

Civil Air Patrol Historical Monograph

NUMBER ONE

1984

DUCK CLUB



NATIONAL HISTORICAL COMMITTEE
Headquarters CAP

DUCK CLUB

AN IN-DEPTH STUDY OF CIVIL AIR PATROL'S
DUCK CLUB MEMBERSHIP

BY

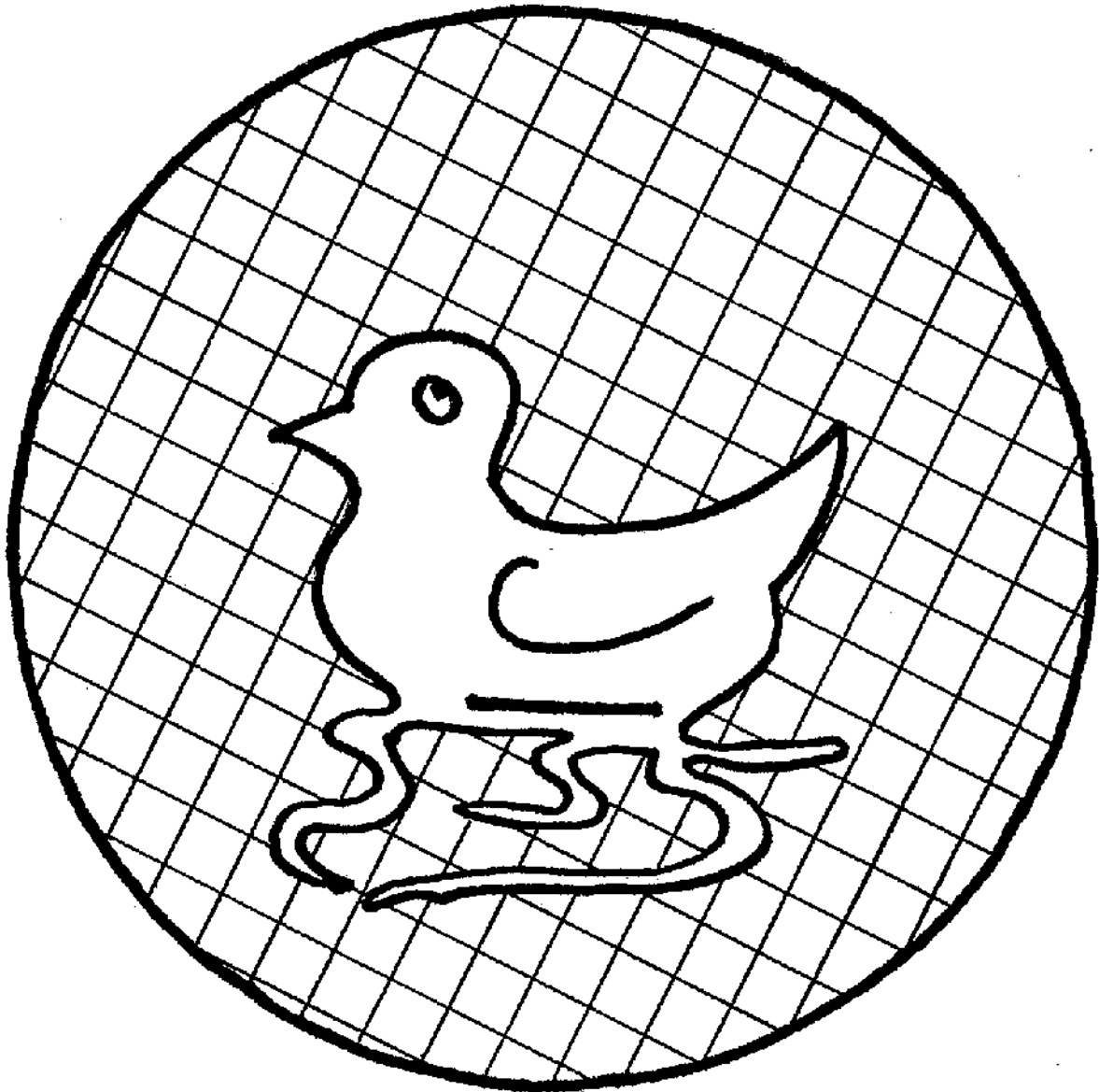
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CIVIL AIR PATROL



DUCK CLUB EMBLEM

PREFACE

Survival is one of man's strongest instincts. When the need for survival is the direct result of individuals voluntarily exposing themselves to situations where survival is paramount we encounter uncommon valor. It is in this light that the author undertakes this means of paying special tribute to those who volunteered to place their personal safety in jeopardy in order to serve their country in time of its need.

Insofar as practical after forty years the compilation is complete. Any omissions are purely the result of the author's limited ability to be complete. On some individuals selected information is not available. Therefore, apologies are in order in the event that someone has been overlooked, or that some data is not included. The important thing is that over a hundred of these, true patriots have been identified and several of their stories told in some detail.

L. E. Hopper
COL CAP
National Historian
March 1984

ACKNOWLEDGEMENTS

Primary credit for much of the unglamorous portion of this work justifiably goes to fellow CAPer G. Jude Miller of Lafayette, Louisiana. Miller's contribution has been in the taking of many lists of names, rank, serial numbers, bases and the like and organizing in the manner presented so that they are more useable. A product of the current technically proficient generation he programmed his personal computer in such a manner as to afford various analysis. Without his help this work would not have been possible.

Special thanks are certainly due to fellow members of the Civil Air Patrol's National Historical Committee, as well as those individuals who have personally recounted their story to the author.

TABLE OF CONTENTS

	Chapter
Uncommon Valor	1
The Duck Club	2
Duck Club Membership List	3
Active Duty Base of Members	4
Home State of Members	5
Footnotes	

CHAPTER 1

UNCOMMON VALOR

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

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

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

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

"On July 21, 1942 at approximately 16:50 while on regular Patrol Mission at position latitude 3806 - longitude 7455 in a Warner Fairchild NC19144 with Lt. Charles Shelfus as observer we crashed at sea. On regaining consciousness in the water I found the ship had sunk and I could not find Lt. Shelfus".¹⁰ What is not told by the writer, Lieutenant Henry T. Cross, is that he had suffered several fractured vertebrae and that his rescue would in itself result in a heroic effort by others. Within 55 minutes Rehoboth, Delaware Base 2's Sikorsky Amphibian arrived on the scene. Crewed by Base Commander, Major Hugh R. Sharp, Jr. and Lieutenant Edmond

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CHAPTER 2

THE DUCK CLUB

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

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

Utilizing the prevailing Blue Civil Air Patrol Disc as a background, the emblem portrays a red duck sitting on the water which is represented by a series of blue wavy lines. Civil Air Patrol Bulletin, Volume II, Number 15 of April 9, 1943 specifies that it is to be worn below the flap of the left pocket of the shirt or blouse. Subsequently, CAP Rules⁵ specified both the 2¼ inch diameter cloth badge and a 1 inch metallic version. The metallic version was produced in blue and red enamel over sterling silver by Bastian Brothers of Rochester, New York.

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

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

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

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

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

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

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

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

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

CHAPTER 3

DUCK CLUB MEMBERSHIP LIST

The following pages contain a computer generated alphabetical listing of all known Duck Club Members.

NAME	SORTED BY NAME	RANK	SERIAL NUMBER	BASE NUMBER
ACKLEY, H. B.		1/LT	5-3-48	13
ALLEN, E. T.		F/O	2-1-106	17
ANDERSON, D. R.		CAPT	6-3-47	11
ATLASS, J. N.		1/LT	4-1-722	07
BAGON, J. E.		F/O	2-1-209	01
BANER, C. A.		CAPT	4-1-776	07
BENDER, L. D.				01
BILLET, A. B.		1/LT	6-3-1432	11
BINDER, R.				01
BOZARTH, E. M.		CAPT	4-1-432	07
BRYSON, J. E.		1/LT	4-4-752	21
BUSH, J. W.		1/LT	4-5-47	11
CANNON, H. P.		1/LT	2-1-155	02
CARTER, H. T.		1/LT	2-3-95	02
CARTIER, R. W.		1/LT	4-4-169	21
CHALOW, R.		CAPT	2-2-1017	01
CHEW, J. W., JR.		1/LT	3-1-1925	02
CLARK, C. S.		1/LT	5-1-1755	14
CLAY, A. G.		1/LT	4-1-246	05
COHEN, B. R.		2/LT	5-1-1755	14
COHN, R. J.		1/LT	4-1-34	03
COLLER, H. A.		2/LT	4-1-1339	07
CONNER, T. V., JR.			8-1-3278	10
COOPER, R. E.		1/LT	7-5-416	04
CRABTREE, A. M.		1/LT	4-1-245	05
CROSS, H. T.		1/LT	5-1-1443	02
CUSHMAN, H. B.		1/LT	4-1-420	07
DAMMEYER, J. E.		1/LT	6-3-59	11
DICARLO, L. J.		1/LT	4-8-11	09
DICKSON, G. E.		1/LT	3-1-1816	06
DIMITRY, E. A.		1/LT	4-8-94	09
DUBOSE, T. J.		1/LT	4-3-692	08
EASTMAN, T. C.		CAPT	2-1-427	01
EGBERT, E. H.		1/LT	4-2-885	06
EGGENWEILER, F. E.		1/LT	3-1-222	01
EVANS, S. C.		CAPT	8-1-26	10
FARR, W. G.		MAJ	2-1-45	01
FAULKNER, R. A.		2/LT	4-4-469	21
FLETCHER, J. L.		1/LT	3-2-465	04
FLINT, W. F.		CAPT	3-1-149	06
FULLETON, W. A., JR.		F/O	2-3-79	02
GARVIN, M. M.				09
GASTON, M. E.			4-2-818	06
GRIER, W. L., JR.		1/LT	2-3-177	02
GROTH, W. H.		1/LT	4-1-515	07
GROVE, G. W.		1/LT	4-4-72	21
GRUBB, J. R., JR.		1/LT	3-1-1239	17
HARRIS, H. R.		F/O	4-2-551	06
HEALEY, J. J.		1/LT	4-4-770	16
HEIM, M. L.		F/O	7-4-201	09
JENKINS, E. J.		1/LT	4-2-613	06
JENKINS, W. K.		1/LT	4-8-1084	09

NAME	SORTED BY NAME	RANK	SERIAL NUMBER	BASE NUMBER
JOHNSON, C. E.			4-2-738	06
KEHOE, C. F., II.		CAPT	8-2-1732	10
KEYS, T. F.		CAPT	4-1-100	07
KING, D. L.		2/LT	4-3-481	08
KNOTT, J. P.		1/LT	4-2-18	06
KNOX, J. P.				01
LANCASTER, R. T.		2/LT	3-1-2711	17
LEAS, D. S., JR.		1/LT	3-1-2711	17
MANNING, T. C.		1/LT	4-1-43	07
MARVEL, C. L.				07
MASHBURN, M. F.			4-4-488	21
MCCAULEY, A. J.		1/LT	8-1-2834	10
MCCLAIN, R. B.		1/LT	5-2-464	09
MCLAUGHLIN, F. C.		1/LT	4-1-645	05
MILLER, R. H.		1/LT	4-3-732	08
MOSKOWITZ, S.		2/LT	6-3-232	11
MYERS, A. R.		2/LT	3-1-968	04
NEEL, R. F.		1/LT	8-1-1251	10
PALMER, T.				17
PEARSON, C. M.		2/LT	4-1-812	07
PENN, E. E.		1/LT	8-1-718	07
PERMENTER, J. B.		F/O	4-4-822	21
PILGRIN, S. W., JR.		1/LT	4-3-33	08
POLEY, C.		1/LT	2-1-142	01
PROKOPOVITS, T. R.		2/LT	3-1-2057	17
REYNOLDS, W. R., JR.		1/LT	4-1-89	03
RHODES, J. L.		1/LT	4-1-365	05
RICKSEN, R. E.		1/LT	2-1-750	17
RIDGLEY, H. E.		CAPT	4-1-356	07
ROYCE, R. G.		1/LT	4-1-540	07
RUBIN, H.				06
SALTER, W. H.		F/O	4-2-1117	06
SANDERS, W. H.		F/O	4-1-1375	07
SANSCHAGRIN, T. J.		1/LT	3-1-397	01
SAVAGE, C. L.		1/LT	3-2-708	04
SCHLAGER, J. R.		1/LT	3-1-805	04
SCHOLZE, R. E.		2/LT	4-1-1053	07
SCHUCHTER, J. R. W.		CAPT	4-1-567	07
SCOTT, W. A.		1/LT	3-3-181	01
SERWICH, F. J.		2/LT	4-8-272	09
SHIELDS, G. H.		1/LT	4-4-439	16
SMITH, W.O.		2/LT	1-4-1213	01
SPELLERBERG, J. P.		1/LT	5-1-2763	14
STEPHENSON, R. E.		2/LT	5-3-237	01
STORY, R. L.		1/LT	4-4-429	16
STOWE, S. P., JR.		1/LT	4-4-335	21
STUBBINS, K. F.		1/LT	4-4-433	16
SWAIM, C. S.			4-4-12	21
UILAS, W. A.		CAPT	4-1-300	07
WAGSTAFF, R. L.		2/LT	4-4-847	02
WALLACE, H. (WESLEY C?)		1/LT	4-1-1751	05
WEAKLAND, J. R., JR.		1/LT	2-1-1701	06

NAME	SORTED BY NAME	RANK	SERIAL NUMBER	BASE NUMBER
WEST, J. K.		1/LT	8-1-686	10
WETZEL, B. B.		1/LT	5-1-933	14
WILLIAMS, B. L.		1/LT	4-4-236	21
WIMP, R. E.		2/LT	4-5-869	05
WINFIELD, J. H., JR.		F/O	7-4-349	10
WOOD, F. R.		1/LT	6-3-961	11
WOODHAUS, E. J.				13
ZIMMERMAN, C. B.		2/LT	4-2-44	06

RECORDS SELECTED 112

CHAPTER 4

ACTIVE DUTY BASE OF MEMBERS

The following pages are a computer generated listing of all known Duck Club Members arranged by their Civil Air Patrol Base Number.

A total by Base Number is shown below:

<u>BASE</u>	<u>LOCATION</u>	<u>NO. OF MEMBERS</u>
1	Atlantic City, New Jersey	13
2	Rehoboth, Delaware	7
3	Lantana, Florida	2
4	Parksley, Virginia	5
5	Flagler Beach, Florida	6
6	St. Simons Island, Georgia	12
7	Miami, Florida	17
8	James Island, Charleston, South Carolina	4
9	Grand Isle, Louisiana	7
10	Beaumont, Texas	7
11	Pascagoula, Mississippi	6
12	Brownsville, Texas	0
13	Sarasota, Florida	2
14	Panama City, Florida	4
15	Corpus Christi, Texas	0
16	Monteo, North Carolina	4
17	Suffolk, Riverhead, Long Island, New York	7
18	Falmouth, Massachusetts	0
19	Portland, Maine	0
20	Bar Harbor, Maine	0
21	Beaufort, North Carolina	9

112

NAME	SORTED BY BASE NO. RANK	SERIAL NUMBER	BASE NUMBER
BENDER, L. D.			01
KNOX, J. P.			01
EGGENWEILER, F. E.	1/LT	3-1-222	01
CHALOW, R.	CAPT	2-2-1017	01
SANSCHAGRIN, T. J.	1/LT	3-1-397	01
SMITH, W.O.	2/LT	1-4-1213	01
STEPHENSON, R. E.	2/LT	5-3-237	01
BAGON, J. E.	F/O	2-1-209	01
SCOTT, W. A.	1/LT	3-3-181	01
POLEY, C.	1/LT	2-1-142	01
BINDER, R.			01
EASTMAN, T. C.	CAPT	2-1-427	01
FARR, W. G.	MAJ	2-1-45	01
CROSS, H. T.	1/LT	5-1-1443	02
CHEW, J. W., JR.	1/LT	3-1-1925	02
CARTER, H. T.	1/LT	2-3-95	02
CANNON, H. P.	1/LT	2-1-155	02
WAGSTAFF, R. L.	2/LT	4-4-847	02
GRIER, W. L., JR.	1/LT	2-3-177	02
FULLETON, W. A., JR.	F/O	2-3-79	02
REYNOLDS, W. R., JR.	1/LT	4-1-89	03
COHN, R. J.	1/LT	4-1-34	03
SAVAGE, C. L.	1/LT	3-2-708	04
SCHLAGER, J. R.	1/LT	3-1-805	04
FLETCHER, J. L.	1/LT	3-2-465	04
MYERS, A. R.	2/LT	3-1-968	04
COOPER, R. E.	1/LT	7-5-416	04
CRABTREE, A. M.	1/LT	4-1-245	05
MCLAUGHLIN, F. C.	1/LT	4-1-645	05
RHODES, J. L.	1/LT	4-1-365	05
CLAY, A. G.	1/LT	4-1-246	05
WIMP, R. E.	2/LT	4-5-869	05
WALLACE, H. (WESLEY C?)	1/LT	4-1-1751	05
JOHNSON, C. E.		4-2-738	06
EGBERT, E. H.	1/LT	4-2-885	06
ZIMMERMAN, C. B.	2/LT	4-2-44	06
KNOTT, J. P.	1/LT	4-2-18	06
FLINT, W. F.	CAPT	3-1-149	06
GASTON, M. E.		4-2-818	06
JENKINS, E. J.	1/LT	4-2-613	06
WEAKLAND, J. R., JR.	1/LT	2-1-1701	06
HARRIS, H. R.	F/O	4-2-551	06
RUBIN, H.			06
DICKSON, G. E.	1/LT	3-1-1816	06
SALTER, W. H.	F/O	4-2-1117	06
CUSHMAN, H. B.	1/LT	4-1-420	07
KEYS, T. F.	CAPT	4-1-100	07
MANNING, T. C.	1/LT	4-1-43	07
PEARSON, C. M.	2/LT	4-1-812	07
BOZARTH, E. M.	CAPT	4-1-432	07
ROYCE, R. G.	1/LT	4-1-540	07
MARVEL, C. L.			07

SORTED BY BASE NO.		SERIAL	BASE
NAME	RANK	NUMBER	NUMBER
UILAS, W. A.	CAPT	4-1-300	07
BANER, C. A.	CAPT	4-1-776	07
COLLER, H. A.	2/LT	4-1-1339	07
PENN, E. E.	1/LT	8-1-718	07
ATLASS, J. N.	1/LT	4-1-722	07
SCHUCHTER, J. R. W.	CAPT	4-1-567	07
RIDGLEY, H. E.	CAPT	4-1-356	07
SANDERS, W. H.	F/O	4-1-1375	07
GROTH, W. H.	1/LT	4-1-515	07
SCHOLZE, R. E.	2/LT	4-1-1053	07
MILLER, R. H.	1/LT	4-3-732	08
PILGRIN, S. W., JR.	1/LT	4-3-33	08
DUBOSE, T. J.	1/LT	4-3-692	08
KING, D. L.	2/LT	4-3-481	08
DICARLO, L. J.	1/LT	4-8-11	09
SERWICH, F. J.	2/LT	4-8-272	09
MCCLAIN, R. B.	1/LT	5-2-464	09
GARVIN, M. M.			09
JENKINS, W. K.	1/LT	4-8-1084	09
DIMITRY, E. A.	1/LT	4-8-94	09
HEIM, M. L.	F/O	7-4-201	09
NEEL, R. F.	1/LT	8-1-1251	10
WEST, J. K.	1/LT	8-1-686	10
CONNER, T. V., JR.		8-1-3278	10
KEHOE, C. F., II.	CAPT	8-2-1732	10
EVANS, S. C.	CAPT	8-1-26	10
WINFIELD, J. H., JR.	F/O	7-4-349	10
MCCAULEY, A. J.	1/LT	8-1-2834	10
DAMMEYER, J. E.	1/LT	6-3-59	11
BILLET, A. B.	1/LT	6-3-1432	11
ANDERSON, D. R.	CAPT	6-3-47	11
WOOD, F. R.	1/LT	6-3-961	11
BUSH, J. W.	1/LT	4-5-47	11
MOSKOWITZ, S.	2/LT	6-3-232	11
WOODHAUS, E. J.			13
ACKLEY, H. B.	1/LT	5-3-48	13
SPELLERBERG, J. P.	1/LT	5-1-2763	14
COHEN, B. R.	2/LT	5-1-1755	14
CLARK, C. S.	1/LT	5-1-1755	14
WETZEL, B. B.	1/LT	5-1-933	14
STORY, R. L.	1/LT	4-4-429	16
STUBBINS, K. F.	1/LT	4-4-433	16
SHIELDS, G. H.	1/LT	4-4-439	16
HEALEY, J. J.	1/LT	4-4-770	16
RICKSEN, R. E.	1/LT	2-1-750	17
LANCASTER, R. T.	2/LT	3-1-2711	17
ALLEN, E. T.	F/O	2-1-106	17
GRUBB, J. R., JR.	1/LT	3-1-1239	17
LEAS, D. S., JR.	1/LT	3-1-2711	17
PROKOPOVITS, T. R.	2/LT	3-1-2057	17
PALMER, T.			17
MASHBURN, M. F.		4-4-488	21

NAME	SORTED BY BASE NO. RANK	SERIAL NUMBER	BASE NUMBER
SWAIM, C. S.		4-4-12	21
GROVE, G. W.	1/LT	4-4-72	21
BRYSON, J. E.	1/LT	4-4-752	21
FAULKNER, R. A.	2/LT	4-4-469	21
STOWE, S. P., JR.	1/LT	4-4-335	21
PERMENTER, J. B.	F/O	4-4-822	21
WILLIAMS, B. L.	1/LT	4-4-236	21
CARTIER, R. W.	1/LT	4-4-169	21

RECORDS SELECTED 112

CHAPTER 5

HOME STATE OF MEMBERS

The following pages are a computer generated listing of all known Duck Club Members arranged by home state. It is based on the individual's serial number which was assigned sequentially by the Wing (state) where the member first joined Civil Air Patrol. For the purposes of this study it is assumed that members joined CAP in their home state and therefore, the serial number prefix number is used as a means of identifying home states. Those members whose serial number could not be located are tabulated as unknown.

Tabled below are the Wing Prefix Numbers used to determine the state of initial CAP membership and the number of Duck Club Members identified:

<u>STATE</u>	<u>PREFIX</u>	<u>NO. OF MEMBERS</u>
Unknown	None	8
Alabama	4-6	0
Arizona	8-5	0
Arkansas	7-4	2
California	9-1	0
Colorado	8-3	0
Connecticut	1-5	0
Delaware	2-3	3

<u>STATE</u>	<u>PREFIX</u>	<u>NO. OF MEMBERS</u>
Florida	4-1	22
Georgia	4-2	8
Idaho	9-4	0
Illinois	6-1	0
Indiana	5-2	1
Iowa	7-2	0
Kansas	7-5	1
Kentucky	5-3	2
Louisiana	4-8	4
Maine	1-1	0
Maryland	3-3	1
Massachusetts	1-4	1
Michigan	6-3	5
Minnesota	7-1	0
Mississippi	4-7	0
Missouri	7-3	0
Montana	9-5	0
Nebraska	7-6	0
Nevada	9-6	0
New Hampshire	1-2	0
New Jersey	2-2	1
New Mexico	8-4	0
New York	2-1	8
North Carolina	4-4	14
North Dakota	7-8	0
Ohio	5-1	5

<u>STATE</u>	<u>PREFIX</u>	<u>NO. OF MEMBERS</u>
Oklahoma	8-2	1
Oregon	9-2	0
Pennsylvania	3-1	11
Rhode Island	1-6	0
South Carolina	4-3	4
South Dakota	7-7	0
Tennessee	4-5	2
Texas	8-1	6
Utah	9-7	0
Vermont	1-3	0
Virginia	3-2	2
Washington	9-3	0
West Virginia	5-4	0
Wisconsin	6-2	0
Wyoming	7-9	0
		<hr/>
	TOTAL	112

NAME	SORTED BY CAP RANK	SERIAL NUMBER	BASE NUMBER
BENDER, L. D.			01
KNOX, J. P.			01
MARVEL, C. L.			07
RUBIN, H.			06
GARVIN, M. M.			09
WOODHAUS, E. J.			13
PALMER, T.			17
BINDER, R.			01
SMITH, W.O.	2/LT	1-4-1213	01
ALLEN, E. T.	F/O	2-1-106	17
POLEY, C.	1/LT	2-1-142	01
CANNON, H. P.	1/LT	2-1-155	02
WEAKLAND, J. R., JR.	1/LT	2-1-1701	06
BAGON, J. E.	F/O	2-1-209	01
EASTMAN, T. C.	CAPT	2-1-427	01
FARR, W. G.	MAJ	2-1-45	01
RICKSEN, R. E.	1/LT	2-1-750	17
CHALOW, R.	CAPT	2-2-1017	01
GRIER, W. L., JR.	1/LT	2-3-177	02
FULLETON, W. A., JR.	F/O	2-3-79	02
CARTER, H. T.	1/LT	2-3-95	02
GRUBB, J. R., JR.	1/LT	3-1-1239	17
FLINT, W. F.	CAPT	3-1-149	06
DICKSON, G. E.	1/LT	3-1-1816	06
CHEW, J. W., JR.	1/LT	3-1-1925	02
PROKOPOVITS, T. R.	2/LT	3-1-2057	17
EGGENWEILER, F. E.	1/LT	3-1-222	01
LANCASTER, R. T.	2/LT	3-1-2711	17
LEAS, D. S., JR.	1/LT	3-1-2711	17
SANSCHAGRIN, T. J.	1/LT	3-1-397	01
SCHLAGER, J. R.	1/LT	3-1-805	04
MYERS, A. R.	2/LT	3-1-968	04
FLETCHER, J. L.	1/LT	3-2-465	04
SAVAGE, C. L.	1/LT	3-2-708	04
SCOTT, W. A.	1/LT	3-3-181	01
KEYS, T. F.	CAPT	4-1-100	07
SCHOLZE, R. E.	2/LT	4-1-1053	07
COLLER, H. A.	2/LT	4-1-1339	07
SANDERS, W. H.	F/O	4-1-1375	07
WALLACE, H. (WESLEY C?)	1/LT	4-1-1751	05
CRABTREE, A. M.	1/LT	4-1-245	05
CLAY, A. G.	1/LT	4-1-246	05
UILAS, W. A.	CAPT	4-1-300	07
COHN, R. J.	1/LT	4-1-34	03
RIDGLEY, H. E.	CAPT	4-1-356	07
RHODES, J. L.	1/LT	4-1-365	05
CUSHMAN, H. B.	1/LT	4-1-420	07
MANNING, T. C.	1/LT	4-1-43	07
BOZARTH, E. M.	CAPT	4-1-432	07
GROTH, W. H.	1/LT	4-1-515	07
ROYCE, R. G.	1/LT	4-1-540	07
SCHUCHTER, J. R. W.	CAPT	4-1-567	07

NAME	SORTED BY CAP SERIAL NO. RANK	SERIAL NUMBER	BASE. NUMBER
MCLAUGHLIN, F. C.	1/LT	4-1-645	05
ATLASS, J. N.	1/LT	4-1-722	07
BANER, C. A.	CAPT	4-1-776	07
PEARSON, C. M.	2/LT	4-1-812	07
REYNOLDS, W. R., JR.	1/LT	4-1-89	03
SALTER, W. H.	F/O	4-2-1117	06
KNOTT, J. P.	1/LT	4-2-18	06
ZIMMERMAN, C. B.	2/LT	4-2-44	06
HARRIS, H. R.	F/O	4-2-551	06
JENKINS, E. J.	1/LT	4-2-613	06
JOHNSON, C. E.		4-2-738	06
GASTON, M. E.		4-2-818	06
EGBERT, E. H.	1/LT	4-2-885	06
PILGRIN, S. W., JR.	1/LT	4-3-33	08
KING, D. L.	2/LT	4-3-481	08
DUBOSE, T. J.	1/LT	4-3-692	08
MILLER, R. H.	1/LT	4-3-732	08
SWAIM, C. S.		4-4-12	21
CARTIER, R. W.	1/LT	4-4-169	21
WILLIAMS, B. L.	1/LT	4-4-236	21
STOWE, S. P., JR.	1/LT	4-4-335	21
STORY, R. L.	1/LT	4-4-429	16
STUBBINS, K. F.	1/LT	4-4-433	16
SHIELDS, G. H.	1/LT	4-4-439	16
FAULKNER, R. A.	2/LT	4-4-469	21
MASHBURN, M. F.		4-4-488	21
GROVE, G. W.	1/LT	4-4-72	21
BRYSON, J. E.	1/LT	4-4-752	21
HEALEY, J. J.	1/LT	4-4-770	16
PERMENTER, J. B.	F/O	4-4-822	21
WAGSTAFF, R. L.	2/LT	4-4-847	02
BUSH, J. W.	1/LT	4-5-47	11
WIMP, R. E.	2/LT	4-5-869	05
JENKINS, W. K.	1/LT	4-8-1084	09
DICARLO, L. J.	1/LT	4-8-11	09
SERWICH, F. J.	2/LT	4-8-272	09
DIMITRY, E. A.	1/LT	4-8-94	09
CROSS, H. T.	1/LT	5-1-1443	02
COHEN, B. R.	2/LT	5-1-1755	14
CLARK, C. S.	1/LT	5-1-1755	14
SPELLERBERG, J. P.	1/LT	5-1-2763	14
WETZEL, B. B.	1/LT	5-1-933	14
MCCLAIN, R. B.	1/LT	5-2-464	09
STEPHENSON, R. E.	2/LT	5-3-237	01
ACKLEY, H. B.	1/LT	5-3-48	13
BILLET, A. B.	1/LT	6-3-1432	11
MOSKOWITZ, S.	2/LT	6-3-232	11
ANDERSON, D. R.	CAPT	6-3-47	11
DAMMEYER, J. E.	1/LT	6-3-59	11
WOOD, F. R.	1/LT	6-3-961	11
HEIM, M. L.	F/O	7-4-201	09
WINFIELD, J. H., JR.	F/O	7-4-349	10

NAME	SORTED BY CAP SERIAL NO. RANK	SERIAL NUMBER	BASE NUMBER
COOPER, R. E.	1/LT	7-5-416	04
NEEL, R. F.	1/LT	8-1-1251	10
EVANS, S. C.	CAPT	8-1-26	10
MCCAULEY, A. J.	1/LT	8-1-2834	10
CONNER, T. V., JR.		8-1-3278	10
WEST, J. K.	1/LT	8-1-686	10
PENN, E. E.	1/LT	8-1-718	07
KEHOE, C. F., II.	CAPT	8-2-1732	10

RECORDS SELECTED 112

FOOTNOTES

CHAPTER 1

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

FOOTNOTES (CONT'D)

CHAPTER 1 (CONT'D)

Johnson dated October 10, 1942 recommending Major Hugh R. Sharp, Jr. and Lt. Edmond Edwards for citation for bravery

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

FOOTNOTES (CONT'D)

CHAPTER 1 (CONT'D)

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

FOOTNOTES (CONT'D)

CHAPTER 2

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

FOOTNOTES (CONT'D)

CHAPTER 2 (CONT'D)

11 *ibid*

OFFICE OF CIVILIAN DEFENSE
WASHINGTON, D. C.

CAP
BULLETIN

CIVIL AIR PATROL

Vol. II, No. 15
April 9, 1943

FLIGHT TRAINING--After the grounding of rental flying in many areas last week, the outlook for continued flight training at local airports throughout the country has changed very much for the better.

It now appears that a person who has logged some flight time and whose continued training is deemed in the interests of the war effort will be given a special release by WPB from the portion of General Limitations Order L-262 which bans the rental of single-motor aircraft.

Remember that the order does not affect flying a plane by its owner or by one who owns a share in a plane, as a joint owner or member of a flying club. Neither does it affect planes assigned to CAP active duty and registered in the "A" category.

The whole question hinges on the word "rent" in the order. According to the present understanding, rental will continue to students approved by WPB irrespective of whether or not they are members of CAP. Thus it will be unnecessary for CAP to proceed with the registration of planes in the "B" category as was contemplated when the WPB order was first issued under a different understanding with WPB officials.

Instructions are being issued to CAP Wings as to the procedure. Lists of students will be received by National Headquarters through Wing channels for transmittal to WPB. Students approved by WPB for continued flight instruction will be given formal releases by WPB. Thus it will be possible for many student pilots to attain their private pilot certificates and for many pilots to advance their ratings through renting flight time and instruction at their own expense.

For the moment, it is understood that CAA inspectors have been instructed not to issue interpretations as to whether the WPB order prevents rental of planes for flight instruction. Over the past week-end, some operators were renting time and some were not. In most areas time is being rented to students as before pending issuance of releases to those who will be approved to carry on.

Requisitioning of aircraft for use in the War Training Service program has seriously reduced the number of available training planes in many localities. It is possible for CAP members to secure approval for purchase of planes to be assigned in the "A" registry for CAP active duty. Possibly in some cases, planes not wanted by WTS can be bought for local training but it is not yet clear what planes may be so released.

The above is as of 15:36¹/₂ E.W.T., April 7, 1943, and we hope it will be the same when you read it.

DUCK CLUB--CAP's equivalent of the Caterpillar Club, for those hardy souls who have bailed out of airplanes and have walked home, is the Duck Club for members who have made a forced landing in the water on CAP Coastal Patrol. The Duck Club emblem, worn below the flap of the left pocket of the shirt or blouse, is here reproduced. Some dozens of members have been presented with the emblem by the National Commander. The idea was originated by Lt. Col. L. A. (Jack) Vilas, CAP Executive Officer. By coincidence, his nephew, Lt. Ward Vilas, was among the first to be dunked while on Patrol.



INDUSTRIAL COURIER--Planes of CAP are continuing to speed the work of war industries by carrying key shipments in emergency. Squadron 5110-4, Zanesville, Ohio, flew its first courier mission recently by bringing from Pennsylvania a supply of cutting tools urgently needed by a local war plant in 3 hours and 40 minutes for the round trip. The active CAP courier station at Rochester, N. Y., not long ago brought in a sealed package containing "restricted material" to help a plant meet a "must" deadline in production for the Navy.



If Pilot Wears A Duck— Well, He's Been Dunked

Washington — (NEA) — One of these days you're likely to come upon a man with the emblem of a duck sewed to his army shirt or blouse. And when you do, don't make the mistake of thinking that he's a member of a Disney fan club. For the duck in this case will signify that he has been dunked in the ocean.

The wearer will be a Civil Air Patrol pilot who has been forced down at sea while on active duty. And his emblem will indicate that he's a member of the CAP's new Duck Club, a sort of aquatic counterpart of the Army Air Corps' Caterpillar Club.

Now Can Fight Subs

Duck Club members—and they are numbered in the dozens—have won their distinction while combing the ocean for enemy submarines, or while assisting in sea rescues. They're the boys who skim along a few hundred feet above the water, on the prowl for undersea raiders. When they spot one they radio the nearest patrol bombers, or, now that they are armed, occasionally attack a U-boat themselves. It's largely to their credit that submarine sinkings within sight of the coast have been stopped.

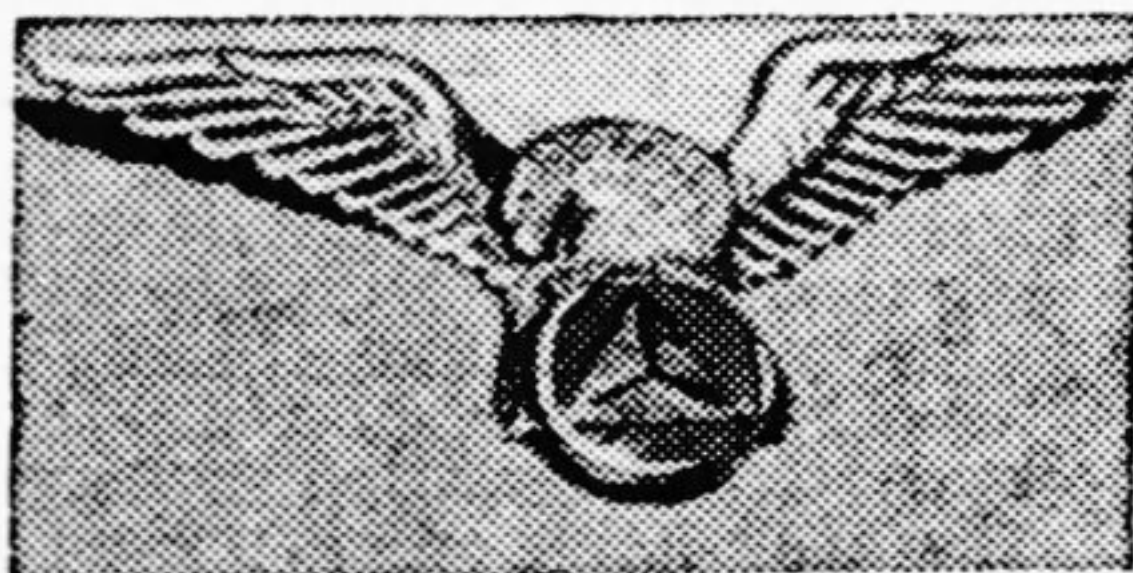
The CAP pilot is a civilian. He steals hours from sleep or recreation for his patriotic service. He flies his own plane or a rented ship. Some pilots lost their lives and others had more than one deep-sea ducking when their motors conked out, before this new club and its modest badge of honor were instituted.

The idea originated with Lieut. Col. L. A. Vilas, CAP executive officer and one of America's pioneer flyers. By coincidence, one of the first Duck Club members was his nephew, Lieut. Ward Vilas, who took his dive while hunting subs on CAP coastal patrol.

Do Vital Jobs

Many of CAP's nearly 70,000 men and women members never will be eligible for Duck Club membership, for much of the organization's activity is inland. There are CAP "wings" in each of the 48 states, totaling approximately 1,000 squadrons. The members, though they wear army uniforms with special insignia, have no military standing. But they provide their own radios and repair tools as well as ships, and they take a tough course in military aviation, 72 hours of basic training and an advance course of 153 hours.

Most CAP duties aren't as spectacular as sub chasing, but they're all valuable. Pilots have saved thousands of man hours by flying in vital parts to war plants where work had stopped after a break-



Here are the insignia of the Civil Air Patrol (top) and the emblem of the Duck Club.

down. They rush government officials on emergency trips. They spot forest fires, patrol power lines, and perform many similar valuable services with a minimum of publicity.

Cooperating with the army, CAP flyers simulate air support for ground troops in training, engage in aerial reconnaissance and do such hazardous chores as towing aerial gunnery targets.

WAR DEPARTMENT
Headquarters, Army Air Forces
Civil Air Patrol

National Headquarters, AFRCP
Washington, D. C., June 4, 1943

Subject: Duck Club Pin

To: All Coastal Patrol Commanders

1. Civil Air Patrol personnel who are members of the Duck Club can now purchase BASTIAN BROTHERS, Rochester, New York, a Duck Club pin at the cost of \$1.50.
2. The pin is made of sterling with enamel face and a safety catch, and should be ordered in lots of not less than three or four. Remittance should accompany order.
3. The above mentioned insignia is to be worn on the left pocket of the Civil Air Patrol uniform.

By direction of National Commander JOHNSON:

JACK VILAS
Lt. Col., Air Corps
Executive Officer

500

Per 8

BASTIAN BROS. CO.

ESTABLISHED 1895



716 1

ROCHESTER, NEW YORK

June 23, 1943

asp

Lt. Col. Jack Vilas
Air Corps Executive Officer
Office of Civilian Defense
DuPont Circle, Apartment Bldg.,
Washington, D. C.

Dear Lt. Col. Vilas:

In further regard to the matter of securing priorities for the sterling silver Duck Club Emblems, about which we wrote you this morning, you will be interested to learn that we have secured a priority from Major P. J. Sones, Civil Air Patrol, No. 13, Municipal Airport, Sarasota, Florida, for 4-Duck Club Emblems, and a priority from Thos. B. Sutton, Supply Officer, Civil Air Patrol, St. Simons Island, Georgia, for 20 Duck Club Emblems.

In each case the priority was AA-1, which allows us to supply the sterling silver necessary for the emblems, and also use the specialty manufactured findings, either the screw post back, or the pin back with tumbler safety catch.

This shows that priorities can be secured for these emblems, and we hope that additional priorities will be forthcoming for future orders for Duck Club Emblems, as well as for the others we are holding here awaiting further information concerning priorities.

Sincerely yours,

BASTIAN BROS. COMPANY

Don S. Curtis
Manager, Emblem Division

CIVILIAN DEFENSE
OFFICE OF

DSC:DL

JUN 24 11 20 AM '43

210305

NAVY ROOM
RECEIVED







B. B. CO.

STERLING



ROCH.N.Y.