

h i s t o r y



C A P
COASTAL
PATROL

BASE NO. 5

Flagler Beach, Florida

MAY 19, 1942 . . . AUGUST 31, 1943



RESOLUTION

STATE OF FLORIDA
SENATE
CONCURRENT RESOLUTION NO. 4

WHEREAS, pursuant to the Authority of Chapter 20214 Laws of Florida, regular session of 1941, under the able guidance and command of Major Wright Vermilya, Jr., the first Air Squadron of the Florida Defense Force was organized and perfected, being the first militia air force to be organized in the United States; and

WHEREAS, immediately prior to the attack on Pearl Harbor by the Japanese, an organization known as the Civil Air Patrol was formed and allied with the Office of Civilian Defense of the United States, of which the First Air Squadron of the Florida Defense Force became a Wing, designated as the Florida Wing No. 41, with Major Vermilya as its Wing Commander, furnishing to the Civil Air Patrol hundreds of thoroughly trained pilots, observers, and technical experts, many of whom owned good and serviceable airplanes suitable for duties in the War Effort; and

WHEREAS, the Civil Air Patrol has been closely co-ordinated with the United States Army Air Forces, having as its National Commander, Major Earle L. Johnson, U. S. Army Air Corps, whose record as a flier and organizer is outstanding; and

WHEREAS, Florida has produced, by the systematized program of the First Air Squadron, Florida Defense Force and the Civil Air Patrol, many pilots, observers, mechanics and technical men and women now assigned with the Anti-submarine Patrol along the eastern seaboard, most of whom could not have been used in the armed services due to their age or slight physical disabilities, and who are due a great deal of credit for the hazardous tasks performed, the military manner in which they have accomplished such tasks, and the loyal and patriotic spirit maintained by them when called upon by the Military Service to perform military work, though civilians; and

WHEREAS, history alone will give proper recognition to the good work done by the Coastal Patrol of the Civil Air Patrol in their activities against Nazi submarines in waters adjacent to our shores, and only our later records will reveal these accomplishments, as all duties performed on active military missions by Civil Air Patrol members must and will be kept a military secret; and

WHEREAS, the Coastal Patrol of the Civil Air Patrol consists of personnel which is required to keep an elert watch over great bodies of water for the approach of enemy submarines which have been a menace to shipping along the commerce lanes of this Country, and these individuals have gone forth on their duties in personally owned aircraft, and have performed like soldiers, offering their services to their Country free, as well as the use of their airplanes, their radios and other necessary equipment, receiving only a per diem for their expenses; and

WHEREAS, the personnel of the Civil Air Patrol is trained in the difficult and particular field of airport concealment and protection, and is prepared to guard such airports in time of invasion, against enemies and in the manner prescribed for soldiers and are well trained in the art, and perform the duties of target towing, searchlight tracking for ground forces, military courier service for various army posts, industrial courier service for the many wartime industries, and assist the Forestry Service during its shortage of manpower in State and National Forestry patrols:

THEREFORE, BE IT RESOLVED BY THE SENATE AND HOUSE OF REPRESENTATIVES OF THE STATE OF FLORIDA:

That we go on record as commending the officers and members of the Civil Air Patrol for their patriotic activities, sacrifices, and accomplishments toward the end of winning the war; and that this Resolution be spread upon the Journal of the House and Senate.

Approved by the Governor, April 21, 1943.

Filed in Office Secretary of State, April 23, 1943.

STATE OF FLORIDA
OFFICE OF SECRETARY OF STATE

I, R. A. Gray, Secretary of State of the State of Florida, do hereby certify that the above and foregoing is a true and correct copy of Senate Concurrent Resolution No. 4, of the Florida Legislature, regular session 1943, as approved by the Governor and filed in this office.

Given under my hand and the Great Seal of the State of Florida at Tallahassee, the Capital, this the 24th day of June, A. D. 1943.

R. A. GRAY, Secretary of State.

(SEAL)



"COLORS"
CAP CP BASE No. 5

"I pledge allegiance to the Flag of the United States of America and to the Republic for which it stands. One Nation Indivisible, with Liberty and Justice for all."



FOREWORD

To compile a history of Coastal Patrol Base No. 5 is a Herculean task and one that I fear was not done justice. However, I am grateful for the opportunity of being asked to do the job.

I did not report for duty on this base until December 28, 1942, and without doubt missed the best part of the operations—that of creating something out of nothing. But I do know that my associations with the officers and men, both on and off the Base, have been extremely pleasant, and I consider it a great privilege having known and worked with all of you.

To each of you who have generously contributed information, I am very grateful, and especially to Mary Upchurch and Edna McGrath for their diligent and efficient work. And my only hope is that this record will in the future serve to recall your relationship with Civil Air Patrol, Coastal Patrol Base No. 5 and reassure each and everyone that there was one hell of an important job to be done and that one hell of a good job was done.

Sincerely,

C. Y. NANNEY, JR.

Daytona Beach, Florida,
August 31, 1943.

Most of the pictures reproduced in this book were taken by Official Base Photographer LIEUT. ROBERT P. HAMMONS. Bob is shown at the left with the campaign bars that he earned in World War I.





BASE INSIGNIA

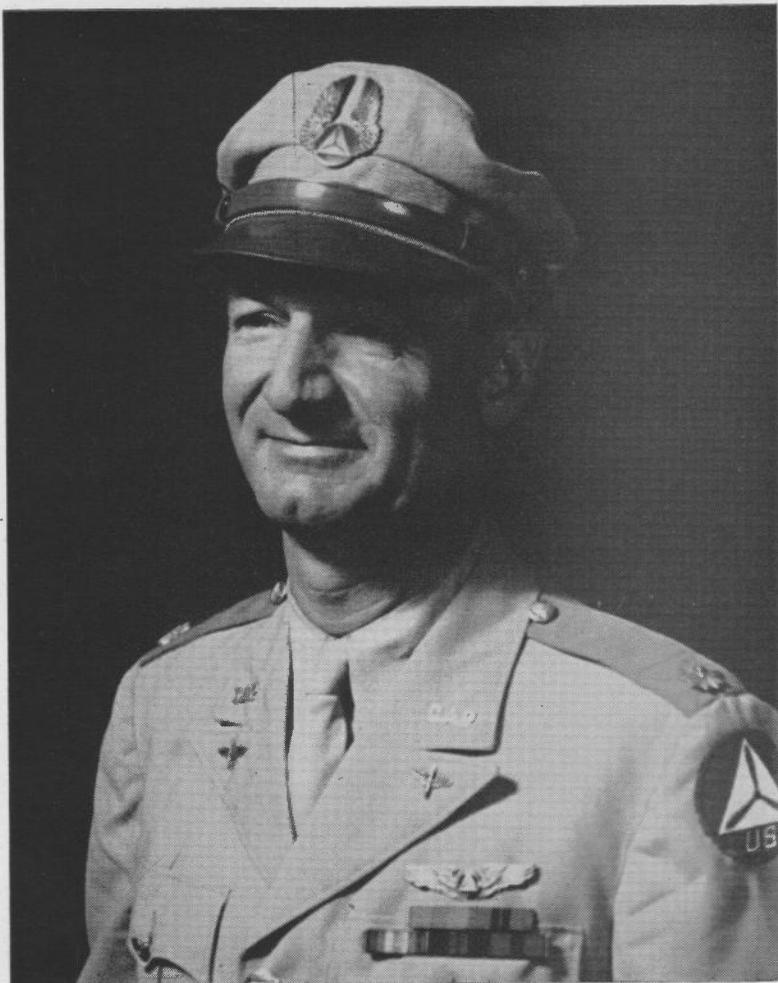
The entire contents of this book was approved by
CAPTAIN LAWRENCE W. GRABE
Intelligence Officer of CAP, Coastal Patrol Base No. 5
Flagler Beach, Florida

THE TEXT AND PICTURES HEREIN ARE
RESTRICTED MILITARY INFORMATION

REGISTERED COPY NO.....

ISSUED TO:

ADDRESS:



MAJOR JULIUS LUNCEFORD GRESHAM, CAP Serial No. 4-1-1. Born March 29, 1900, Dothan, Ala. Attended Horner Military Academy, Charlotte, N. C., 1913-17. Enlisted U. S. Marines October, 1918; served as corporal in U. S. for 6 months, and in Santo Domingo, D. R., for 18 months. Organized Ford Automobile Agency in Daytona Beach in 1920, and was active in civic and social affairs of the city, serving on Board of Directors, Daytona Beach Chamber of Commerce. He is Shriner, and was the youngest Master in Florida. Charter member of the "Quiet Birdman," an aeronautical association of early birds. Member of the National Aeronautics Associates of the U. S.; Aircraft Owners' and Pilots' Association; American Legion, and the Elks Club. Appointed Group Commander in CAP Nov. 29, 1941; served with first Coastal Patrol Base at West Palm Beach; commissioned Captain July 1, 1942; and was commissioned a Major March 15, 1943.

COMMENDATION

TO ALL PERSONNEL, PAST AND PRESENT

It is with genuine sincerity that I take this opportunity to highly commend and extend my personal thanks to each and everyone for your untiring service that made the operation of this Base the success that it was.

You made self sacrifices in as many ways as there were individuals on the Base, and each sacrifice was real and close to your heart.

A great number of you voluntarily offered your services at a time when they were most needed, and most of you would never have been called upon otherwise. To me, that was the American way of serving—serving in a manner just as important as the Marine, Soldier, or Sailor who met the enemy of Wake Island, Africa, or the Coral Sea. And, I might add, just as perilous.

When the final Victory is won, no small part of it will be yours.

Again, I say simply "Thanks, fellows—thanks a million!"

With personal good wishes for your future, I am, Yours very sincerely,

JULIUS L. GRESHAM,
Major, Civil Air Patrol, Commanding,
CAP Coastal Patrol, No. 5.

Flagler Beach, Florida,
August 27, 1943

Staff

CAPTAIN ARTHUR S. DIX
Operations Officer

LIEUT. CLARENCE SIMPSON
Asst. Operations Officer

CAPTAIN LAWRENCE W. GRABE
Intelligence Officer

LIEUT. JOHN RAGLAND
Asst. Intelligence Officer

CAPTAIN J. GILBERT ANGEL
Engineering Officer

LIEUT. CHARLES B. FRENCH
Asst. Engineering Officer

LIEUT. ALBAN L. PHILLIPS
Administrative Section Head

LIEUT. THOMAS PARKER
Airdrome Officer





LIEUT. CLAUDE S. WELLS
 LIEUT. ALBERT CRABTREE
 LIEUT. ARTHUR STONE
 LIEUT. DAVE BOOHER
 LIEUT. DAN GILLEY
 LIEUT. JACK TAMM

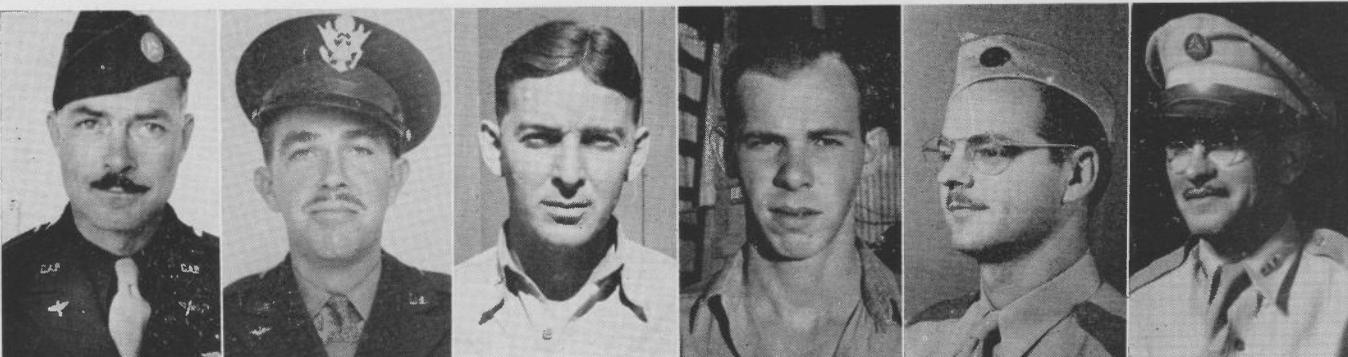
LIEUT. JUNIUS HORNER
 LIEUT. WESLEY WALLACE
 LIEUT. LEROY MORRISON
 LIEUT. EARL FOLSOM
 LIEUT. DONALD SPIERS
 LIEUT. GATES CLAY

FLIGHT OFFICER LANDON ALISON
 FLIGHT OFFICER CARL LANGSTON
 FLIGHT OFFICER WESLEY BAILEY
 FLIGHT OFFICER MOORE BRYSON
 SGT. J. T. McELVEY
 CPL. DEMPSEY DEES

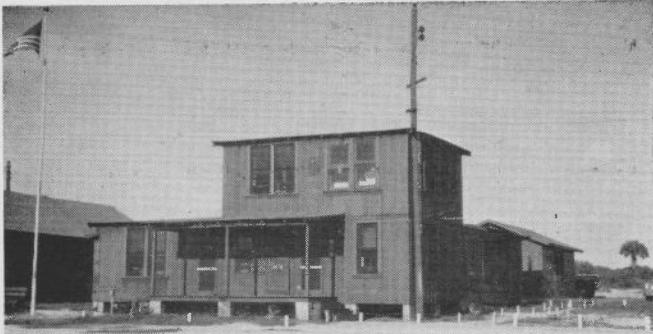
LIEUT. CHARLES KING
 LIEUT. SHELBURN CARTER
 LIEUT. ROBERT BOYNTON
 FLIGHT OFFICER ROBERT LANGLOTZ
 FLIGHT OFFICER ARNOLD GLASS
 CPL. LONNIE MAE GRAHAM

LIEUT. FRANCIS McLAUGHLIN
 LIEUT. LEWIS RHODES
 LIEUT. AL FREEMAN
 LIEUT. EDWARD WALTON
 LIEUT. GEORGE WOLCOTT
 LIEUT. ROBERT WIMP

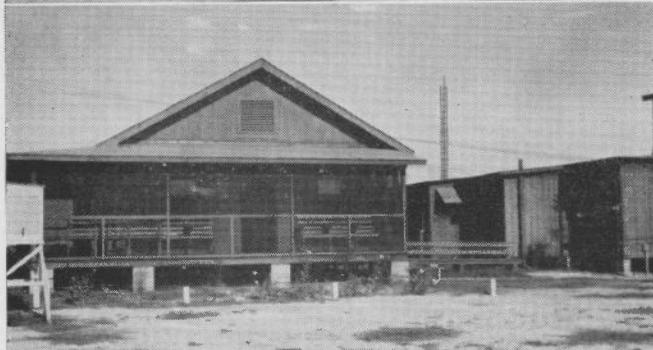
FLIGHT OFFICER JACK DENNISON
 LIEUT. WILLIAM TYREE
 M/SGT. KIRBY SHAW
 TECH/SGT. GEORGE KLOPELL
 SGT. HERMAN DEMICK
 SGT. BILLY JINKS



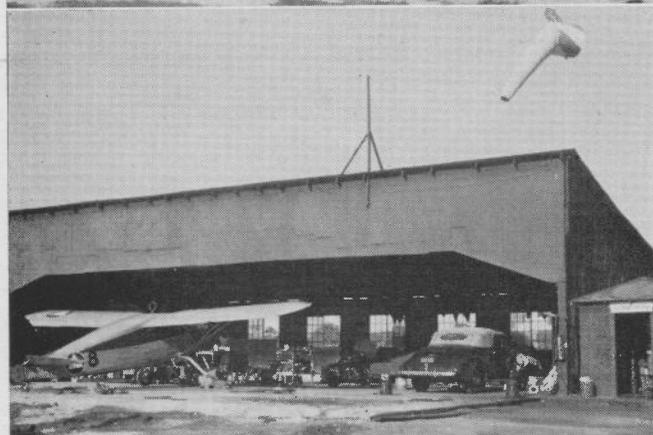
BUILDINGS



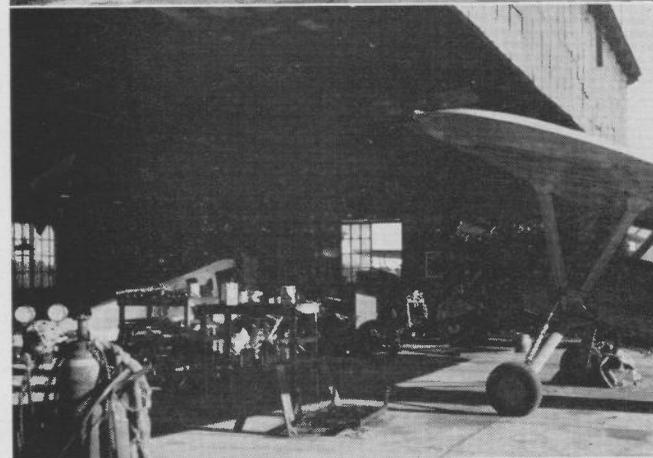
... MAIN OPERATIONS BUILDING



... PHILLIPS RECREATION AND CLASSROOM BUILDING



... THE HANGAR



... SHOPS



... AND APRON

Chronological History of CAP, Coastal Patrol Base No. 5

By FLIGHT OFFICER C. Y. NANNEY, JR.

1.—ACTIVATION OF THE BASE

Having long felt that the efforts of all civilian aviation enthusiasts since the first successful flight at Kitty Hawk had been the main contributing factor to the progress of military as well as commercial aviation, Julius L. Gresham, a successful automobile dealer of Daytona Beach, Florida, knew that in the event of the United States being involved in a Global War, the facilities and abilities of the legions of private fliers could not be overlooked. He, therefore, lost no time in making his services available to such cause by being the first man in the Fourth Corps Area to volunteer his services to the Civil Air Patrol. This was in December, 1941, and only a few days before Pearl Harbor.

From that time on, Julius Gresham never faltered, constantly driving home the need for a concerted effort on the part of all private flyers to make their contribution to Victory through the Civil Air Patrol. As he, and everyone else, saw the increasing submarine activity of the enemy off our eastern shores, his enthusiasm mounted. Since there was no provision as yet for a Civil Air Patrol active operational Base, a unit of private fliers with their planes set about to immediately combat the brazen raiders sent by the Nazis to blast our Merchant Fleet by the establishment of an operational Base at West Palm Beach, Florida. This Base was immediately sanctioned and financed by the Florida Defense Forces, a State organization set up to better protect and safeguard Florida from enemy action.

Julius Gresham and Lawrence W. (Larry) Grabe were called to the Base at West Palm Beach for the express purpose of learning the methods of operations that were then in effect to combat the submarine menace. They reported for duty on April 2, 1942, the time when submarine activity was at its height. Both of these men worked hard and long in all capacities on the Base until the first week in May. During this period the Army Air Forces and the Naval Air Forces looked upon its operations with keen interest. These military men knew that a program of this type could be put into effect at strategic points the whole length of the eastern seaboard from Maine to the Florida Keys and in the Gulf area to the Mexican border, thereby filling a gap that the military were then unable to fill.

Major Earle Johnson, National Commander, and Colonel Harry H. Blee (Operations Officer, of the National Headquarters of CAP, and Major George Noland, of the Army Air Forces, converged on West Palm Beach the first of May and marveled at the results thus far accomplished. The future of the Civil Air Patrol was secured. Shortly thereafter representatives of the CAP from Brunswick, Ga.; Daytona Beach, and Miami,

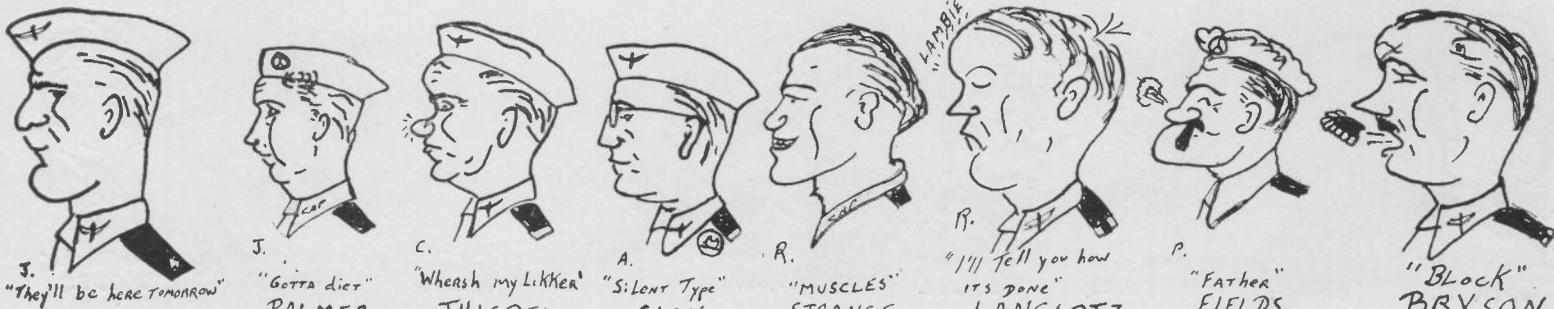
were called in and asked by these military men if they were willing to undertake the job of stopping the "pig boats" Their answer is now well known by the work they accomplished.

Julius Gresham was given orders Tuesday, May 12, 1942, to activate a Base at Daytona Beach, Florida, and start the first operations on May 14th, the following Monday. Gresh and Larry—as they were affectionately known—were then in West Palm Beach, and realizing that there was little time to whip the organization into form, and to provide equipment to start operation from scratch, they set out at dusk for Daytona Beach by car. This trip was later described to be something akin to Paul Revere's midnight ride, except Paul had lights and they were forced to make the whole trip in a total blackout. They were arrested twice on the way. Five-thirty A. M. found them in Daytona at last, and for the next week neither of them, nor the others who assisted them, ever knew the meaning of sleep and rest.

Daytona Beach's Municipal Airport was just an ordinary airport with paved runways, made useable for the military by the Civil Aeronautics Administration and the Works Progress Administration. There were no buildings suitable for quarters for a combat unit. Viewing an airport with no buildings and knowing a job must be done to start Coastal Patrol missions six days later was the disconcerting state of affairs that marked the real beginning of the story of the 5th Task Force (for it was known then as a "Task Force"). Aside from the lack of buildings, there was no radio equipment on hand, and the night equipment available was practically "nil". There was a Stinson "105", owned by Gresham; a Luscombe, owned by Grabe; and an Aeronca Chief, owned by the Daytona Beach Aero Club. To point out the crowning obstacle, there were no funds. But these troubles didn't phase them. They knew there was an important job to do, and they met the challenge head-on.

Commander Gresham, as we shall call him at this point in our story, since he was now a full-fledged Base Commander without benefit of a commission other than that of getting a job done, mobilized the local CAP'ers and began to contact and secure the services of other units near-about. While the volunteers from these units were getting their ducks lined up, the local boys dug in and surveyed the problems at hand.

They first pooled their personal money, and this, with some generously loaned by the City of Daytona Beach at the solicitation of Commander Gresham (it was later paid back in full), was known as a revolving fund, but soon "revolved" out, as there was not much to start with. This money was used to buy the bare essentials that couldn't be secured by either



begging, borrowing, or stealing—and all hands, it might be added, were adept at either of these practices!

To cope with the lack of buildings for housing the various departments of the Base, WPA tool sheds, out-houses, and an assortment of other decrepid shacks left by the builders of the airport were torn down, hauled in and reassembled near the one lone hangar on the field. One by one little shacks took form for Headquarters, Radio, Engineering Shops, etc., in a matter of a few hours. Men worked at manual labor who had never known the meaning of calloused hands. A remark heard among a group of sweating men seemed to echo the morale and sentiments of the men toward their task, when one of them shouted: "Damn the heat, damn the mosquitoes, to hell with Hitler, let's go to work, men!"

The makeshift buildings having been placed, occupied, and furnished with an assortment of chairs, desks, typewriters of unknown vintage, filing cabinets, and what-have-you, and with the installation of three telephones, Headquarters began to buzz. Commander Gresham was glued to one of the three telephones during those first days securing men and equipment from everywhere.

The bareness of the Radio Shack and the gloomy prospects of securing radio equipment in time for the first mission three days hence became increasingly disturbing. A defenseless Daytona Beach radio ham who owned some swell equipment was cornered and work started to convert the frequency of his transmitter and make it available for the first mission. But the day of miracles seemed to be over until someone thought of the big, powerful transmitter that the Civil Aeronautics Administration were using for Airways Traffic Control. Would the CAA oblige? Yes, they would, and a shuttle service on foot was instituted from the administration building of CAA on the far side of the field to the operations building. Jack Tamm, who was to be one of the radio operators, acted as messenger boy by wobbling his fat frame back and forth until he had to remove his shoes from his swollen feet. Jack had never in all his life done anything more strenuous than checking the cash register of his own restaurant. But we are getting ahead of the story. . . .

The Florida Defense Forces supplied the Guard Company that was to maintain a vigil over the Base. Sgt. Aubin L. Phillips was in charge of the Detail, and too much credit can not be given him and the men under him for the thoroughness of their work under most trying circumstances. Sgt. Phillips later became the Administrative Section Head, succeeding Areal Sage on June 1st. The Florida Defense Forces also generously provided three tents and equipped them with cots for use of the flight personnel to rest between flights, although there was not much "between" in the early days.

The local Chapter of the Red Cross Motor Corps, under the direction of Mrs. Helen Meeker, and assisted by Mrs. Lucille Prettyman, was another organization who offered its services in behalf of the Base by establishing a much-needed Canteen. The Canteen, staffed entirely by the members of the Red Cross, was opened at 4:30 A. M. and remained open throughout the day until operations had ceased. Sandwiches, light lunches, coffee, doughnuts, cigarettes, and candy were sold, and the importance of the Canteen to the Base can not be over-

emphasized. The Canteen was maintained by the Red Cross as long as the Base remained at the Daytona Beach Airport.

At this stage, a few days before operations were scheduled to start, Commander Gresham began to pick from his toilers the staff that was to direct the operation of the Base. Robert Boynton, who was at the time operating a flying service off the Daytona Airport, was selected Operations Officer; Clarence Simpson, a dealer in local real estate, was the Assistant Operations Officer; Larry Grabe, whose business was Laundry and Dry Cleaning, was the Intelligence Officer, and his assistant was Frank Winchell, who had come down from Jacksonville; Larry Schmarje was given the job of keeping 'em in the air by being named Engineering Officer; John Ragland, long-time manager of the Daytona Airport, was the Airdrome Officer, and Areal C. Sage, a teller at the Florida Bank and Trust Company, was made keeper of the books as Administrative Section Head.

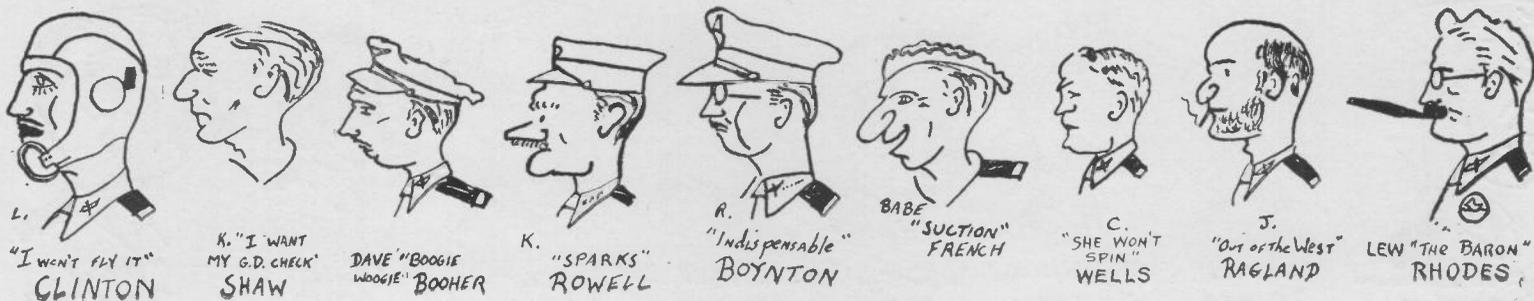
All this time work was proceeding at an unheard-of pace, considering the type of men involved. An the type of work done was just as different as the men who previously had been accustomed to directing were now being directed, and all seemed to enjoy the change despite its weariness. In addition to those mentioned previously in this account, it is interesting to note the various individuals and their respective backgrounds.

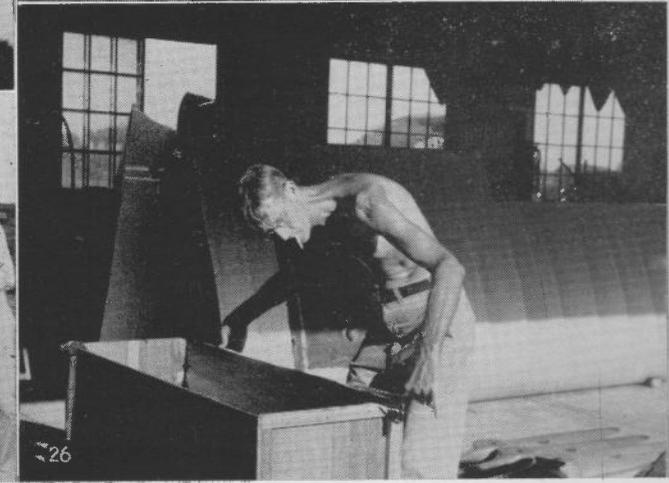
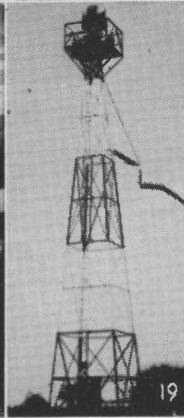
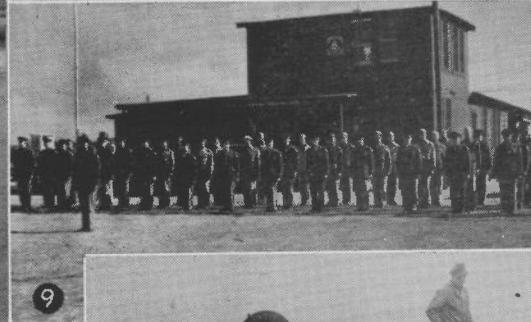
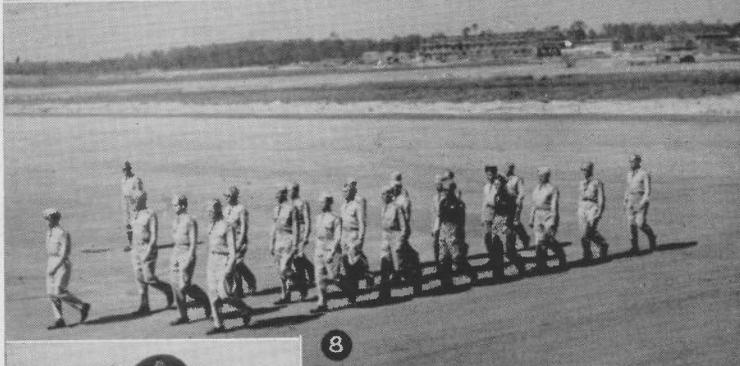
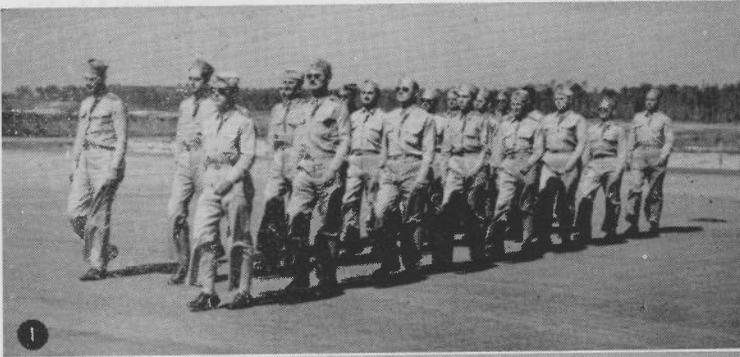
Albert M. Crabtree was among the first out-of-town men to arrive, and he brought with him a Ranger Fairchild, NC 15987, which was later given a Base number of Baker Fox 2. There was no number "One", and therefore this ship was the first to be assigned. We will hear more about this ship later, as it made quite a name for itself while on duty. Incidentally, Albert was from Jacksonville, and was in the insurance adjusting business, but proclaimed to be a jack-of-all-trades, and he set about to prove it to everyone's entire satisfaction.

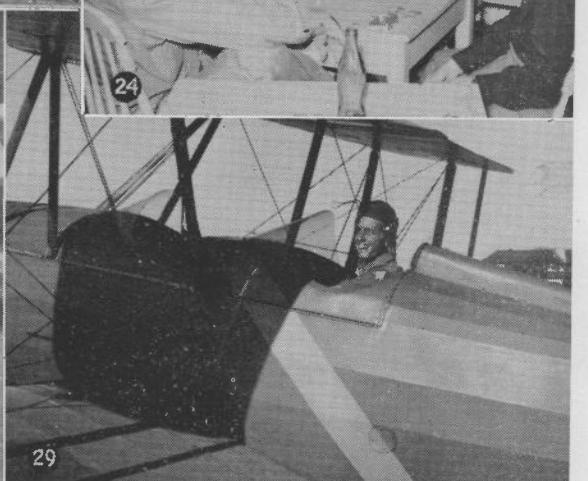
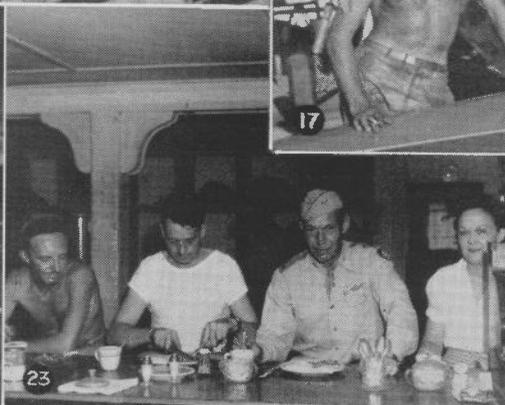
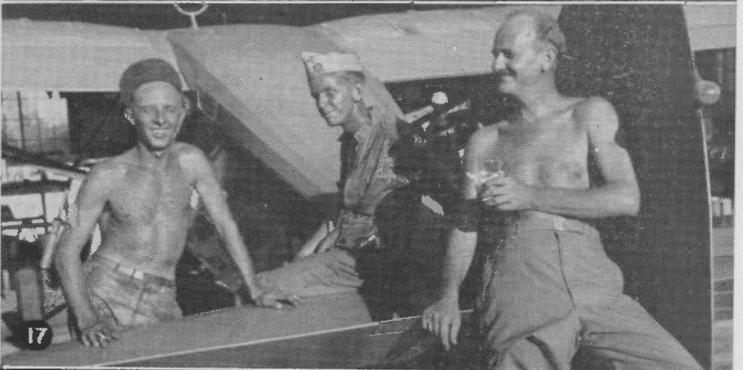
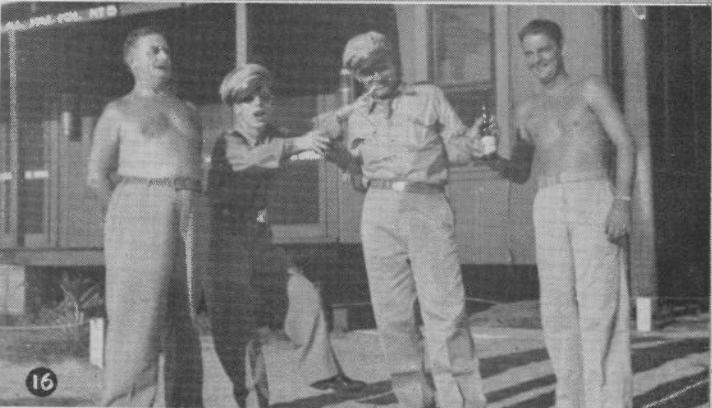
David H. Booher, a mountaineer from the hills of Tennessee, appeared on the Base May 17, 1942, as a pilot, but was destined to be the observer on the first operational flight of the Base, flown by Albert Crabtree. In the meantime, as the zero hour to start operations approached, only a trickling of planes arrived. Among those were Ben Handler's Waco C-6, Beatty's Warner Fairchild, Clinton's Culver Cadet, Stone's Monocoupe, June Horner's Ranger Fairchild, and Erskine Boyce's Waco.

Monday, May 19th, the zero hour that operation were to begin, passed, and it was impossible to get a mission into the air, mainly because the planes available did not have the proper radio equipment. The following morning dawned with feverish activity on the Base, and everyone was individually determined that the flights must start that day, come what may. The little group of pilots and ground personnel assembled shortly before noon represented quite a conglomeration of individuals that were to fly and cheer with mixed emotions the take-off of the first mission. Some were nervous, some were jovial, some were aggravated, and all just plain weary from working.

At noon the flight board was written up, assigning planes and personnel for the first mission. Albert Crabtree, with his once natty uniform smudged with grease and grime, and David Booher, a Jacksonville orchestra leader, were posted as pilot and observer, respectively, to fly Albert's Ranger Fairchild







importance of their duty. Commander Gresham was commissioned as Captain on July 1, 1942, and all of the Base personnel had their commissioned and appointed rank by August 7, 1942.

The summer days passed by without incident except the first crash having occurred the morning of August 17, 1942, when Lieut. Earl G. Folsom and Flight Officer Edward J. Walton, Jr., crashed their monocoque Baker Fox 23 in a takeoff accident.

2.—TRANSFER OF THE BASE

The municipality at Flagler Beach, Florida, in its willingness to help the CAP, agreed to build on the then barren airport a hangar and an administration building. These buildings were completed the latter part of October, and the transfer of the Base from Daytona Beach Airport to Flagler Beach was effected on October 28, 1942, without the slightest interruption of patrol missions.

The buildings were designed to give a maximum of efficiency with a minimum expenditure. A six-plane metal hangar with a supply room, offices, showers, and work benches were to house the engineering department. The administration building was designed to provide a room for Operations and Intelligence, an office for the Administration Department, an office for the Officer of the Day, a private office for the Commanding Officer, and a pilots' lounge, incorporating a canteen.

The radio shack was atop the administration building, and was equipped with two transmitters and two receivers which had been recently built up by the radio staff of the Base. In this room the plotting board was maintained whereby constant charting of the missions were plotted from position reports given every half-hour. The U. S. Weather Bureau installed their equipment atop the radio shack and the instruments for reading the velocity and direction of the wind were on the wall immediately over the plotting board. Dry and wet bulb thermometers were placed outside the operations buildings. Weather observations were taken every eight hours and reported to Jacksonville, who in turn would make local forecasts.

An ammunition dump was constructed adjacent to the air base, where revetments for the bombs and shacks for armament were built. The dump was guarded constantly, and a comfortable guard house was placed on the road leading into the area.

The main road leading to the Base was guard post number one, and a suitable gate house was constructed at the entrance to the field and 200 yards from the operations building. This was the extent of the building during the first several months' operations.

The transfer of the Base to Flagler Beach, a small town whose only claim to fame was an excellent fishing pier and a little used airport, swelled the population to such an extent that housing facilities were hard to find. However, using the ingenuity that is common to them, the personnel didn't fare so badly, and soon came to like their close association with

This accident will be covered more fully later on in the story.

Around October 1st the Navy, increasing the tempo of their operations on the Daytona Beach Airport, ordered that the 5th Task Force be moved to a new location. Captain Gresham conferred with the municipal authorities of Flagler Beach, Florida, and the little-used airport there was selected as the site for the new operations. There was no other airport available.

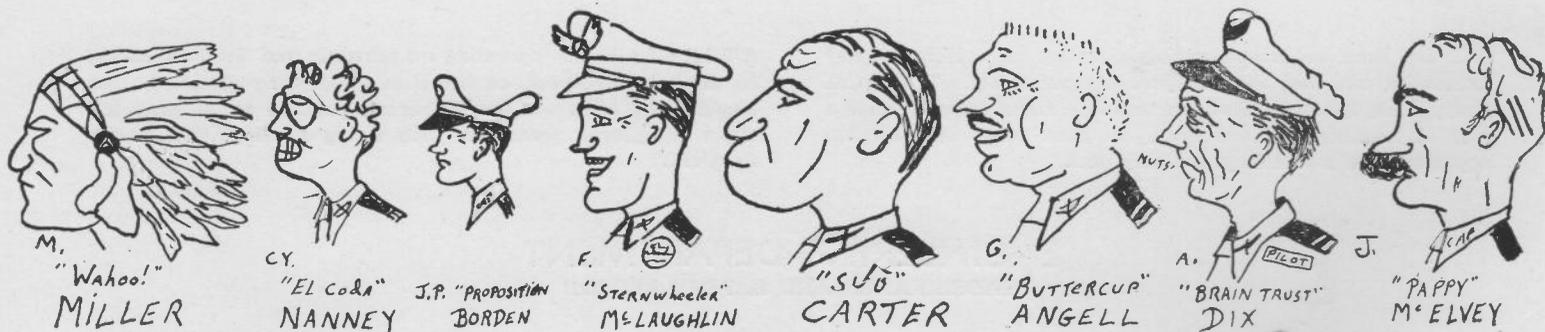
one another. There were no recreational or entertainment facilities, and this fact caused everyone to share their off duty hours, thereby being drawn closer together. It may be said without reservation that the cooperation of all the natives of Flagler Beach was without a doubt a contributing factor to the successful operation at this new location.

A few days after getting settled the Weather Bureau issued a hurricane warning on November 6, 1942, and the Base became a hum-drum of excitement. Having previously formulated a hurricane evacuation plan with Americus, Georgia, as the inland airport to be used, the flight personnel immediately ferried all flyable aircraft to Americus. Those planes that were not flyable, and we remember number 8 in particular, were "dug in" by digging a deep hole and placing the wings almost on a level with the ground. Everything on the Base was secured as best it could be, and the alert remained for three days. However, the hurricane did not materialize in this area, and missions were again under way.

It might be said that the Flagler Beach airport has the highest percentage of flyable days of any spot on the East Coast of Florida, through some freak of nature. Frequently visibility and ceiling at Flagler Beach is unlimited, while weather 10 to 20 miles away on all sides is zero-zero. During the entire operation of the Base there have been no more than seven days when no missions have been flown due to weather.

The rigid military operation of the Base was continued at Flagler Beach. Each day at noon assembly call was sounded, and after roll call and announcements, the entire personnel was drilled in intricate military maneuvers for one hour. This practice made the company a very impressive unit on the drill field. Extensive ground courses to better equip the personnel for their duties were inaugurated, and everyone was given various training courses daily. The first effort was that of Red Cross First Aid instruction, and all qualified. In the beginning of these ground lectures lack of space handicapped the program, as the only available classroom was the pilots' lounge. With this problem in mind, Captain Gresham set about to build a combination recreation and classroom building and at the same time placed under construction quarters for the staff officers, whereby they would remain on the Base constantly directing operations. This work started shortly after January 1, 1943, and was built by the Base without outside help. Every member of the Base contributed his share to this building program in hard manual labor.





The recreation and classroom building was a large room, 40x60 feet, with a screened-in porch running halfway around, classroom desks were made, blackboards installed, a pool table placed at one end of the room, and a five-cent juke box was the original equipment. Later cots were placed on the screened porch for use during rest periods. This building gave new emphasis to the ground school work. Code and blinker, meteorology, navigation, organization of Army and Navy, documentary security, aircraft identification, surface craft identification, combat methods, camouflage, and other associated military subjects were religiously studied.

For the recreational part of Base life, a program of sports, with emphasis on soft ball, was inaugurated. A series of challenged matches with soft ball teams from the Coast Guard, Army Signal Corps and WACs were played on the diamond adjacent to the Base. This not only promoted recreation for the personnel, but caused a closer understanding and more cooperative spirit between CAP and other military units.

As the weather warmed in the early spring a diversion from bathing on the beach was undertaken when the city of Flagler Beach made available an abandoned concrete swimming pool. This pool was in a bad state of repair, but seeing the possibilities, everyone pitched in, and after four or five days of hard work the result was an excellent swimming pool furnished with a swift flowing artesian spring. The entire town of Flagler Beach, as well as the CAP, benefitted by the restoration of the pool.

Another task that was accomplished by the Base was the revamping of the sanitary system after the original had broken down. This task was accomplished under the direction of Lieut. Earl G. Folsom, who in private life was a construction engineer, and was viewed by all hands upon its completion as an outstanding accomplishment. Many days of hard labor digging the large septic tank, pouring concrete, and laying drain pipe were necessary before the job was completed.

There was never a task to be performed within the scope of operations of the Base that was too difficult for the personnel to tackle. In private life the individuals attached to the Base followed various and sundry professions, and were ever delighted to make their knowledge and special abilities work toward the improvement of the facilities of the Base in whatever manner was required.

There were lawyers to handle the legal matters; construction engineers, civil engineers, mechanical engineers, electrical engineers, carpenters, plumbers, painters, welders, wood-working experts, and other specialists who could handle any construction problem; former athletes to direct sports and recreational activities; insurance men who were adept in appraising and making estimates on losses due to crashes; photographers, cobblers, service station attendants, laundrymen, hotel owners, musicians, butchers, restaurant owners, grocery-men, and, in fact, you could run the list of outstanding professions and always find a man on the Base who was available to offer his experience.

It has been said by impartial observers who have had the opportunity to know that CAP, Coastal Patrol Base No. 5, had better facilities as a whole than any other Coastal Patrol unit, when considering a dollar-for-dollar expenditure. The con-

tributing factor making this true is undoubtedly due to the flexibility and wide range of special skills of the members of the Base and their willingness to apply themselves beyond the line of normal duty.

During the first few months of patrol there was no other branch of the military service in position to do the job that the Coastal Patrol had volunteered to do, because they had nothing to do the job with, and it was, therefore, imperative that all possible missions be made to protect the shipping through the assigned sector of this Base which, of course, was from Jacksonville to Melbourne, Florida. To properly accomplish this prerequisite, it was necessary that more than 65 hours of patrol missions be flown each day. If the missions for one day should fall to 50 hours, then everyone thought that something bad had gone wrong.

Gradually, gradually, as the tension on other fronts let up somewhat, the Army and Navy were able to take a part of the burden from the CAP. This reduction in scheduled missions was accepted by the flight personnel with gratitude, as some days required as many as nine hours' flying time each for many of them. This change, too, gave the Engineering Department a chance to properly overhaul and make completely airworthy all the aircraft that had previously been through a "beating".

Despite the fact that the tempo of the missions had been reduced, there was still plenty of activity for all, and each day brought forth a new and exciting experience. The "U" boats had not yet left our shores, although the CAP had been successful in making it very uncomfortable for them since that first mission was flown May 19, 1942.

The daily schedule from January 1st on consisted of a dawn patrol to Melbourne, a 1300 mission to Jacksonville, and a 1500 mission again south to Melbourne. Quite frequently there were special missions at the request of the Army or Navy, and some escort duty from time to time. This schedule averaged about 25 hours of operational missions each day.

Shortly after the first of this year the Naval Medical Corps sent a chief pharmacist's mate and his assistant to the Base, who inoculated each man with typhoid, small pox and tetanus anti-toxin. During this period, as is usual with certain types of individuals, many were "out" for several days, and fared badly as a result of the shots.

It was also about this time that the Navy made available to the Base a sufficient supply of two-man rubber life rafts to replace the old make-shift flotation gear that had been standard equipment from the beginning. With this gesture from the Navy and with similar gestures from the Army at more frequent intervals, the personnel began to notice with deep appreciation that Coastal Patrol units were being recognized and helped for the first time since their inception. Of course, in fairness, it must be said that up until this time the military had had their hands full with their own problems and were then just beginning to turn their attention to the less important aspects on the home front. The mere fact that CAP, Coastal Patrol units operated for many months with a minimum of outside help and did the job so completely efficiently, is a monument to the CAP within itself.

The coming of spring found the building program completed

and the Base set about spring cleaning as briskly as any housewife, and did the job just as thoroughly. When Col. Harry Blee, National Headquarters Operations Officer, made a tour of inspection of the Base, the Base made an excellent appearance as a well-kept military post.

With all missions operating on schedule and the functioning of the related aspects of the Base proceeding efficiently, the Engineering Staff was making it all possible by keeping the flight equipment placarded with a tag reading, "O.K'd. for FLIGHT."

ENGINEERING DEPARTMENT MAINTENANCE AND SAFETY RECORD

The Base had lost from the beginning four planes due to mechanical failure. Three of these losses were over the water and were caused by engine failure, while the other was due to an old break in a landing bear strut that finally broke completely on the take-off, a mishap that resulted in a one-wheel crash landing which completely washed-out the plane. There have been other minor accidents that were near-accidents and were traceable to a mechanical failure. All other accidents—and they were few and minor—were due to either pilot error, weather conditions, rough runways, or a combination of the three.

This record is the envy of all other Bases on the Coast, and without doubt would be the envy of any military Engineering Officer flying the same number of combat hours.

Captain J. Gilbert Angell has had the responsibility of directing the engineering staff since he accepted the duties of Engineering Officer, June 6, 1943. His very able Assistant Engineering Officer Charles "Bae" French was directly responsible for the mechanical force of the department. Each mechanic and service man conscientiously performed his duty under the circumstances that, at the best, were adverse.

During the early stages of operations, securing repair parts for the planes presented a major obstacle, but was finally overcome by diligent maneuvering, and a good stock of replacement parts were soon acquired. When the hangar at Flagler Beach was designed, accommodations were provided for a large stockroom running the breadth of the building. This stockroom was equipped with shelves, racks, bins, etc., and was kept in an orderly manner by Corp. Dempsey Dees, who was the supply room clerk. Except for enough parts to do a major overhaul job, there was carried on hand at all times sufficient materials to provide for the day-to-day repair needs.

The mechanical staff was a group of the best mechanics that ever walked down the line. There was Kirby Shaw, who hailed from Shreveport, La.; George Koppell and Paul King, both Roosevelt School of Aeronautics men and both from Watkins Glen, N. Y.; Roy Strange of Daytona Beach, who had

been an automobile mechanic in the employ of Major Gresham for many years; Percy Fields, an old-time barnstorming pilot who was used to doing repair work on his own plane with whatever material he had at hand, and who finally settled down in Daytona Beach to do unto mechanics prior to CAP; Lyle Lyman, a Daytona Beach mechanic, who was extremely adept at wood-working and kept the buildings and supply rooms well equipped with his wood-workings; and there were others who did duty from time to time, such as Ed "Red" McClain, who was on the Base from the start, but returned to North Carolina as Engineering Officer at the CAP Base at Manteo.

When Lieut. John Ragland succeeded Lieut. Bob Davis as Assistant Intelligence Officer, January 1, 1943, Tommy Parker took John's place as Airdrome Officer. The Airdrome Officer had charge of keeping the planes serviced and the flight line in order. This duty was very important, and Lieut. Parker's men in the service crew did their job well. George James will perhaps be the longest remembered of any of the servicemen, as his antics from hour to hour could not be predicted, and they were always entertaining.

One of the few negroes who saw active duty with CAP was Oliver Hamilton of the service crew. Oliver had long been a serviceman employed by John Ragland, then the manager of the Daytona Beach Airport, and was well qualified to do the job. He was qualified to do various and sundry jobs around the Base, and was truly a handy-man. The entire personnel of the Base were delighted that Oliver would always be available to do any personal favors that might be asked of him, and he was constantly and willingly doing a task for someone.

Perhaps the most thankless job of the Engineering Staff was the Radio Mechanics, as radios have a habit of always giving trouble, and our radios were no exception. Lt. Charlie Poole was Chief Serviceman, and came to the Base at the beginning. He operated a radio repair shop in Daytona Beach. He was assisted by Julian Palmer of Jacksonville, who was formerly with the management of the Jacksonville Municipal Airport.

BASE AIRCRAFT

There has been a total of 39 airplanes actively assigned to the Base since the beginning, and all together they will have flown in excess of 17000 hours of operational missions. Of these, three have been lost at sea, four damaged in major ground accidents, and three in minor ground accidents; none

of which seriously injured the involved personnel, and all of which were considered to be purely accidental. The planes were assigned Base numbers on June 4th, 1942, in the order of their appearance, and subsequent aircraft assigned as replacements to those lost or retired from service received the number of the plane it replaced.





To avoid confusion, the numeral "one" was not used, and the first plane assigned carried the numeral "two". The complete list follows:

Baker Fox 2

NC 15987 RANGER FAIRCHILD "24"—Owner: Albert Crabtree. Assigned May 17, 1942. Number 2 has three "firsts" to its credit. It was the first plane assigned; the first plane to make a mission, and the first plane to be lost at sea. On October 28, 1942, at 1442E, a few miles off and NE of St. Augustine, due to motor failure, No. 2 made a crash landing at sea with Lieut. Albert Crabtree, pilot, and Lieut. Francis McLaughlin, observer. Neither man was injured, and were picked up by the Coast Guard after remaining afloat in their life jackets and rubber raft dropped by the Navy, for an hour and thirty minutes. Both the weather and the surface of the sea were very rough at the time of the crash.

NC 19378 WACO YKS 7—Owner: Albert Crabtree. This plane, equipped with a tricycle landing gear, replaced the original No. 2 on November 6, 1942. It was not suitable for operations from rough landing strips, and was therefore sold and transferred to the Brunswick CAP, CP Base No. 7.

NC 16212, WACO YCQ—Owner: Albert Crabtree. This was the third and present No. 2, and was attached to the Base on May 11, 1943, it is still on the flight line.

Baker Fox 3

NC 193552 WACO C6—Owner: Ben Handler. This plane was assigned May 17, 1942, and has remained on the flight line during the entire operations, and has probably flown as many or more hours as any other plane on the Base.

Baker Fox 4

NC 19181 WARNER FAIRCHILD—Owner: Croom Beatty. This plane was assigned May 17, 1942, and was later sold to M. W. (Cracker) Graham, Jr., who in turn sold the ship to Lieut. Hammons and Major Gresham. It was one of the originals that is still on the flight line.

Baker Fox 5

NC 41602 CULVER CADET—Owner: Harry D. Clinton, Jr. Assigned May 17, 1942. This was the original No. 5, but was later retired as being unsuitable for patrol duty.

NC 28987 BELLANCA LOW-WING—Owners: Gresham and Clinton. Assigned August 10, 1942. It became the second plane to make a crash landing at sea. Fifteen miles east of Daytona Beach Pier at 1020E, November 22, 1942. Lieut. Lew Rhodes, pilot, and Lieut. Gates Clay, observer, were forced to crash land due to motor failure. The plane floated eight minutes before sinking, and the launching of the old-style life vests and flotation bags was made without incident. They remained in the water for one and a half hours. A Navy PBY Patrol Bomber effected the rescue by landing nearby in the calm water. Lieut. Earl Folsom and Flight Officer Moore Bryson were flying the sister ship.

NC 34659 STINSON VOYAGER—Owners: Gresham and Grabe. Assigned December 9, 1942. This plane replaced the

Bellanca, and is still on the flight line, where it has done duty without incident.

Baker Fox 6

NC 15441 MONOCOUCPE—Owner: Arthur W. Stone. Assigned May 18, 1942. This plane was retired from patrol after more than 500 hours' time, and was later sold.

NC 32200 STINSON VOYAGER—Owner: Albert Crabtree. Assigned June 21, 1943. Given the number "6", in reality it replaced the second Baker Fox No. 13 (which was lost at sea. This plane is one of the newest on the Base.

Baker Fox 7

NC 21166 STINSON "105"—Owner: J. L. Gresham. Assigned May 18, 1943. Known as the "Gull", and was retired from duty due to lack of horsepower.

NC 36736 STINSON VOYAGER—Owners: Gresham and Bailey. Assigned December 9, 1942. This was the second No. 7, and is currently on the flight line.

Baker Fox 8

NC 28509 RANGER FAIRCHILD—Owner: Junius M. Horner. Assigned May 20, 1942. This plane has remained on the flight line from the beginning, and was a popular ship for practice for horsepower ratings.

Baker Fox 9

NC 28693 WARNER FAIRCHILD—Owner: Oak Air Service. Assigned May 17, 1942. Later sold to Bill Tyree and Bob Hammons, who in turn sold it to the Army Air Corps.

Baker Fox 10

NC 16907 WARNER FAIRCHILD—Owners: W. D. Randall and D. H. Wallace. Assigned May 20, 1942. This plane was transferred to Coastal Patrol Base 13. There was never a replacement for this ship.

Baker Fox 11

NC 16524 WACO YQC—Owner: C. A. Thigpen, Jr. Assigned May 22, 1942. A veteran of many patrols, Pilot Charlie A. Thigpen, Jr., and Observer Arnold "Elephant Jockey" Glass, ground-looped No. 11 in a gusty wind on the take-off, 1230E, December 21, 1942, and caused major damage to wings, tail surfaces, etc. Neither were injured. In January, 1943, this plane was sold to Flight Officer Ralph B. Hayes, and the plane is still on active duty.

Baker Fox 12

NC 18794 CESSNA—Owner: D. H. Wallace. Assigned May 28, 1942, and was later transferred to Coastal Patrol Base No. 13.

NC 14009 WACO—Owners: Wells and Stone. Assigned August 21, 1942. This ship is still on the flight line, and was the second BF 12.

Baker Fox 13

NC 26225 STINSON VOYAGER—Owner: P. J. Sones. Assigned May 20, 1942. This ship was also sent to Coastal Patrol Base No. 13 soon afterward.

NC 36733 STINSON VOYAGER—Owner: Albert Crabtree. Assigned November 16, 1942. This ship was lost at sea by reason of motor failure, 9 miles NE of Matanzas Inlet, on the morning of February 24, 1943, 1018E, with Lieut. Wesley C. Wallace, pilot, and Lieut. Robert Wimp, observer. Neither were injured, and were rescued by a passing freighter 40 minutes later. They were taken off the freighter by a Navy Crash Boat and put in at St. Augustine. Lieut. Earl Folsom and his observer, Flight Officer Carl Langston, were the crew of the sister ship. This was Lieut. Folsom's second experience in seeing his sister ship go into the "drink".

The plane that replaced this loss was assigned the Base number "6".

Baker Fox 14

NC 15659 WARNER FAIRCHILD—Owners: Herman Furman and W. C. Wallace. Assigned May 28, 1942. This plane was active on operational missions, but withdrawn from the flight line the first of the year for a major overhaul. It was recently sold to Capt. Gil Angell and Lieut. Charles French, and is now undergoing a complete overhaul in our shop.

Baker Fox 15

NC 17702 WACO—Owner: C. F. Culver. Assigned May 28, 1942. It was found not to be airworthy a few days later, and was released from the Base.

NC 15043 WARNER FAIRCHILD—Owners: Brown W. Wilson and Allen H. Sims. Assigned June 12, 1942. Transferred to Coastal Patrol Base No. 16 in North Carolina six weeks later.

NC 34679 STINSON VOYAGER—Owner: Gresham and Boynton. Assigned September 29, 1942. Tommy Parker bought Boynton's interest in Baker Fox No. 15. It remains on the flight line and has seen heavy patrol duty.

Baker Fox 16

NC 15431 MONOCOUE—Owner: J. L. Rhodes. Assigned May 28, 1942. This ship has made many operational missions, but was retired from duty around the first of this year. It was recently sold to a private owner.

NC 34684 STINSON VOYAGER—Owners: Crabtree and Rhodes. Assigned December 11, 1942. This ship was the second No. 16, and is still on active patrol.

Baker Fox 17

NC 34833 CULVER CADET—Owner: Troy Whitehead. Assigned May 20, 1942. Leonard Lundquist flew this Cadet in from North Carolina, and was placed on operations only to

be released a few days later due to the fact that this type plane was not suitable for patrol operations.

NC 27701 STINSON "105"—Owners: Gresham and Grabe. Assigned June 1, 1942. This plane flew operational missions until planes of less than 90 horsepower were barred from further operations. This plane was cold to a CAP unit in Washington, D. C., where it was used to "track" for Army artillery gunnery practice. A few weeks afterward, a local windstorm completely "washed-out" little 17. Baker Fox 24 was bought by the same group and continued to carry on the work in Washington.

Baker Fox 18

NC 17464 WACO—Owner: Jack V. Denison. Assigned May 29, 1942. Several weeks after assignment, this plane was transferred to Base No. 13 at Sarasota, Florida, after having flown many successful missions here. There was never another No. 18 assigned to the flight line.

Baker Fox 19

NC 16213 WACO—Owner: Fuller Longley. Assigned May 29, 1942. This plane was very active up to the first of the year, and then was laid up for several weeks awaiting an overhaul. It was placed back on the flight line in May, 1943, with a new owner, Marion W. "Cracker" Graham, and flies its share of the missions.

Baker Fox 20

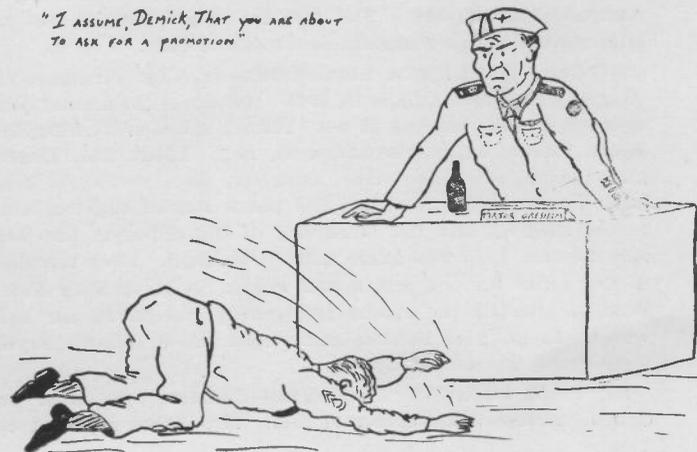
NC 20903 WACO—Owners: E. D. Coleman and D. H. Wallace. Assigned July 3, 1942. Shortly after assignment here, this ship was transferred to Coastal Patrol Base No. 13 at Sarasota, Florida.

NC 14622 WACO—Owners: Wes Bailey and Jack Tamm. Assigned September 10, 1942. This ship was the second and final Baker Fox plane bearing the number "20", and herein lies one of the Base's most exciting episodes.

It seems that in taking off from the Flagler Beach Field on the morning of November 2, 1942, the heavy load and rough runway caused the landing gear to buckle at a point in the landing gear strut that was later determined to be a partial old break. Pilot Dave Booher and Observer Wes Bailey considered themselves in a bad state of affairs with their landing gear gone, a full load of bombs, gas, and other equipment. They flew out over the ocean and jettisoned their bombs. Base Photographer Bob Hammons got a picture of this just as the bombs left the racks. They then had nothing more to do than fly their gas out, and think . . . thoughts that later revealed to have bordered on the sublime.

Our thanks to Lieut. MacLaughlin for maneuvering his ship by a hair-breadth to the Beach and a safe forced landing on the Base's last mission, August 31st, which resulted in the return of Chief Base Radio Operator Sgt. Herman Demick, who was his observer on that mission. We are grateful to destiny and to Sgt. Demick for his caricatures of most of the Base personnel that has added much to the Base History. The caricature at the right is a typical self-portrait.

"I ASSUME, DEMICK, THAT YOU ARE ABOUT TO ASK FOR A PROMOTION"



In the meantime, the personnel, en masse, watching from the ground, had coolly assembled all kinds of crash equipment, ambulances, et cerera, including a bottle—a thoughtful jesture that caused Bailey to utter profound expressions of gratitude when his nerves had sufficiently settled so that he could talk. It was said that Dave was equally grateful.

Having exhausted almost all of their gas supply, a low and slow powen-on approach was started, and the tenseness of those that lined the runway was plainly visible. Dave eased 'er in on the good wheel and was doing all right for a few hundred feet on the ground, but suddenly the bad side dropped, and with it there was plenty of action. The ship lurched to one side, dug in the prop, nosed over, and skidded first on one wing, then the other. This was the end of No. 20, but Dave and Wes extracted themselves with the help of a dozen hands, shook their shaggy heads, reached for the bottle, and that was that.

Baker Fox 21

NC 18194 MONOCOUPÉ—Owner: Earl G. Folsom. Assigned June 9, 1942. This is the only Base plane bearing this number, and is still in good shape and on the flight line. It has had no outstanding career on the Base other than it has most always been available for missions, and has flown around 800 hours total time since assignment.

Baker Fox 22

NC 28927 MONOCOUPÉ—Owner: Claude S. Wells. Assigned June 16, 1942. This plane is also one of the few originals still on the flight line, and was the first plane on the Base to figure in an accident. Lieut. Wells and his observer, Edward J. Walton, cracked-up "22" in a cross-wind take-off on the Jacksonville airport, June 22, 1942, time 1330E. There was no injuries to speak of, but the plane turned turtle and washed-out the wing tips, prop, cowling, vertical fin, and landing gear. The plane was completely rebuilt and returned to flight line to fly many hours of patrol missions. An interesting sidelight to this accident was Flight Officer Walton's anxiety to return to the Base at Daytona Beach. Commercial transportation was too slow for him, so he hitchhiked to the Base from Jacksonville in nothing flat. Eddie was to figure in the second Base accident, which was also a Monocoupe, and did not fare so well in that one, which will be mentioned later.

Baker Box 23

NC 28928 MONOCOUPÉ—Owner: M. W. Graham, Jr. Assigned June 16, 1942. Baker Fox 22 and Baker Fox 23 were sister ships, having been built at the same time and carrying consecutive numbers, was the second ship attached to the Base to meet with an accident. On the morning of August 17, 1942, Lieut. Earl G. Folsom and his observer, Edward J. Walton, attempted a take-off with a strong cross-wind, and verried off the runway and missed clearing a pile of marl that the contractors were using in the construction of runways. They missed the marl by inches, but it was enough to flip them over, and the result was a total wash-out. Earl suffered a fracture of the right arm and minor cuts and bruises, while Ed came out with a cut wrist, lacerated face requiring several stitches, cut leg, and a gang of bruises. This was Ed's and the Base's second accident. The ship was scrapped, as it was beyond repair.

NC 32291 STINSON VOYAGER—Owners: Gresham and Boynton. Assigned October 14, 1943. This ship replaced the original "23" and flew patrol until June 19, 1943, at which time it, too, met the fate of its predecessor. On that date Lieut. Chas. F. King parked on the flight line of the Daytona Naval Air Station and, with motor idling, a Navy SNJ taxied head-on into "23" and chewed it up like matchwood. The propeller of the SNJ cut through the cockpit, and only because Lady Luck was in the seat beside him kept Charlie from a sad fate. He was not even scratched, but that was the end of the Voyager. Lieut. Wells was co-owner with Major Gresham at the time of the crash.

Baker Fox 24

NC 27731 STINSON "105"—Owners: Bailey and Tamm. Assigned June 19, 1942. Due to having only 80 horsepower, this ship was retired from patrol after four months of duty. It was sold in April of this year to a CAP Squadron in Washington, D. C., to be used towing targets for tracking purposes. It is still being flown there.

Erskine Boyce, of Gastonia, N. C., brought in his Custom Waco NC 16247, and it was assigned May 17, 1942, and flew several missions, however it never was given a Base number, as it was transferred back to North Carolina. While on the Base it had the code name of "Mellon".

To Lieut. Charlie Poole, and his aide, Sgt. Julian Palmer, goes orchids for keeping the communications equipment in order. Lieut. Poole is shown (inset) laboring over some technical difficulty. The picture of the "Radio Shack" atop the Operations Building, showing the dual transmitters and receivers, represents the finest facilities obtainable which, for the most part, were built up by Lieut. Poole and his staff. Note the view from this point and the orderly arrangement of the installation.



Slips . . . Stalls . . . Spins

Remember the day Capt. Grabe wildly slipped No. 5 when he thought it was on fire, and then over-shot the field? . . . and the day Hayes was delighted when Lieut. Crabtree fell out of one of those stalling approaches "showing off"? . . . For sixty-four dollars, who was the pilot who spun No. 21, and Landon Alison thought it was tearing apart—and with bombs on, too? . . . They call him "stripper" . . . The only way you could distinguish between the individuals behind the brush on certain days was John's bald head. Kloppell won the marbles, however. . . . Capt. Angell made a living once as an undertaker in New York state. . . . Capt. Grabe was once an usher in Paramount's New York Cinema. . . . Capt. Dix used to chase bugs for the United States Department of Agriculture; they called him a fancy name—an entomologist, or something akin to that. . . . Sub Carter was once a pharmacist . . . Indian-lover Miller used to be a big, bad lifeguard on Daytona's strand. . . . Incidentally, orchids to both Sub and Miles for their rescue of the two youngsters who were caught in the strong tide underneath Flagler's pier. After the ordeal, both looked like they had had a session with a wildcat—the barnacles, you know. . . . Dave Booher, a hot stick man from Tennessee, started on the road to fame at Duke University, and later married the leader of an opposition band. . . . Albert Crabtree, among many other traits, went to law school nights, and will plead your case for you. . . . Block Bryson and June Horner, both of Asheville, were lawyers prior to CAP. . . . Block says never again, tho! . . . Bob Wimp, who is quite a character, has been everything from a policeman to a high-tension man—the latter, being translated, means a builder of cross-country electric lines. . . . He's currently associated with Lew Rhodes in the labor movement; that is, at times they agree. . . . Landon Alison, besides being an able-bodied seaman, is one of Authur Murray's top-notch dance instructors, and used to winter among the elite in Miami and points south. . . . Charlie Thigpen is a gentleman farmer near Montgomery, Ala., in addition to operating Montgomery's Municipal Airport. . . . "Cracker" Graham was a big-time baseball player once, and a darn good one, too. . . . Ben Handler washes all the clothes in Sarasota and surroundings. . . . Ben was one of the first from the Base to join ATC. . . . He was followed by Earl Folsom, Harry Clinton, Dave Booher, and Jack Tamm. . . . Jack Tamm's efforts to get in ATC almost proved too much for him. He couldn't wait, and therein lies the moral: success comes to him who waits. Well, Jack waited long enough to be a general. . . . "Uncle Joe" Bond, who was born Mar. 14, 1867, and served in the Spanish-American War, was, at 76, the oldest man to serve on the Base. He was one of the guard detail, and was always on his post for his tour of duty. . . . The youngest was Eugene Phillips, who was barely sixteen when he reported for duty. . . . Arnold "Elephant Jockey" Glass, a long, tall Texan, was the biggest man on the Base, while Gates Clay was the smallest. . . . Lieut. Simpson, better known as "Slippery," used to live in Buffalo, N. Y., and once sold Niagra Falls to a tourist. He is still selling real estate. . . . Billy Jinks, the proprietor of the Greasy Spoon, has been a professional boxer, a bookie, a gambler, by his own admission; what else, nobody knows. . . . Laurels go to Lieut. Horner as poker's most ardent admirer, and he won occasionally, too. . . . Geo. Wollcott ran him a close second. . . . Red dog had Landon Alison by its teeth, but he never won. . . . Remember "Big Red" Shamblin and "Little Red" Coleman, the ordnance crew—always fussing over whose WAC was whose? Neither ever seemed to win. . . . We'll miss that old refrain from Kirby Shaw: "Any perdiems today, Mary?. No? Whattohell does this outfit think I am goin to use for money?" . . . Radio Operator Roberts used to work for the Florida East Coast Railroad. . . . Ken Rowell, another radioman, was a Kentucky colonel. . . . Al Freeman made Raleigh cigs in Louisville before CAP. . . . Hayes, another Kentucky gentleman, was one-time president of the Kentucky Future Farmers of America. . . . Bob Boynton used to operate the Meadsville, Penn., airport before coming to Daytona to do likewise. . . . Do you remember the disgusted look that registered on Art Stone's face the day he taxied No. 12's prop into the tail of No. 4? . . . Dan Gilley is considered one of Florida's best shoe cobblers. . . . Babe French sure did love cats and purring kittens, especially those with WAC uniforms on. . . . Mary Upchurch hated cats—any kind of cats; but

she loved sailors—any kind of sailor—on land or on the sea. . . . George James was lucky that he lived so close to the Bath and Tennis Club. He didn't have to crawl so far home. . . . Bob Wimp poured a couple of left hooks on the jaw of as many Army Louie's in defense of red epaulets. Policemen standing nearby gave him the go-ahead signal, and teeth rained all over the place for nigh on to an hour. . . . Remember how Max Massey, radioman, used to talk about his ranch? . . . and how Penn Borden used to make all those wild propositions? . . . and how Charlie Sapp used to sleep on the plotting board that he was supposed to be plotting? . . . and how Demick used to ask the Major to let him fly? . . . Demick got around that one by buying an antique from up at Kitty Hawk which, from the looks of it, was an offspring of the Wrights' first flight. . . . Geo James liked it well enough to spend most of last day on the Base up in the blue at the expense of foregoing refreshments. . . . Dempsey Dees, however, feared that there wouldn't be enough to go around, and then Dempsey went around. . . . Did the Major ever find his shoes? . . . Our authority for his losing them comes from one of the editions of *The Broadway Blazer*. . . . Remember that was the pink sheet that came out in opposition to *El Coda*, and that was the sheet that caused some of the fellows to pack up their bags for a quick departure in the event their wives happened upon a copy of the scandal sheet. . . . Who knows how many times certain fellows were Officer of the Day in one month? . . . Lieut. Horner and Major Gresham attended Horner's Military Academy in Charlotte, N. C., at the same time. . . . No one will forget how Capt. Dix and Capt. Grabe came back from Atlantic City after being "educated," and tried to change our methods of drilling. . . . Dan Gilley and Hayes couldn't learn either one. . . . Then there was the guard at the gatehouse that waited on a salute before coming to attention! . . . All those sessions at the "Stag House" and the pool will never be forgotten, nor will the spaghetti and steak dinners at "Huzzy Haven" and 610½ Broadway. . . . A visiting army general asked his companion how many thousand CAP men were stationed near Daytona, after having checked all the bars one evening. . . . We did get around, you know—Jack's—Perk's (the night Block was telling his now famous English jokes with the help of sailors who kept retrieving his false teeth so he could talk)—the B. and T., where Colonel Thigpen held forth—Charlie's Hi-Hat, a favorite of visiting CAPers, namely Beansprout—the Kentucky, where we "knew" the man behind the bar, and a package would be forthcoming—Gardner's, and the south's finest seafood—the Streamline, where, if you couldn't walk out, you could fall out—the Daytona Diner, and coffee for those hardy souls of the Dawn Patrol—Billy's, and his his famous daquiries—Farmer Dan's friend chicken—and ever so many more places that the CAP carved their initials in and about. . . . Pappy McElvey, the keeper of the books, had a long career behind him, and was one-time opera singer, journalist on *The Philadelphia Ledger*, and hotel owner-manager in Ocean City, N. J., among other things. . . . North Carolina had a score or more men on duty, the largest of any other state save Florida. . . . The total number of hours flown in 470 days of operations was in excess of 16000—calculated on an average of 100 miles per hour, that added up to 1,600,000 miles, enough to make three round trips to the moon, or 65 times around the world at the equator—and not a single fatality, and only one minor injury: a broken arm. That's a record for the books. . . . Don Spiers was with the Canadian Air Force in England during Dunkirk. . . . Do you recall that now famous CAPer address where pots and pans and broken dishes would litter the yard after a quiet evening at home? . . . Whose dice are now in the hall of fame after bringing their owner a tidy sum on three different occasions? . . . Wasn't he the same fellow who got a bad check in a certain poker game from a jill in a uniform? . . . Orchids to the men of the Naval Air Station at Banana River for all their many courtesies. . . . The Coast Guard at Cocoa Beach always had good food, but their courtesy was accepted once too many! Remember? . . . That was the day the Interceptor Command like to have gone crazy. . . . The day Wes Wallace and Bob Wimp went in the drink with "13" was a perfect day for vocal "May-Day's," as Wimp squalled so loud a radio was not necessary. The Radar thought there was a tidal wave approaching. . . . We'll never forget Percy "Father" Fields and his stogie; Roy Strange's charm, and Bob Langlotz's tinkering; nor "Muscle Man" Phillips as he put on that military air to call the roll. . . . What would have happened on the Base had Francis McLaughlin, Claude Wells, and Gates Clay got hooked up in a poker game? . . . We could never have made the grade had not Leroy Morrison fetched each day a batch of his mother's tasty pies. . . . Capt. Dix was a lover of fine music, as it will be recalled that he bought and paid for that famous old piece, "Sweet Violets," for the juke-box. . . . Medals and stuff to those swell gobs of the U. S. Navy: Jeter, Sasser, Latimer, Potter, and Musgrove. Enuf said, eh?

PERSONNEL OF C.A.P. C.P. NO. 5

<i>Name and Address</i>	<i>Serial No.</i>	<i>Rank</i>	<i>Duty</i>	<i>Period of Service</i>
Gresham, J. L.—Grandview Ave., Daytona Beach, Fla.....	4-1-1	Major	C.O.	5 11 42-8 31 43
Grabe, L. W.—438 N. Beach St., Daytona Beach, Fla.....	4-1-622	Capt.	I.O.	5 11 42-8-31 43
Boynton, R. P.—2267 S. Atlantic Ave., Daytona Beach, Fla.....	4-1-76	1st Lt.	Pilot	5 11 42-5 15 43
Crabtree, A. M.—2103 Herschel St., Jacksonville, Fla.....	4-1-245	1st Lt.	Pilot	5 13 42-8 31 43
Sage, A. C.—239 N. Peninsula Dr., Daytona Beach, Fla.....	4-1-1171		Adm. Hd.	5 13 42-7 31 42
Tyree, W. L.—DeLand, Fla.	4-1-11	1st Lt.	Pilot	5 13 42-12 1 42
Blackburn, B. L.—N. Atlantic Ave., Daytona Beach, Fla.	4-1-1921		Pltg. Bd.	5 14 42-9 15 42
Carter, S. W.—275 N. Ridgewood Ave., Daytona Beach, Fla.....	4-1-670	1st Lt.	Pilot	5 14 42-8 31 43
Tamm, J. R.—113 Braddock Ave., Daytona Beach, Fla.....	4-1-361	1st Lt.	Pilot	5 14 42-7 22 43
Winchell, F. A.—1781 San Marco Blvd., Jacksonville, Fla.	4-1-740		Asst. I. O.	5 15 42-6 21 42
Graham, L. M.—P. O. Box 409, Daytona Beach, Fla.....	4-1-1167	Corp.	Clk. Typ.	5 16 42-4 17 43
Ragland, J. W.—257 N. Ridgewood Ave., Daytona Beach, Fla....	4-1-1197	1st Lt.	Asst. I. O.	5 16 42-8 31 43
Booher, D. H.—2765 Vernon Ter., Jacksonville, Fla.....	4-1-350	1st Lt.	Pilot	5 17 42-6 19 43
Clinton, H. D.—831 Ardsley Road, Charlotte, N. C.....	4-4-180	1st Lt.	Pilot	5 17 42-1 1 43
Coleman, E. D.—366 Alberta Dr., Winter Park, Fla.....	4-1-88	1st Lt.	Pilot	5 17 42-9 8 42
Field, P. E.—947 Volusia Ave., Daytona Beach, Fla.....	4-1-1213	St.Sgt.	Ap. Mech.	5 17 42-8 31 43
Handler, Ben—421 Main St., Sarasota, Fla.....	4-1-210	1st Lt.	Pilot	5 17 42-4 4 43
Simpson, Clarence—112 Bay St., Daytona Beach, Fla.....	4-1-1639	1st Lt.	Astt. O. O.	5 17 42-8 31 43
Schmarje, L. A.—Box 1225, DeLand, Fla.....			Eng. O.	5 17 42-6 30 42
Upchurch, M. R.—503 Vermont Ave., Daytona Beach, Fla.....	4-1-1168	Sgt.	Clk. Typ.	5 17 42-8 31 43
Walton, E. J.—Michigan Ave., Daytona Beach, Fla.....	4-1-724	1st Lt.	Pilot	5 17 42-8 31 43
Wright, G. W.—1227 W. Robinson St., Orlando, Fla.....	4-4-128	1st Lt.	Pilot	5 17 42-8 31 42
Coleman, C. B.—366 Alberta Drive, Winter Park, Fla.....	4-1-890		Clk. Typ.	5 18 42-7 1 42
Gilley, H. D.—439 Colt St., Daytona Beach, Fla.....	4-1-488	1st Lt.	Pilot	5 18 42-8 31 43
Graham, M. W., Jr.—1980 S. Peninsula, Daytona Beach, Fla....	4-1-1175	1st Lt.	Pilot	5 18 42-8 31 43
Horner, J. M.—458 S. Beach St., Ormond, Fla.....	4-1-1682	1st Lt.	Pilot	5 18 42-8 31 43
Morrison, L. E.—221 Lee St., Daytona Beach, Fla.....	4-1-1160	1st Lt.	Pilot	5 18 42-8 31 43
Stone, A. W.—Route 5, Box 142, Jacksonville, Fla.....	4-1-349	1st Lt.	Pilot	5 18 42-8 31 43
Wells, C. S.—1657 Flagler Ave., Jacksonville, Fla.....	4-1-403	1st Lt.	Pilot	5 18 42-8 31 43
Beatty, Isaac C.—378 Reamer Pl., Oberlin, Ohio.....	4-1-1170	1st Lt.	Pilot	5 18 42-8 31 42
Brown, Ned H.—324 N. Peninsula Dr., Daytona Beach, Fla.....	4-1-1258	Pfc.	Service	5 18 42-5 19 43
Chastain, Wm. F.—Prichard, Ala.....			Observer	5 19 42-6 2 42
Hammons, R. P.—517 Riverview Blvd., Daytona Beach, Fla....	4-1-950	1st Lt.	Photo.O.-Pilot	5 19 42-8 31 43
Borden, J. P.—135 N. Grandview Ave., Daytona Beach, Fla....	4-1-1265	T.Sgt.	Rdo.Opr.	5 20 42-8 9 43
French, C. B.—205 Michigan Ave., Daytona Beach, Fla.....	4-1-1281	2nd Lt.	Asst.Eng.O.	5 20 42-8 31 43
Lundquist, L. H.—Gastonia, N. C.....	4-4-226	1st Lt.	Pilot	5 20 42-10 1 42
Randall, W. D.—220 Ivanhoe Blvd., Orlando, Fla.....	4-1-256	Flt.O.	Observer	5 20 42-9 6 42
Skinner, J. F.—316 Pierce Ave., Daytona Beach, Fla.....	4-1-1247	Pfc.	Service	5 21 42-3 20 43
Thigpen, C. A.—9 Arlington Road, Montgomery, Ala.....	4-1-1617	1st Lt.	Pilot	5 22 42-8 4 43
McLean, M. E.—Gibsonville, N. C.....	4-4-763		A&E Mech.	5 23 42-7 23 42
Denison, J. V.—Stevenson, Ala.	4-5-702	Flt.O.	Observer	5 26 42-11 18 42
Shaw, K. S.—1026 Rutherford St., Shreveport, La.....	4-1-653	M.Sgt.	A&E Mech.	5 27 42-8 31 43
Furman, Herman—2227 Circle Dr., Raleigh, N. C.....	4-1-1748	1st Lt.	Pilot	5 28 42-7 27 43
Spice, J. S.—436 S. Lake St., Orlando, Fla.....	4-1-181	2nd Lt.	Pilot-Obs.	5 28 42-9 21 42
Wallace, W. C.—1200 Glenwood Ave., Raleigh, N. C.....	4-1-1751	1st Lt.	Pilot	5 28 42-8 31 43
Angell, J. G.—732 Avondale Ave., Holly Hill, Fla.....	4-1-1263	Capt.	Eng.O.	6 1 42-8 31 43

<i>Name and Address</i>	<i>Serial No.</i>	<i>Rank</i>	<i>Duty</i>	<i>Period of Service</i>
Johnson, D. T.—444 N. Segrave St., Daytona Beach, Fla.....	4-1-1438	Pvt.	Guard	6 1 42-10 27 42
Miller, M. W.—645 N. Beach St., Daytona Beach, Fla.....	4-1-1452	Sgt.	Guard	6 1 42-8 31 43
Phillips, A. L.—1326 S. Ridgewood, Daytona Beach, Fla.....	4-1-1449	1st Lt.	Adm.Hd.	6 1 42-8 31 43
Rowley, H. A.—227 N. Wild Olive Ave., Daytona Beach, Fla.....	4-1-1448	Pvt.	Guard	6 1 42-10 31 42
Stewart, H. F.—189 Magnolia Ave., Macon, Ga.....	4-1-1447	Sgt.	Guard	6 1 42-4 24 43
VanTreuren, P.—89 Sevier St., Jackson Park, Asheville, N.C. 4-4-109		M.Sgt.	A&E Mech.	6 1 42-9 1 42
Cueni, E. E.—701 Daytona St., Holly Hill, Fla.....	4-1-1445	Sgt.	Guard	6 2 42-8 31 43
Hydorn, H. M.—114 S. Campbell St., Daytona Beach, Fla.....	4-1-1439	Corp.	Service	6 2 42-8 31 43
Poole, C. A.—435 Colt Pl., Daytona Beach, Fla.....	4-1-1347	2nd Lt.	Rdo.Tech.	6 2 42-8 31 43
Longley, F. M.—150 Glenwood Dr., Chattanooga, Tenn.....	4-5-855	1st Lt.	Pilot	6 4 42-9 12 42
Dix, A. S.—861 Orange Ave., Daytona Beach, Fla.....	4-1-1361	Capt.	Opns.O.	6 6 42-8 31 43
Sones, P. J.—Haines City, Fla.....	4-1-360	1st Lt.	Pilot	6 6 42-7 9 42
Gainey, A. J.—Daytona Beach, Fla.....	4-1-1441	Pvt.	Guard	6 7 42-1 28 43
Wallace, D. H.—Clarcona, Fla.....	4-1-217	1st Lt.	Pilot	6 8 42-7 22 42
Hamilton, Oliver—339 Division St., Daytona Beach, Fla.....	4-1-1398	Pfc.	Service	6 9 42-8 31 43
Hull, C. K.—323 N. Ridgewood St., Ormond, Fla.....	4-1-1440	Corp.	Service	6 9 42-8 31 43
Parker, T. J.—268 Hartford Ave., Daytona Beach, Fla.....	4-1-1450	2nd Lt.	Adm.O.	6 9 42-8 31 43
Alison, L. E.—715 S. Peninsula Dr., Daytona Beach, Fla.....	4-1-1282	Flt.O.	Observer	6 11 42-8 31 43
Bush, W. H.—113 Halifax Dr., Ormond Beach, Fla.....	4-1-1446	Pvt.	Guard	6 11 42-9 1 42
Gragg, J. B.—91 Orchard Lane, Ormond Beach, Fla.....	4-1-1460	Pvt.	Guard	6 11 42-8 31 43
Dreggors, A. N.—943 Bellview Ave., Daytona Beach, Fla.....	4-1-1443	Pvt.	Guard	6 12 42-12 18 42
Dees, D. L.—715 N. Beach St., Daytona Beach, Fla.....	4-1-1444	Sgt.	Clk.Typ.	6 13 42-8 31 43
Bailey, B. W.—Madison and Tomoka, Daytona Beach, Fla.....	4-1-1128	Flt.O.	Observer	6 15 42-8 31 43
James, G. M.—1030 Chaffee Pl., Daytona Beach, Fla.....	4-1-644	Pfc.	Service	6 16 42-8 31 43
Glass, A. O.—339 Hillside Ave., Daytona Beach, Fla.....	4-1-760	Flt.O.	Observer	6 21 42-2 2 43
Little, P. J.—711 Jackson St., Gastonia, N. C.....	4-4-49	1st Lt.	Pilot	6 21 42-7 24 42
Dunlap, E. L.—228 S. Palmetto Ave., Daytona Beach, Fla.....	4-1-1442	Pvt.	Guard	6 24 42-3 14 43
Davis, R. W.—1032 Lincoln St., Topeka, Kans.....	4-1-158	1st Lt.	Pilot	7 2 42-5 20 43
Folsom, E. G.—4589 Ortega Blvd., Jacksonville, Fla.....	4-1-1511	2nd Lt.	Asst.I.O.	7 1 42-12 31 42
McLaughlin, F. C.—Rt. 2, Box 198-B, Jacksonville, Fla.....	4-1-645	1st Lt.	Pilot	7 14 42-8 31 43
Flippo, W. M.—Orange and 8th St., Holly Hill, Fla.....	4-1-1254	Corp.	Service	7 19 42-1 3 43
Gay, W. T.—517 Wallace St., Daytona Beach, Fla.....	4-1-1525	Pvt.	Guard	7 18 42-9 18 42
Palmer, J. F.—400 W. 17th St., Jacksonville, Fla.....	4-1-705	T.Sgt.	Rdo.Tech.	7 22 42-8 31 43
McElvey, J. T.—920 N. Halifax Ave., Daytona Beach, Fla.....	4-1-1208	Sgt.	Clk.	7 23 42-8 31 43
Lewis, George—1735 Silver St., Jacksonville, Fla.....	4-1-1538	M.Sgt.	A&E Mech.	7 24 42-1 31 43
Haughton, J. F.—Box 462, Bonifay, Fla.....	4-1-1616	Corp.	Mech.	7 26 42-7 2 43
Wolcott, G. A.—204 Taylor Ave., Daytona Beach, Fla.....	4-1-1457	1st Lt.	Pilot	7 29 42-8 31 43
Massey, J. M.—502 Palmetto St., New Smyrna Beach, Fla.....	4-1-1421	T.Sgt.	Rdo.Opr.	8 31 42-5 15 43
Clay, A. G.—26 Central St., Millinocket, Maine.....	4-1-246	1st Lt.	Pilot	9 1 42-8 31 43
Sauls, L. G.—R.F.D. 1, Box 295, Daytona Beach, Fla.....	4-1-1689	Pvt.	Guard	9 2 42-11 22 42
Green, H. A.—856 S. Palmetto Ave., Daytona Beach, Fla.....	4-1-1598	Pvt.	Guard	9 12 42-10 3 42
Rhodes, J. L.—137 W. 21st St., Jacksonville, Fla.....	4-1-365	1st Lt.	Pilot	9 15 42-8 31 43
Kloppel, G. O.—113 Seventh St., Watkins Glen, N. Y.....	4-1-1733	M.Sgt.	A&E Mech.	9 16 42-8 31 43
Sapp, C. P.—335 Ribault Ave., Daytona Beach, Fla.....	4-1-1599	Sgt.	Pltg.Bd.	9 21 42-3 31 43
Chancey, H. C.—212 Madison Ave., Daytona Beach, Fla.....	4-1-1734	Pvt.	Guard	9 26 42-6 21 43
Demick, H. E.—502 Ridgewood Ave., Holly Hill, Fla.....	4-1-1752	T.Sgt.	Rdo.Opr.	9 26 42-8 31 43
Freeman, H. A.—3121 Arterburn St., Louisville, Ky.....	5-3-362	2nd Lt.	Plt.Obs.	9 28 42-8 31 43
Gray, D. F.—213 Jessamine Blvd., Daytona Beach, Fla.....	4-1-1730	Sgt.	Pltg.Bd.	10 4 42-1 31 43

<i>Name and Address</i>	<i>Serial No.</i>	<i>Rank</i>	<i>Duty</i>	<i>Period of Service</i>
Langlotz, R. C.—Seabreeze Station, Daytona Beach, Fla.....	4-1-733	Flt.O.	Observer	10 15 42-8 31 43
Langston, C. D.—1153 Nelson St., Jacksonville, Fla.....	4-1-935	Flt.O.	Observer	10 18 42-8 31 43
Strange, J. R.—P. O. Box 384, Daytona Beach, Fla.....	4-1-1166	M.Sgt.	A&E Mech.	10 21 42-8 31 43
Phillips, A. E.—849 S. Sidgewood Ave., Daytona Beach, Fla.....	4-1-1821	Pfc.	Service	10 25 42-8 31 43
Hawkins, R. H.—432 Colt St., Daytona Beach, Fla.....	4-1-1801	Corp.	Guard	11 4 42-8 31 43
Speirs, D. T.—P. O. Box 343, Miami Beach, Fla.....	4-1-1290	1st Lt.	Plt. & Instr.	11 14 42-8 31 43
Bryson, W. M.—161 School Rd., Asheville, N. C.....	4-4-317	Flt.O.	Observer	11 18 42-8 31 43
Herrin, E. P.—120 S. Coates St., Daytona Beach, Fla.....	4-1-1883	Pvt.	Guard	11 19 42-8 31 43
King, P. D.—Watkins Glen, N. Y.....	4-1-1880	M.Sgt.	A&E Mech.	11 19 42-6 30 43
Wimp, R. L.—Chattanooga, Tenn.	4-5-869	2nd Lt.	Plt.Obs.	12 7 42-8 31 43
Hoover, A. C.—603 Harvey Ave., Daytona Beach, Fla.....	4-1-1928	Pvt.	Guard	12 19 42-8 31 43
Preer, J. R.—Flagler Beach, Fla.	4-1-1823	Corp.	Guard	12 30 42-8 31 43
Collins, C. C.—143 Highland Ave., Holly Hill, Fla.....	4-1-1921	Pvt.	Guard	12 21 42-8 31 43
Nanney, C. Y., Jr.—Union Mills, N. C.	4-4-301	Flt.O.	Obs. & Hist.	12 30 42-8 31 43
Bond, J. I.—507 S. Ridgewood Ave., Daytona Beach, Fla.....	4-1-1958	Pvt.	Guard	1 14 43-6 11 43
Lyman, L. A.—324 Marion Street, Daytona Beach, Fla.....	4-1-1819	M.Sgt.	Mech.	2 1 43-8 31 43
Hayes, R. B.—Cynthiana, Ky.	5-3-602	Flt.O.	Observer	2 4 43-8 31 43
Jinks, G. W.—134 Orange Ave., Daytona Beach, Fla.....	4-1-1933	M.Sgt.	Guard	2 3 43-8 31 43
Roberts, W. M.—122 Cedar St., Daytona Beach, Fla.....	4-1-1855	Sgt.	Rdo.Opr.	2 8 43-8 31 43
Brown, W. R.—513 N. Peninsula Dr., Daytona Beach, Fla.....	4-1-1923	Pvt.	Guard	3 18 43-8 31 43
King, C. F.—827 Aresnal Ave., Fayetteville, N. C.....	4-4-972	2nd Lt.	Ptl.Obs.	4 25 43-8 4 43
McGrath, E. G.—Oakridge Ave., Daytona Beach, Fla.....	4-1-2152	Corp.	Clk.Typ.	4 26 43-8 31 43
Rowell, K. F.—537 San Lorenzo Ave., Coral Gables, Fla.....	4-1-2040	Sgt.	Pltg.Bd.	5 15 43-8 31 43
Faircloth, M. R.—144 Ridgewood Ave., Holly Hill, Fla.....	4-1-2115	Pvt.	Guard	5 16 43-8 31 43
Fulton, J. C.—65 Indian Field Rd., Greenwich, Conn.....	1-5-217	Flt.O.	Observer	5 16 43-8 31 43
Fox, E. B.—318 Vermont Ave., Daytona Beach, Fla.....	4-1-2123	Pvt.	Guard	5 22 43-8 9 43
Hawkins, R. L.—579 Magnolia Ave., Daytona Beach, Fla.....	4-1-2124	Pvt.	Guard	5 24 43-8 31 43
Lawrence, J. S.—1651 Westchester Drive, Winter Park, Fla.....	4-1-1692	Flt.O.	Observer	5 31 43-8 10 43
Wickersham, F. G.—316 Butler Blvd., Daytona Beach, Fla.....	4-1-2129	Flt.O.	Observer	6 9 43-8 31 43
Jinks, B. C.—134 Magnolia Ave., Daytona Beach, Fla.....	4-1-2081	Corp.	Clk.Typ.	6 10 43-8 31 43
Hartman, R. N.—207 S. Oleander Ave., Daytona Beach, Fla.....	4-1-2167	Pvt.	Guard	6 21 43-8 31 43
Staples, J. E.—1700 E. Winter Park Rd., Orlando, Fla.....	4-1-2051	Flt.O.	Observer	7 2 43-8 31 43
Green, G. M., Dr.—111 Broadway, Daytona Beach, Fla.....	4-1-1890		Medical Officer	

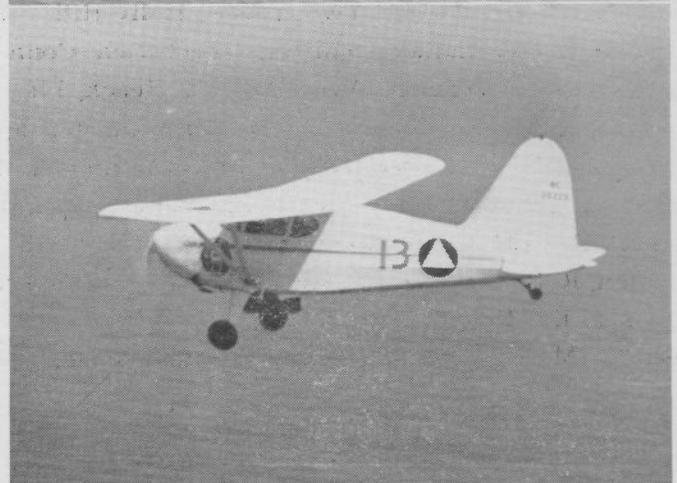
This Ranger-Fairchild, Baker Fox No. 5, owned by Lieut. Albert Crabtree, made its owner and Lieut. McLaughlin candidates for "The Duck Club" when it hit the "drink" off St. Augustine, October 28, 1943.



Major Gresham's and Lieut. Harry Clinton's low-wing Bellanca, Baker Fox No. 5, carried Lieuts. Rhodes and Clay to their membership in "The Duck Club" off Daytona Beach, November 22, 1943.



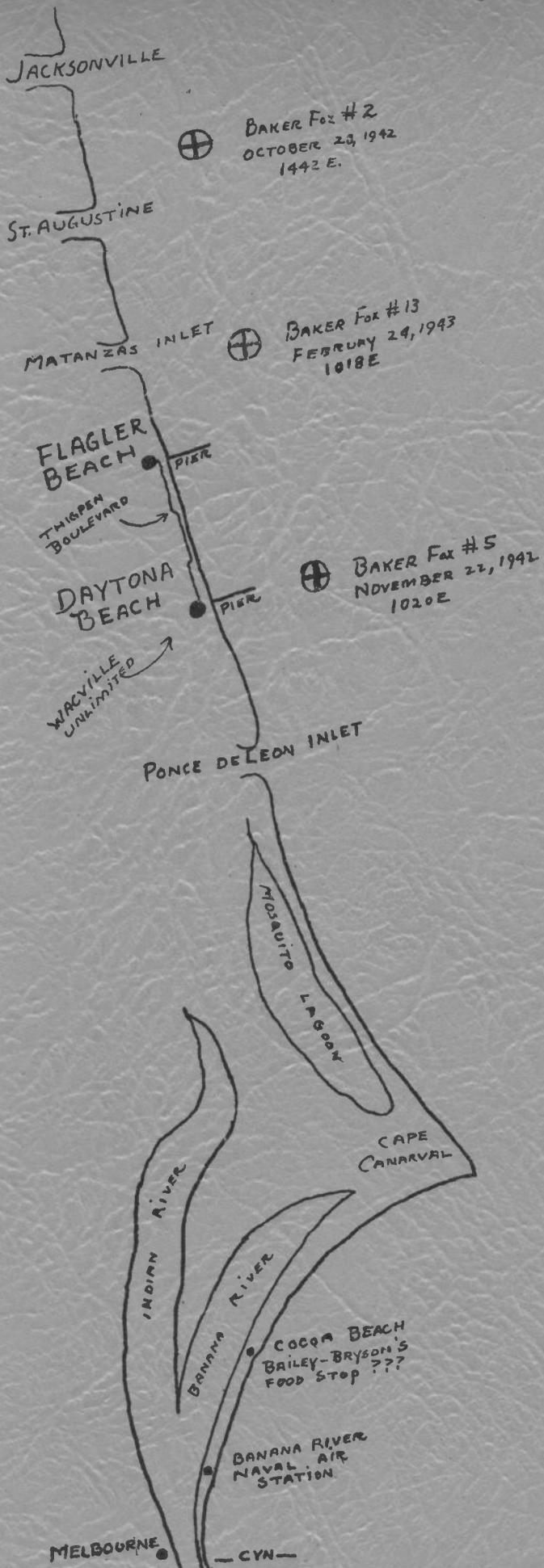
Another of Lieut. Crabtree's planes, Baker Fox No. 13, a Stinson Voyager, dunked Lieuts. Wallace and Wimp on February 24, 1943, and made "Ducks" of them.



Base Photographer, Lieut. Bob Hammons, snapped this picture as Flight Officer Bailey dumped his bombs in preparation for a crash-landing by Lieut. Booher. The bombs can plainly be seen leaving the ship, and the dangling landing-gear, that was damaged on the take-off, shows the reason for the concern of those on the ground. With Lieut. Booher's skill in the landing, both he and Bailey walked away from the "wash-out" crash uninjured. Baker Fox No. 20 was a WACO owned by Lieut. Tamm and Flight Officer Bailey.



Duck Club



In all of the more than 16,000 combat operational hours, CAP Coastal Patrol Base No. 5 is proud of its record of having lost only three planes in the "drink" and NONE of their crew. To the men who manned these planes, we heartily salute them as members of that exclusive fraternity —the DUCK CLUB!

LIEUT. ALBERT CRABTREE.....Pilot
 LIEUT. FRANCIS MacLAUGHLIN.....Observer
 Initiated October 28, 1942

LIEUT. LEWIS RHODES.....Pilot
 LIEUT. GATES CLAY.....Observer
 Initiated November 22, 1942

LIEUT. WESLEY WALLACE.....Pilot
 LIEUT. ROBERT WIMP.....Observer
 Initiated February 24, 1943