hoping to join the WASPs when I was old enough, but the war ended before that and I became a registered nurse and then got a college degree in health, physical education and recreation.

"The interests I had in my youth spilled over into my later life," Soeten said. "I'd always loved physical activity and served for 25 years as the director at the YWCA. Even now I am heavily involved in Senior Olympics, playing basketball up until 2012. I also returned to aviation by joining Boeing after I left the Y. I worked as a logistics analyst for B-1 bombers until I retired."

A Proud Legacy

Nobody understands CAP's value better than Lt. Col. Carolyn Guertin. She joined CAP on the day it was formed when she was only 13, and, at 86, she continues to serve as a member.

"I was very patriotic and I wanted to help with the war effort," she said. "They told me, 'Go sit down. You're too young.'"

Guertin was undeterred. After only 10 older women had signed up, she asked again to be allowed to join. The organizers relented, and she became the 11th person and the only teenager to join CAP that day, she said.

In a sense, Guertin grew up in CAP, and she has maintained her connection with the organization throughout her life, completing almost 73 years of active service. Over the years, her participation has included a number of search and rescue missions. Her most recent mission came in 2011 after Hurricane Irene.

She still attends squadron meetings, tries to attend conferences and accepts speaking engagements. She participates in squadron special projects such as Wreaths Across America. She also helps at a local horse farm where veterans ride horses for therapy.

At age 86, Lt. Col. Carolyn Guertin is now in her 73rd year of service to CAP and remains an active member. Here she rides aboard a CAP Cessna. She recently participated in search and rescue missions as well as the organization's 2011 response to Hurricane Irene.

Guertin has received several awards for her service, including the Distinguished Service Award, the Meritorious Service Award with three clusters and the CAP Search and Rescue Award with three clusters. She also was the first recipient of the Lifesaving Award for CISM (Critical Incident Stress Management) intervention. As a founding member of CAP, she received a plaque for 50 years of service, and in 2011 she received a trophy and certificate for 60 years of service. Guertin said it's her hope to achieve 75 years of active service with CAP.

She said she knows receiving the Congressional Gold Medal is a great honor for CAP members, and she feels very honored and humbled.

"As a citizen of the United States, I was eager to help my country. I did everything that I was capable of doing and wanted to do more. I performed the best I could with never a thought of being rewarded," she said. ▲

Kristi Carr contributed to this story.

Radio Expertise Supported Base Communications

Lt. C. Weldon Fields, second from right, enjoys a moment with fellow CAP members, from left, Sgts. Edsel B. RivenBark, Bill G. Haire, Tyler B. Dunlap Jr., Carl E. Lucas and Capt. Edwin T. Howard at Tow Target Unit No. 21, Monogram Field in Driver, Virginia, in 1944. Photo courtesy of North Carolina Archives, Raleigh, North Carolina

By Markeshia Ricks

When the United States entered World War II, C. Weldon Fields was in the amateur, or ham, radio business in Greensboro, North Carolina.

Civil Air Patrol had just been established, and a good friend of his, a pilot in Greensboro, approached him about providing aircraft radio communications at the newly formed Coastal Patrol Base 16, near Manteo, on the state's Outer Banks.

Fields didn't take long to consider it, even though he had no experience in aviation other than the occasional airplane ride. CAP pilots were carrying out anti-submarine missions to thwart deadly U-boat attacks that had been taking place off the East Coast. Helping that effort with his skills as a radio operator was an appealing prospect.

"Me and about three or four other radio amateur operators took my old amateur radio station and took it into the warehouse where I worked, and at night after work we converted my equipment into a transmitter," he said. "That transmitter was in a 6-foot-high rack, and a friend of mine who was a 'ham' had a pickup truck. He put the transmitter in the back, and me and two other guys got in that pickup truck and took it down to Manteo."

Fields said Coastal Patrol Base 16, situated on Roanoke Island near Manteo, wasn't much to look at. A farmer had cleared about 1,000 feet of pasture that the base pilots used as a landing strip. Fields and his fellow ham radio operators were introduced to an old two-story farmhouse known as Skyco Field that was considered base headquarters.

There wasn't much else to Base 16 but mosquitoes, which were terrible, Fields said. They were given a room on the second floor of the farmhouse, and that served as their communications center.

"I took my radio down there, and, lo and behold, the stairs to the second floor were about as wide as my radio," Fields recalled with a chuckle. "We got it up there and it worked OK, but it was kind of a chore."

Fields was responsible for maintaining communications from the base to the planes. That was no small task in the 1940s, according to a report written for *QST*, the magazine for amateur radio enthusiasts, by Tech. Sgt. Karl Stello of W3IVZ. CAP amateur radio operators had to contend with everything from old airplane receivers to airplane noise.

"Many of the 'hams' on active duty on CAP bases had never worked with aircraft radio before, and they found it presented very different problems. Along with interference from the motor, there is the vibration of the plane to be taken into account," Stello wrote. "If you can imagine riding in a Model T Ford at 60 miles per hour, then you know how some of these small airplanes vibrate in the air."

Fields said planes flew each day at sunrise and continued all day until sunset, keeping radio operators busy modifying and repairing plane radios. And when they weren't doing that, they were building the base.

"The trees had been cut down and cleared away for

This old two-story farmhouse at Skyco Field in Manteo, North Carolina, served as headquarters for Coastal Patrol Base 16. Ham radio operators like Fields used the second floor of the farmhouse as their communications center. Photo courtesy of Dare County Regional Airport, Manteo, North Carolina

This officers club at Skyco Field, built from lumber left over from the construction of a hangar and main base building, gave members of Coastal Patrol Base 16 a place to lounge around when not on duty. Photo courtesy of Dare County Regional Airport, Manteo, North Carolina the runway, but they'd just left the logs there," he said. "Our chief mechanic was an all-around man and he knew how to run a sawmill. We got out there and cut the logs up into links for boards."

The men of Base 16 built a hangar and a main base building. With some leftover lumber, Fields said, they eventually built an officers' club.

"That was our lounge-around place," he said. "They finally put in a few things like Coca-Cola that we could sit there and enjoy."

Though his primary work was as a communications officer, Fields said he also flew about 200 to 300 hours as a mission observer. Base 16 was responsible for patrolling an area about 40 miles off the East Coast stretching north to Virginia Beach and south to Ocracoke.

"I'm proud to say that from the day we sent the first flight out, there was not another sinking of our boats or any kind of ship," Fields said. "They say that the Germans were saying, 'We know there is an airplane out there and we're afraid to surface to do anything,' so they stayed in the water."

Fields said Base 16 lost two of its members on Dec. 21, 1942, when their plane lost its engine and plummeted into the Atlantic Ocean.

"The weather was kind of bad — rough, cold, nasty weather," he said. "We had no business doing that patrol, but we did. We lost one plane and two men. The sea was so rough that the Coast Guard couldn't put out a boat of any sort. At the time we didn't have any decent lifesaving equipment. Then we got smart and somebody took a big truck tire inner tube and sewed a piece of canvas around it, and that was our life raft, believe it or not."

Fields later moved on to Coastal Base 21 in Beaufort, North Carolina, where he remained until the base closed and became a tow target unit, where planes were equipped to act as targets for practice. He left CAP in the late 1940s and returned to the radio business for a while. In 1951, he went into the textile business and stayed there 24 years.

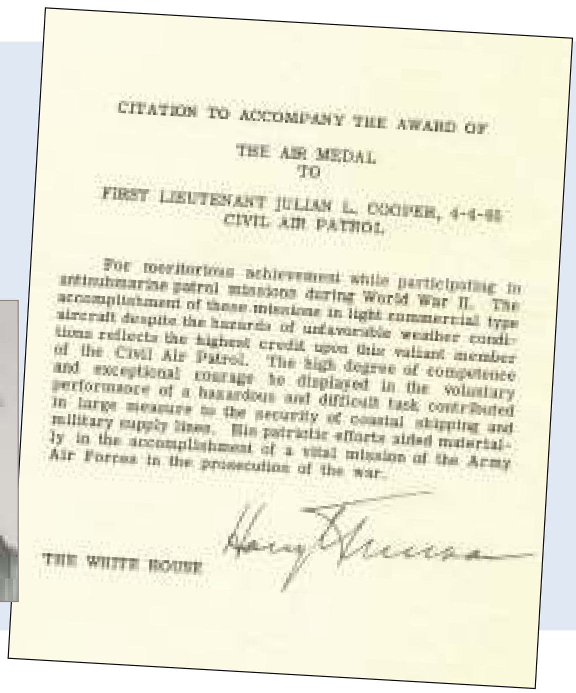
After the war there was an unsuccessful attempt to get CAP members written into the GI Bill, so when he heard CAP would be honored with a Congressional Gold Medal, Fields, who is 100 years old, said it's a recognition long overdue.

Col. David E. Crawford, North Carolina Wing commander and former Middle East Region director of communications, said the ham radio operators' service during World War II was groundbreaking. In discussing Fields' service, he said, "The wartime communications systems and procedures put in place by Col. Fields and his peers laid the foundation for what is now a world-class, nationwide communications system operated by Civil Air Patrol." ▲

Air Medal Award

Two members of Coastal Patrol Base 16 — Lts. Frank M. Cook, left, and Julian L. Cooper — lost their lives when their plane lost its engine and plummeted into the Atlantic. They were posthumously awarded the Air Medal. The citation for Cooper's Air Medal, right, was presented to his widow.

Photo courtesy of Dare County Regional Airport, Manteo, North Carolina



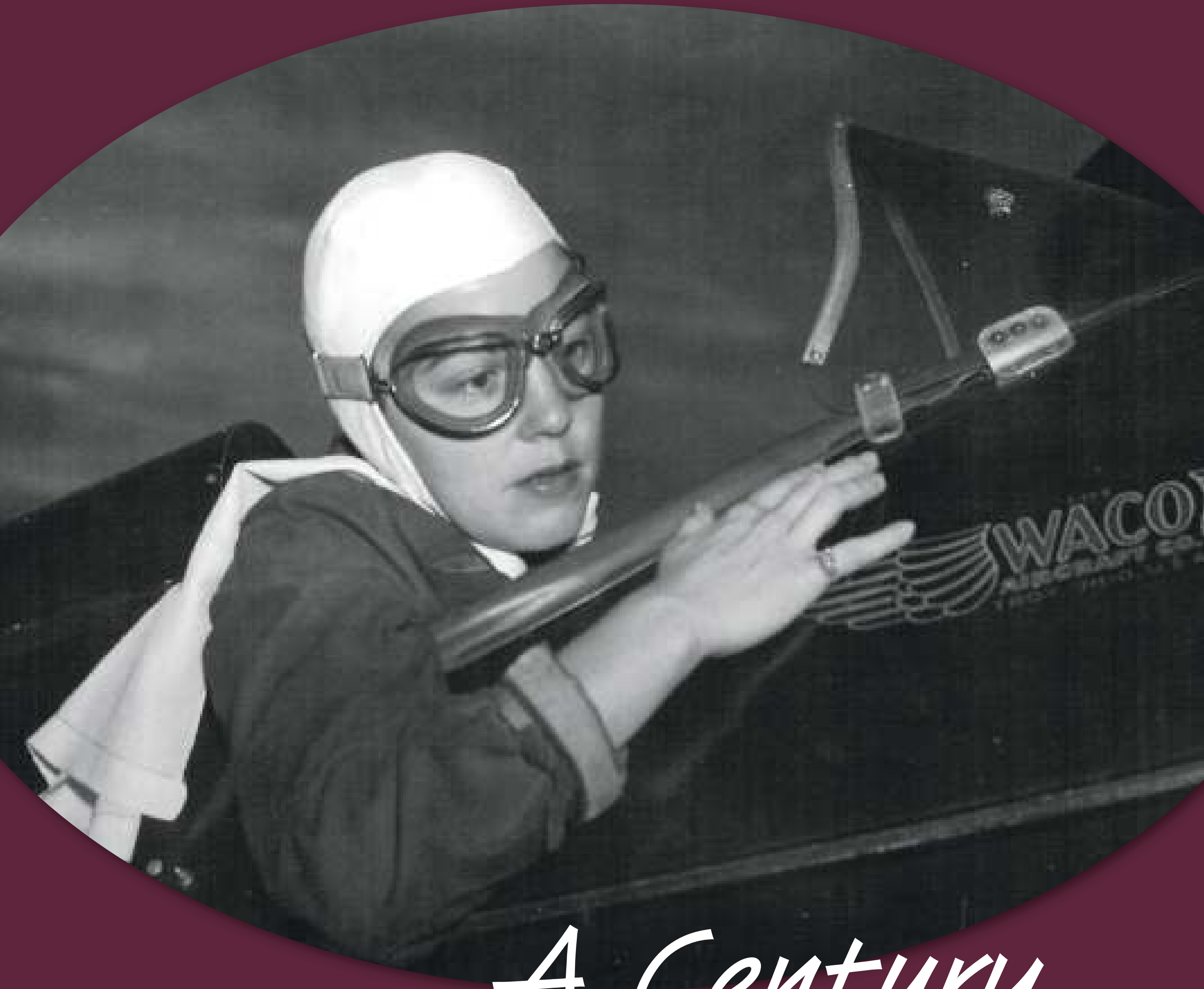
CITATION TO ACCOMPANY THE AWARD OF

THE AIR MEDAL
TO

FIRST LIEUTENANT JULIAN L. COOPER, 4-4-85
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 Century of Service

Founding members still flying high at 100+ years

Young Pilot Jeri Truesdell

Truesdell became a student pilot in 1935 at age 21, earned her pilot certificate three years later and participated in air shows as a member of the Chicago Girls Flying Club. In 1942, she took her flying talents to Civil Air Patrol, joining the organization shortly after it was formed.

By Jennifer S. Kornegay

During the latter days of World War II, Truesdell served as a member of the U.S. Navy WAVES (Women Accepted for Volunteer Emergency Service) after working for the Navy as a civil servant. She learned celestial navigation and taught it to Navy officer instructors on the link trainer. Later she joined the Navy Reserves and moved to California.

Photo courtesy of Bachrach Photography

What does it take to live to 100? Several of CAP's founding members and Congressional Gold Medal recipients know the answer. While luck and heredity have probably played a part in their longevity, their decades of service to others and a lifetime dedicated to aviation no doubt contributed as well.

We asked our centenarians to share a bit of their CAP stories, how it feels to be recognized with the gold medal and a few tips on how to reach the century mark.

Jeri Truesdell

"If someone told me I could get in a plane and take off today, I would," said CAP Lt. Col. Jeri Truesdell. "But then, I'd probably think 'What am I doing?' as soon as I started to taxi!" She laughed heartily as she thought about it, revealing the feisty attitude and courageous heart that got her into flying in the first place.

"I was fascinated by planes as a child," she said. "And I knew I wanted to fly one." In 1935, that was quite an aspiration, with very few female pilots to look up to and with flying lessons costing far more than her parents could afford. But her family knew they couldn't stop a determined young Truesdell, as she set about raising the funds needed.

"I went to work and saved, and while it took four years to do it, I got my license in 1939," she said.

She joined the Ninety-Nines, the International Organization of Women Pilots, and the Chicago Girls Flying Club. Surrounding herself with other like-minded ladies insulated her from some of the challenges she could have faced.

"I didn't really realize there were so few of us around, and I was always comfortable around other pilots, both men and women. Of course, there were some men who didn't like the idea of women pilots, but that's an old story, that feeling in some men. I imagine some women pilots still run into that today."

Lt. Col. Jeri Truesdell, right, and 1st Lt. Jenny Lynn Burnett, raise their hands in triumph after Truesdell's 100th birthday celebration flight in 2014. Truesdell will turn 101 on Feb. 16. Photo by Capt. Alan Yudkowsky, California Wing

When World War II broke out, Truesdell would have been first in line to join the Army Air Corps, but while women pilots in the private sector were rare, they simply were not allowed in the military. That's when she heard about Civil Air Patrol.

"They had really just formed," she said, "and I knew right away that I wanted to be a part of that. I was so enthusiastic about everything they were doing."

She joined CAP in 1942 and flew as a pilot. "I knew CAP would be a great organization when it first formed, and I'm so impressed to see what it has become," she said.

Truesdell's story has inspired many, but it's also provided a compelling way to spread CAP's story, as 1st Lt. Jenny Lynn Burnett, a fellow Ninety-Nines member and longtime family friend, explained.

"Thanks to Jeri, more and more of the Ninety-Nine women pilots are now asking about CAP, which is great. I hope we can get more women into CAP," Burnett said.

On Feb. 16 Truesdell will turn 101, and she offered her advice to those who'd like to stick around as long as she has.

"I've got good genes; both my parents were healthy, but I've never done anything special. I eat what I like; I just happen to like things that are good for me. And I've stayed pretty active," she said.

Perhaps another part of her secret lies in the passion for aviation that's fueled so much of her life and her determination to pursue that passion. "I've always flown for the sheer pleasure of it," she said.

"It is unlike anything else you can do. Every time you take the controls and lift off into the air, it gives you a thrill all over again, one you never forget."

First Lt. Guy Reynolds, founder of the West Virginia Wing's Martinsburg Composite Squadron, celebrated his 102nd birthday in November. Above, Reynolds poses with a CAP airplane in 1951.

T. Guy Reynolds

By founding CAP's Martinsburg, West Virginia, squadron in 1943, 1st Lt. Guy Reynolds has influenced many. The 102-year-old took his first flight as a passenger in 1929, and that's all it took to ignite his love of aviation.

When he discovered CAP, he was quick to join a squadron in Maryland. But he lived in Martinsburg.

"I got tired of the drive to and from Maryland," he said. This motivated Reynolds to start a squadron in his hometown, and he spent the next decade building it, overseeing search and rescue missions and sharing his expertise and enthusiasm for flying with all ages. "I loved flying with CAP, but a real highlight was spending time with cadets and recruiting new members for the young squadron," he said.

Today, the Martinsburg Composite Squadron's official patch bears Reynolds initials, and in the more than 70 years it has been in existence it has grown in size and scope, successfully carrying on Reynolds' legacy.

Other responsibilities competing for his time led Reynolds to quit flying in the early '50s, but he never forgot his first love. More than a half-century later, at age 91, he hopped back in the cockpit and flew as often as he could for several years.

And what is Reynolds' advice for living more than a century? It's simple: "Don't worry," he said. ▲

CAP & OLD HOLLY

Congressional Gold Medal Recipients Include Hollywood A-List

Their bios read like a movie script — two have a star on the Hollywood Walk of Fame; another was a popular leading actor and the star of more than 100 films; one is best known for her role in "The Maltese Falcon" with Humphrey Bogart and her Academy Award for Best Supporting Actress; and yet another was one of 36 founders of the Academy of Motion Pictures Arts and Sciences, as well as a five-time Academy Award nominee, the first winner of the Golden Globe Award for Best Director for "The Song of Bernadette" and a Lifetime Achievement Award from the Director's Guild of America.

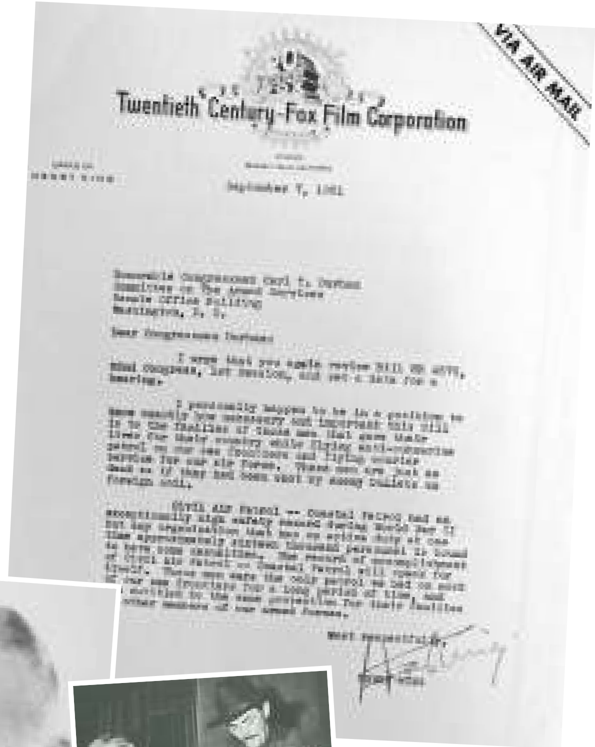
And now, each of them is being honored for something else they did with their lives that's equally as extraordinary.

Photo courtesy of Museum of Florida History

Henry King Jr.'s war film "Twelve O'Clock High" hit movie theaters in 1949. The film was based on aircrews in the U.S. Army's 8th Air Force, who flew daylight bombing missions against Nazi Germany and occupied France during the early days of American involvement in World War II.

By Mitzi Palmer

WOOD



In this letter dated Sept. 7, 1951, King wrote in support of including CAP members in the GI Bill, which provided benefits to veterans of World War II.

The envelope please …

In recognition of their Civil Air Patrol World War II service, Henry King Jr., co-founder of the Academy of Motion Pictures; Meinhardt Raabe, the munchkin coroner in "The Wizard of Oz"; Robert Cummings, star of "Dial M for Murder" and over 100 other films; Mary Astor of "Maltese Falcon" fame; and Jose Iturbi, who appeared in "Anchors Aweigh" with Frank Sinatra and was also a famed concert pianist, are posthumous recipients of the Congressional Gold Medal.

Each served in defense of the homeland during the war, with several using their own aircraft for volunteer combat operations and other emergency wartime missions under hazardous conditions. Details about each of these stars' claim to fame, including their CAP World War II service, follow:

Famed 20th Century Fox director King, inset, checks Gregory Peck's shoulder holster before shooting a scene for "The Gunfighter," which hit the silver screen in 1950.

Henry King Jr.

A noted Hollywood director from 1915 to 1961, Henry King Jr. helmed nearly 20 movies, such as "23½ Hours' Leave" (1919), "Tol'able David" (1921), "The Song of Bernadette" (1943), "Twelve O'Clock High" (1949) and "Carousel" (1956), and was one of the 36 founders of the Academy of Motion Picture Arts and Sciences. Some acknowledged King as one of the most versatile and reliable contract directors on the 20th Century Fox lot during Hollywood's "golden" era.

In 1930, King received his pilot certificate and began scouting movie locations from the air, earning him the title "the flying director." He served CAP during World War II as the deputy commander of Coastal Patrol Base 12 in Brownsville, Texas.

King was a five-time nominee for an Academy Award and received the first Golden Globe Award for Best Director for "The Song of Bernadette" as well as a Lifetime Achievement Award from the Director's Guild of America in 1956. He told an interviewer, "I've had more fun directing pictures than most people have playing games" (*New York Times*, July 1, 1982).

In his final years before his death in 1982 at age 96, King was noted as the oldest private pilot in the U.S.

Photo courtesy of CNN.com

Munchkin coroner Meinhardt Raabe, third from left, holds the death certificate for the Wicked Witch of the West in "The Wizard of Oz." The musical fantasy film, made in 1939 by Metro-Goldwyn-Mayer, starred Judy Garland, standing next to Raabe.

Raabe served in the Michigan and Illinois wings and flew missions for the Coast Guard and Fire Service, whose pilots had gone off to war. Photo by Lt. Col. Steven Solomon, Maryland Wing

Meinhardt Raabe

One of CAP's most recognized actor members is Meinhardt Raabe, who played the Munchkin coroner in "The Wizard of Oz" and pronounced the Wicked Witch of the East "not only merely dead, she's really, most sincerely dead."

Raabe, a native of Watertown, Wisconsin, earned his bachelor's degree in 1937 in accounting from the University of Wisconsin in Madison and later his master's degree in business administration from Drexel University. He joined CAP during World War II because at 4 feet, 7 inches, he was 2 inches too short for the military. As a member of the Michigan and Illinois wings, Raabe flew CAP missions for the U.S. Coast Guard and Fire Service — whose own pilots were actively serving in the war — and also served CAP as a ground instructor, teaching navigation and meteorology to cadets.

In 2007, Raabe received his own Hollywood Walk of Fame star at 6915 Hollywood Blvd., which he dedicated to the 124 "Wizard of Oz" munchkin actors. At the time, he was one of only seven still living. He died in 2010 at age 94.

Actor Robert Cummings flew Civil Air Patrol missions starting in early 1942 as a charter member of what's now the California Wing's San Fernando Senior Squadron 35. Photo courtesy of U.S. Militaria Forum

Actress Grace Kelly rehearses with Cummings between scenes in this publicity still for "Dial M For Murder," a 1954 American crime thriller directed by Alfred Hitchcock. Photo courtesy of IMDb.com, Inc.

Robert Cummings

Starring in more than 100 films — including "The Devil and Miss Jones" (1941), "Kings Row" (1941) and "Dial M for Murder" (1954) — and later in the television sitcom "The Bob Cummings Show" (1955), noted comic actor Robert Cummings flew CAP missions starting in early 1942 as a charter member of what is now the California Wing's San Fernando Senior Squadron 35 before joining the U.S. Army Air Forces later that year.

Showing his comedic side early in his Broadway career, the Joplin, Missouri, native originally thought producers would be more interested in a more refined Englishman, so he passed himself off as a British actor named Blade Stanhope Conway. The plan worked on Broadway and again in Hollywood, when he assumed the identity of a rich Texan named Bruce Hutchens in 1935 and secured several small parts in films. Cummings soon reverted back to his real name and became a popular leading actor with a long, successful career.

Cummings was the godson of aviation pioneer Orville Wright. In fact, the Wright brother taught young Cummings how to fly while he was still in high school. His first solo flight came at age 16 in 1927, and according to *Flying Magazine*, he was later issued flight instructor certificate No. 1 — making him the first official flight instructor in the U.S. The actor's 1936 Porterfield aircraft, Spinach, is currently based in Washington state.

After guest-starring on "The Love Boat" in 1977, Cummings retired from acting at 69. Just before his death in 1990, the actor joined radio and TV personality Art Linkletter and former President Ronald Reagan at Disneyland's 35th anniversary celebration, reprising their appearances at the park's grand opening in 1955.

Cummings was the godson of aviation pioneer Orville Wright and the first official flight instructor in the U.S.

Photo courtesy of Wikipedia

Academy Award-winning actress Mary Astor, best known for her role in "The Maltese Falcon" (1941) with Humphrey Bogart, was an experienced pilot who joined CAP and served at Coastal Patrol Base 12 in Brownsville, Texas.

Photo courtesy of Movie-Sounds.org

Astor worked a plotting board at the CAP anti-sub base in Brownsville, Texas.

Mary Astor

Best known for her role in "The Maltese Falcon" (1941) with Humphrey Bogart and her Academy Award for Best Supporting Actress in 1941 for her role in "The Great Lie," Mary Astor also served in CAP during the war.

Astor was born in Quincy, Illinois, as Lucile Vasconcellos Langhanke. After participating in multiple beauty contests at a very young age, she was recognized by Hollywood moguls early on at the age of 14, snagging a small part in "The Scarecrow" in 1920. A few other small roles followed, but it was her role as Lady Margery Alvaney opposite John Barrymore in "Beau Brummel" (1924) that fast-tracked her acting career.

Some of her other 123 films include "Don Juan" (1926), "Red Dust" (1932), "Convention City" (1933), "Man of Iron" (1935), "Prisoner of Zenda" (1937), "Little Women" (1949) and "Hush…Hush, Sweet Charlotte (1964).

Astor's involvement with CAP began taking shape when the Japanese attacked Pearl Harbor just a few days into the production of "Across the Pacific," temporarily shutting down production while the script was rewritten to reflect the new developments. The actress, who had become an experienced pilot, decided to join CAP in Los Angeles, and she contributed to the war efforts for several months following the attack. During her involvement she worked a plotting board at the CAP anti-sub base in Brownsville, Texas.

Astor suffered from a chronic heart condition and passed away in 1971. Last March she was honored as the Turner Classic Movies Star of the Month.

Jose Iturbi

A world-famous pianist and harpsichordist, Jose Iturbi — an experienced pilot who joined CAP at age 46 — appeared in seven Metro-Goldwyn-Mayer films in the 1940s, playing himself in such movies as "Thousands Cheer" (1943), "Anchors Aweigh" (1945) and "Three Daring Daughters" (1948).

Iturbi, a Spanish-born pianist and conductor, was known as a child prodigy — giving piano recitals by the age of 7 and contributing to the family income by performing for as many as 14 hours a day during silent movies. An honors graduate from the Conservatoire de Musique in Paris, he made his London debut in 1928 as a concert pianist and soon after performed Beethoven's G Major Concerto under the direction of famed conductor Leopold Stokowski.

At the height of his career, Iturbi began taking flying lessons and received his pilot certificate in the late 1930s, allowing him to conduct a 35-concert South American tour throughout the continent in less than two months.

With the encouragement of author Boris Pasternak and because of his fascination with motion pictures, Iturbi began his brief but successful screen career in the early 1940s. After the attack on Pearl Harbor, he decided to join CAP's New York Wing on Jan. 12, 1942, because at 46 he was too old for the U.S. Army Air Corps. During his stint with CAP, he was commissioned as a major and later promoted to lieutenant colonel.

Photo courtesy of Bach Cantatas Website

Photo courtesy of Tumblr

Jose Iturbi, a world-famous pianist and harpsichordist, also appeared in seven Metro-Goldwyn-Mayer films in the 1940s, playing himself in such movies as "Thousands Cheer" (1943), "Anchors Aweigh" (1945) and "Three Daring Daughters" (1948). Here, inset, Iturbi, center, performs with two of the "Anchors Aweigh" stars, Gene Kelly, left, and Frank Sinatra.

Just before his death in 1980, Iturbi continued to draw large audiences worldwide. His last tour took place from 1976-1977. He was also the first classical musician to receive a star on Hollywood's world-famous Walk of Fame for the sale of 1 million copies of his Chopin and Debussy recordings. ▲

A Sweet Story

How Krispy Kreme's founder successfully managed business, family and service to his country

By Kristi Carr

The butcher, the baker, the doughnut maker. During World War II they came from all walks of life to serve and protect America through service in Civil Air Patrol, participating in a mission recognized with the Congressional Gold Medal.

So was the case with Vernon Rudolph, the man behind Krispy Kreme doughnuts. But Rudolph had more on his plate than CAP and doughnuts; following his wife's death in a car crash, he also had the care of his 1-year-old daughter.

The Businessman

Krispy Kreme was destined to become an international company, but the business was just a few years old when America entered the war. It can be traced back to Kentucky in 1933, when Rudolph's uncle, Ishmael Armstrong — with whom Rudolph was living at the time — began making doughnuts from a recipe given to him by an Ohio River barge cook, Joe LeBoeuf. (LeBoeuf later became known as the best boat

Vernon Rudolph founded the Krispy Kreme Corp.

Photo courtesy of Carver Rudolph

captain on the Ohio River, but he never realized that his yeast-raised doughnut recipe became the doughnut of Krispy Kreme fame.) After some disappointments — the Great Depression was in full swing, after all — Armstrong sold the doughnut concern to Rudolph's father, who opened a second store in Knoxville, Tennessee, and a third in Atlanta.

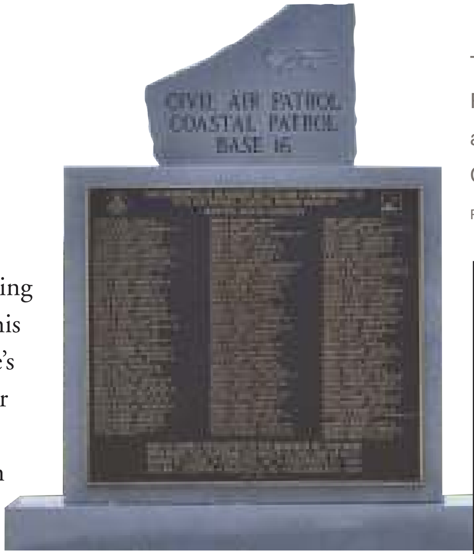
By 1937, Rudolph, however, wanted a place of his own and he moved to Winston-Salem, North Carolina. There he rented a small 18-by-60-foot space in a building across the street from Salem College and Academy and began his own wholesale doughnut business. His customers were local restaurants and snack bars, with some doughnuts sold retail on the premises.

Rudolph stepped back a bit from his business during World War II, putting his love of flying to work for his country, first as a Civil Air Patrol pilot at Coastal Patrol Base 16 in Manteo, North Carolina, and later as a flight safety officer in Atlanta.

It wasn't until after the war in 1947 that Krispy Kreme Corp. was officially founded. The existing stores were merged into a single company, with ingredients purchased and mixed in Winston-Salem. Rudolph served as the corporation's chairman and president, and his brother, father and uncle made up the majority of directors. They began selling franchises in the 1950s, with the only required cost being the purchase of all ingredients and packaging from the home office.

The Father

About the same time he was getting his business off the ground, Rudolph married Ruth Ayers. When the couple could not conceive children, they adopted a baby girl, Patricia Ann, in 1943. The next year, Ruth and her father were killed in an automobile accident. In 1946, Rudolph remarried, this time to Lorraine Flynt, and the couple had four children — Carver, Sandy, Curtis and Beverly.



This monument, on the lawn of the Dare County Regional Airport in Manteo, North Carolina, attests to the vigilance there by members of CAP, including Rudolph, during World War II.

Photo courtesy of Dare County Regional Airport Museum

The CAP Pilot

With all the turmoil going on in his personal life — his fledgling business, his wife's death and the struggle over who should care for his infant daughter — Vernon Rudolph still answered his country's call.

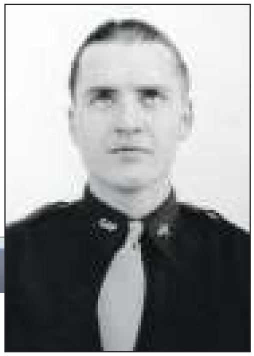
Records from Civil Air Patrol Coastal Patrol Base 16 show he first arrived for duty July 27, 1942, less than eight months after CAP was founded on Dec. 1, 1941. He brought with him his own aircraft, a Stinson 10A, said John Ratzenberger, who oversees the Dare County Regional Airport Museum, where Base 16 was located. During CAP's early days, the planes members flew were privately owned and on loan to the organization.

Rudolph temporarily left the CAP base in September — Ratzenberger assumed he did so for business reasons — but his plane remained. Before Rudolph returned to Base 16 early the next year, the plane was lost on patrol and its two occupants, Julian Cooper and Frank Cook, perished.

"My brother-in-law, Bill Hollan, bought a Stinson 10A, and I had the opportunity to fly it," Carver Rudolph said. "We can attest to how tiny and underpowered these planes were in comparison to today's standards."

The museum's artifacts include the pistol Rudolph used during his Civil Air Patrol service. "CAP members were required to bring their own personal weapons, even if assigned to the base as a guard," Ratzenberger said.

On the Dare County airport's front lawn today stands a monument to those who served at Base 16. It's dedicated to the two who died in Rudolph's Stinson, Cook and Cooper, and is inscribed with the names of all who served there, including that of Vernon Rudolph.



This photo of Rudolph was taken for his CAP identification card.

Photo courtesy of Col. Frank Blazich, CAP National Headquarters

The Patriot

Base 16 closed in August 1943, but Rudolph went on to receive an officer's commission in the U.S. Army Air Corps, thanks to his CAP experience. He served until the war ended in 1945.

His family continues to honor the country's veterans. Carver Rudolph helped establish a veterans' memorial, Carolina Field of Honor, in Triad Park, between Winston and Greensboro in North Carolina. Newly dedicated, it honors all American veterans.

Carver refers to the World War II veterans, particularly those from CAP Coastal Patrol Base 16, as "national treasures" and proudly placed a paver dedicated to his father and Base 16 in the park's "Walk of Honor."

And on a very personal level and at the suggestion of someone who served in CAP with his father, Carver put the insignias of both the U.S. Army Air Corps and CAP on his father's tombstone. Vernon Rudolph died in 1973 at age 58. ▲

The Dare County Regional Airport Museum's collection includes this pistol, used by Rudolph during his CAP service at Coastal Patrol Base 16 in Manteo, North Carolina. Photo courtesy of Dare County Regional Airport Museum

Yuengling®

Since 1829

America's Oldest Brewery

By Russell Slater

Richard Yuengling Sr.

Pilot, Brewer, Patriot

Few embody the humble origins of Civil Air Patrol like the late Richard L. Yuengling Sr. Born to a family of Pennsylvania brewers, Yuengling served his country during World War II by patrolling the Virginia coastline before he joined the U.S. Army Air Corps. His patriotic contributions to the war effort earned him an Air Medal.

The great-grandson of German immigrant and beer brewer David Jüngling (who later Anglicized his name to "Yuengling"), Richard inherited his family's renowned work ethic. Such determined perseverance was necessary to sustain the company's successful operation over multiple generations. What began as Eagle Brewery in 1829 has grown into the current D.G. Yuengling & Son brewing company, based in Pottsville, Pennsylvania. (The name change occurred in 1873 when Frederick Yuengling joined his father's business.) A vastly popular brand in the region, D.G. Yuengling & Son proudly claims to be America's oldest brewery.

The late Richard L. Yuengling Sr., proud CAP coastal patrol pilot and U.S. Army Air Corps sergeant, was a veteran of World War II. He later helmed the family business, Pennsylvania-based brewery D.G. Yuengling & Son.

Photos courtesy of Richard Yuengling Jr.

From Virginia to Germany

The experience Yuengling gained during the early stages of his life carried over into his later public service. A passionate aviation enthusiast, he joined the ranks of other patriotic flyers in CAP's coastal patrol, where he selflessly used his own plane to hunt for German U-boats lurking along America's coast.

Operating out of Coastal Patrol Base 4 in Parksley, Virginia, Yuengling balanced his sub-chasing activities with an increasingly demanding family life. According to Louis E. Keffer's history of CAP, *From Maine to Mexico: With America's Private Pilots in the Fight Against Nazi U-Boats*, Richard's pregnant wife Marjorie regularly accompanied him to Virginia, where they stayed in a rented room. She remembered sleeping in while her husband arose around 5 a.m. before taking to the field. She briefly returned to Pottsville for the delivery of the child, then promptly rejoined her husband with their newborn in a bassinet.

A New Beginning

When Yuengling entered the Army Air Corps, the transition was understandably rough at times. Although he wanted to continue as a pilot, he instead underwent training as a gunner and was soon placed aboard heavy bombers during missions over Europe. Marjorie wrote that he felt aggravated by the fact that he'd logged far more flight hours than his 20-year-old captain.

His wife noted that "the coastal patrol fliers did a fine and necessary job, and I'm sure that Dick was proud of serving with them and earning the Air Medal."

"Service in the coastal patrol provided many men a springboard to enter the Army Air Forces and U.S. Navy in 1943, as the demand for trained pilots for the war efforts in both theaters reached a fevered pitch," said Col. Frank Blazich, CAP's chief historian. "Having proven their aptitude over long expanses of the eastern seaboard, CAP coastal patrol pilots found themselves flying the skies over Europe, the South Pacific, North Africa and 'over the Hump' in the China-Burma-India theater."

Embracing a Family Legacy

After participating in numerous bombing missions over Germany, Yuengling was discharged with the rank of sergeant at the conclusion of the war. He went on to succeed his father as co-owner of D.G. Yuengling & Son,

The original D.G. Yuengling & Son brewery is located in Pottsville, Pennsylvania. It is America's oldest brewery and has been making beer since 1829. Photo courtesy of Yuengling Brewery

along with his brother, F. Dohrman, in 1963. He continued to oversee the growth of the family's business until his son, current owner Richard "Dick" Yuengling Jr., took over in 1985.

"I have a great deal of respect for the time my father served," the junior Yuengling said. "I feel that World War II is greatly under-taught in schools today. The events of the war were remarkable on many levels. The men who served endured unimaginable events that changed the world."

Richard Sr.'s death in 1999 marked the end of a lifetime dedicated to the well-being of his family and country. He was laid to rest next to his wife in their hometown of Pottsville.

From the skies over Virginia's coast and through the storm clouds of war-torn Europe, Yuengling's love for his nation drove him to protect its interests from above. Whether as an eye-in-the-sky watching for foreign invaders near the homeland or as a gunner aboard a heavy bomber half a world away, he routinely put his own safety on the line in the defense of others.

Through his patriotic actions, Yuengling proved beyond a doubt that he was, in keeping with Civil Air Patrol's motto, "Semper Vigilans" (always vigilant). ▲

CAP's Connection to America's Space Program

By Minnie Lamberth

When Civil Air Patrol received the Congressional Gold Medal, a longtime NASA employee was among those honored.

The time Otha H. "Skeet" Vaughan Jr. spent as a CAP cadet was the starting point of a 45-year career, first with the U.S. Army Ballistic Missile Agency and, later, with NASA's Marshall Space Flight Center in Huntsville, Alabama.

Vaughan was a cadet from 1944-1946 with CAP's Anderson, South Carolina, squadron, achieving the rank of master sergeant. "We supported the civilian defense in Anderson," he said. The cadets also did military drill training and had a model airplane club.

Vaughan graduated in 1951 with a bachelor's degree in mechanical engineering from what is now Clemson University. He then served in the U.S. Air Force for nearly two years and the U.S. Air Force Reserve for 24 years, retiring as a lieutenant colonel. After his enlistment ended, he started his career in America's space program as part of the team led by Dr. Wernher von Braun.

"I had heard about the von Braun rocket development team in Huntsville," Vaughan said. "They were members of the Army Ballistic Missile Agency. I came up from Eglin Air Force Base, Florida, to be a part of that team."

Vaughan conducted research related to aerodynamic heating during the Redstone and Jupiter missiles' reentry and the development of vehicle cooling system concepts for those missiles. He also worked in missile flight performance, conducting testing and evaluation studies for the Redstone, Jupiter C, Jupiter, Juno, Saturn 1B and Saturn V launch vehicles.

In 1960 Vaughan and his team were transferred to NASA's newly formed Marshall Space Flight Center. There they conceived and developed the lunar visit mission concept, later an integral part of the Apollo program, and the Saturn B and Saturn V launch vehicles that later transported the Apollo capsule to the moon.

Vaughan was in charge of developing the lunar surface design criteria applied to creation of the lunar rover vehicle used on the last three lunar exploration missions. He also developed lunar driving simulator terrain models used to train astronauts for lunar rover operations on the moon. In addition, he was a member of the scientific advisory team for the Apollo 8 mission, which was to circumnavigate the moon and return the Apollo spacecraft to Earth, and a member of the Challenger Accident Investigation Team.

"Some of my best memories were in 1968, even before we had landed a man on the moon, of the times that I had many discussions with Dr. von Braun about the many lunar surface features that could be seen from the photos taken by the Surveyor and lunar orbiter spacecraft and what interesting places there would be to explore on the moon once we had successfully landed a man there," he recalled.

He retired from Marshall Space Flight Center in January 1999. Today, he is a lieutenant colonel in CAP's Huntsville Senior Squadron, serving as a mission observer and scanner and as the unit's assistant aerospace education officer and historian. He has been an active general aviation pilot since 1946. ▲

Thank You
Lt. Col. Otha Vaughan expresses his thanks after being honored with Civil Air Patrol's Exceptional Service Award for his service as a cadet during World War II. The award was presented to Vaughan on Dec. 1, 2011, during CAP's 70th anniversary celebration at CAP National Headquarters, Maxwell Air Force Base, Alabama.

At Marshall Space Flight Center
Vaughan is pictured at his desk in his Global Hydrology and Climate Center office at Marshall Space Flight Center in Huntsville, Alabama.

Wernher von Braun & Vaughan
After his enlistment in the U.S. Air Force ended, Vaughan moved to Huntsville, where he started his career in America's space program as part of the team led by Dr. Wernher von Braun, left.

SMILIN' JACK

Creator of popular comic strip and his younger brother flew together from Coastal Patrol Base 3 in Florida

By Steve Cox

Zack Mosley, a flying enthusiast who became an American cartoonist, is one of Civil Air Patrol's most celebrated subchasers.

After moving to West Palm Beach in the early 1940s, Mosley joined CAP and voluntarily flew anti-submarine, or subchaser, missions off the Atlantic Coast. He had created a nationally syndicated comic strip, "Smilin' Jack," but — like many other Americans at the time — he also wanted to do his part to help in the war effort. During the first 18 months of the war, he flew more than 300 hours along the Florida coastline looking for German U-boats.

Mosley's younger brother, Bob, joined him at Coastal Patrol Base 3 in Lantana, Florida.

Sixteen years older than Bob, Zack had started teaching his younger brother to fly in 1938 when he was 16 years old. Bob got his pilot certificate at age 19.

"It was a great deal for me," said Bob, now 92. "I was the kid of the outfit and got all of that flying experience with those wonderful and talented older pilots and still felt like I was helping my country."

Bob flew with CAP for about six or seven months before being called to active duty in the aviation cadet program of the U.S. Army Air Forces, having enlisted in September 1942.

Most of the Mosleys' flights were made in bomb-loaded civilian planes.

"It was dangerous. You were in single-engine airplanes 20 miles out over the ocean for long periods of time," said Bob, "but we felt like we were doing some good."

Both Zack and Bob experienced serious engine malfunctions during the course of their patrols, but they were able to fly their endangered planes back to coastal airports.

Bob Mosley parlayed his coastal patrol experience into a 30-year military career. During World War II he flew 53 combat missions in the Douglas A-20 and A-26 attack aircraft in the Pacific Theater, with his later missions coming over the Japanese homeland itself. He was bombing and strafing a Japanese city about 70 miles from Nagasaki at the same time the second atomic bomb was dropped there.

After the war, Bob became his brother's assistant with "Smilin' Jack" aviation adventures while the two were

The late Zack Mosley with his comic strip creation, "Smilin' Jack," in the background. Mosley, a longtime resident of Florida who mixed humor and aviation — and even Civil Air Patrol — in his popular strip, was a CAP subchaser during World War II. Photo courtesy of Jill Mosley and the Mosley estate

Zack & Bob Taxi

Bob Mosley, left, and brother Zack taxi for a Coastal Patrol flight in 1942. Later, Bob volunteered with the Army Air Corps and flew World War II combat missions in the Pacific.

Zack Mosley in CAP

In this vintage undated photo, Zack Mosley — one of the founding members of CAP — prepares for flight from Coastal Patrol Base 3 in Lantana, Florida. Mosley stayed active in CAP for many years following the war, rising to the rank of colonel.

Photo courtesy of Jill Mosley and the Mosley estate

living in Stuart, Florida.

"Zack was like a father to me. He took care of me," Bob said. "He took care of me when I was a boy, as well as my mother and father, and totally made my flying career possible. He was the most generous person I've ever known in my life. He was my hero."

Created in 1933, the Chicago *Tribune-New York News Syndicate* strip mixed humor with aviation and featured Jack Martin, then a student pilot with dashing good looks, a Clark Gable mustache and a permanent sideways grin. His lifelong adventures took him to a multitude of exotic locales around the globe. He fought in both theaters in World War II.

Bob's military experience helped in his collaborations with Zack. He assisted his brother for about five years before the Air Force called him back for another combat tour in the A-26 in Korea. He later flew yet another tour of combat in Southeast Asia and retired as a lieutenant colonel in 1973.

Flying over 100 different models of aircraft, he carried out 182 combat missions totaling 13,000 flying hours.

"Smilin' Jack" Comic Strip

"Smilin' Jack," a nationally syndicated comic strip created by the late Zack Mosley, mixed humor with aviation and spanned four decades. It also brought notable attention to Civil Air Patrol, of which Mosley was a longtime member. Mosley, a subchaser during World War II who later became Florida Wing commander, often referenced CAP and its volunteer missions for America. He and his younger brother, Bob Mosley, were both members of Coastal Patrol Base 3 in Lantana, Florida. Photo courtesy of Jill Mosley and the Mosley estate

"It was dangerous. You were in single-engine airplanes 20 miles out over the ocean for long periods of time," said Bob, "but we felt like we were doing some good."

Bob & Zack the Artists

During the post-World War II years, Bob Mosley, left, and his older brother, Zack, worked together on the aviation adventures of "Smilin' Jack." The comic strip inspired many young readers to join Civil Air Patrol and the U.S. Air Force.

Zack's strip frequently incorporated the U.S. Air Force and Civil Air Patrol and its coastal patrols in its plots, inspiring many young readers to become air-minded, much as the Mosley brothers had during the depressed 1930s and war-torn 1940s. The strip lasted for four decades and received honors and citations from both the Air Force and CAP.

In 1944, "Smilin' Jack" devoted its entire full-page Sunday color edition to the story of Civil Air Patrol in World War II. In addition, Mosley often included educational information on aviation technology as well as life lessons for young people — long a principal mission of CAP.

"Dad continued to promote CAP after World War II until the retirement of 'Smilin' Jack,'" said Jill Mosley, Zack's daughter. "He was very proud of his service to the CAP, as I am to this day!"

Zack Mosley, who became a colonel in Civil Air Patrol and served as the Florida Wing's third commander, was one of 824 subchaser pilots awarded Air Medals in 1948 for their World War II heroics.

Civil Air Patrol also recognized him for his subchaser missions and his strip by inducting him into CAP's Hall of Honor on Sept. 18, 1976, three years after "Smilin' Jack" was retired. In addition, he was inducted into the Florida Aviation Hall of Fame in 2008.

Zack died Dec. 21, 1993, at age 87. Bob lives in Melbourne, up the coast from Lantana, where he and others made CAP history more than 70 years ago. ▲

Gail Halvorsen

Philanthropy began with CAP Service

By Jennifer S. Kornegay

Raised on a small farm in Utah, Gail Halvorsen had always wanted to fly. In the months before America's entry into the war, training planes traveling to Canada continually flew over his home, thrilling the young Halvorsen and strengthening his desire to pilot a plane. Anticipating a need for more pilots if America went to war, the government offered a non-college pilot training program at ground schools in nearby Ogden, Brigham City and Northern Utah. "I competed with about 150 other people, and they gave 10 flight-training scholarships. I got one and got my license in September 1941," he said.

Soon after, he and nine friends each pitched in $50 to buy a $500 Piper Cub. "We knew war was coming," he said. "We wanted to help." In December 1941 Halvorsen joined CAP and performed search and rescue missions in the area's hazardous winter weather, helping find two downed planes before joining the U.S. Army Air Corps in March 1942. He credits his time in CAP, although brief, with giving him a leg up in the military.

"CAP really gave me a running head start to getting into the Army Air Corps," he said. "CAP fueled my interest, helped me learn about teamwork, and I met some of the best people there," he said.

Those who had the good fortune to meet Halvorsen would probably return the compliment. The warmth and kindness he demonstrated to the children of Berlin, Germany, by dropping candy attached to tiny parachutes for them as part of the Berlin airlift's routine supply drops made the "candy bomber" famous and will forever be remembered. ▲

Chocolate Drop

From an elevation of about 1,000 feet, a Civil Air Patrol plane drops chocolate-coated cookies tied to parachutes over the football field next to Bay-Waveland Elementary School, Mississippi's last remaining tent school set up after Hurricane Katrina devastated the Gulf Coast on Aug. 29, 2005. Photo by Maj. Keith Riddle, Mississippi Wing

Berlin Children Airlift

Opposite, over a 14-month period Halvorsen dropped more than 21 tons of sweet treats over West Berlin. Inset, Halvorsen reads correspondence regarding the Berlin Airlift, which he directed. Photos courtesy of USAF Museum Archives

Halvorsen and nine friends each pitched in $50 to buy a $500 Piper Cub.

Candy Bomber

The Berlin "Candy Bomber," retired Air Force Col. Gail Halvorsen, left, and ABC "Good Morning America" anchor Robin Roberts watch as an aircrew from CAP's Mississippi Wing re-enacts Halvorsen's Operation Little Vittles on Oct. 31, 2005, two months after Hurricane Katrina made landfall. Halvorsen joined CAP in December 1941, performing search and rescue missions in Utah's hazardous winter weather and helping find two downed planes before joining the U.S. Army Air Corps in the spring of 1942. Photo by Maj. Keith Riddle, Mississippi Wing

AFA Recognizes CAP with Lifetime Achievement Award

By Dan Bailey

The Air Force Association has honored Civil Air Patrol with its 2014 Lifetime Achievement Award in recognition of its more than 70 years of helping secure the American homeland, especially its service during World War II.

Brig. Gen. Larry Myrick, CAP's national vice commander, accepted the award during the association's Air & Space Conference in National Harbor, Maryland.

During the presentation ceremony CAP was recognized:

"For selflessly protecting our shorelines and borders with personal aircraft …

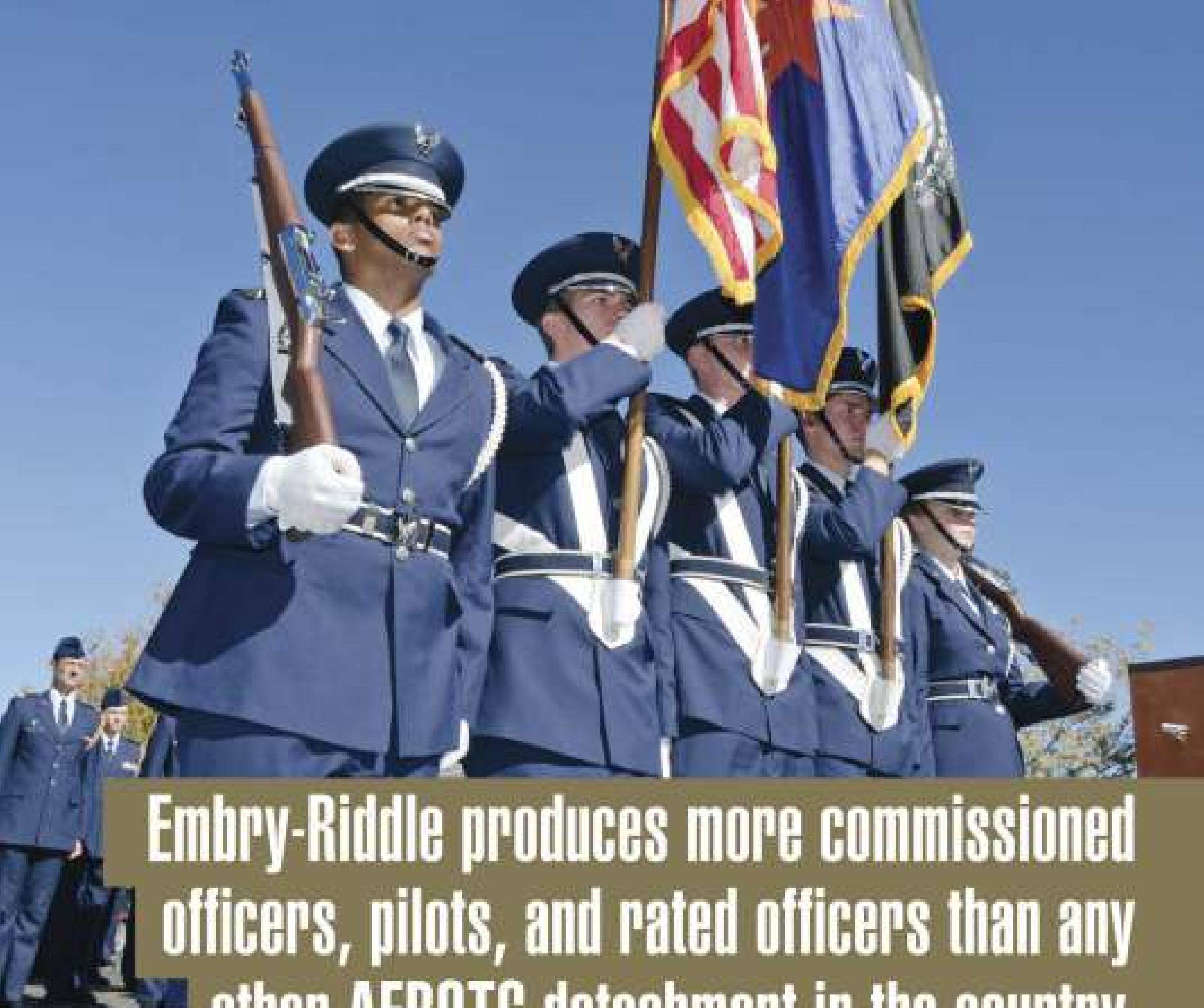
"For encouraging women and more than 80,000 young Americans with an opportunity to serve during World War II …

"And flying more than 750,000 mission hours by the war's end."

That legacy of heroism and sacrifice was also recognized by Congress, which awarded CAP the Congressional Gold Medal honoring the organization for its wartime service. President Barack Obama signed the bill into law on May 30. ▲

Photo courtesy of Air Force Association

Brig. Gen. Larry Myrick accepts the AFA 2014 Lifetime Achievement Award on CAP's behalf from retired U.S. Air Force Lt. Gen. George Muellner, the association's chairman of the board.

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