

## North Carolina's Flying Volunteers: The Civil Air Patrol in World War II, 1941–1944

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*You cannot forget the crucial days when our merchant ships and oil tankers were being sunk in large numbers in our coastal waters, to the dismay of our people. The Civil Air Patrol saved the day.*

Joe W. Ervin, North Carolina Representative, October 3, 1945<sup>1</sup>

Fifteen miles off Wrightsville Beach, the schooner *Mayfield* encountered serious trouble in the late afternoon of November 9, 1942. Foundering in the seas, the crew of the vessel—Capt. Frank C. Sweetman Jr., Elsie V. Sweetman, Fred S. Sweetman from Brigantine, New Jersey, and Doiley T. Willis and Charles W. Willis, both of Morehead City—abandoned ship into a small life raft. Adrift in cold, rough seas, their salvation came from the sky. Pilot John F. Davis of Greensboro and Observer Francis W. McComb of Charlotte, members of Civil Air Patrol (CAP) Coastal Patrol Base No. 21 at Beaufort, North Carolina, spotted the raft during their evening patrol and radioed the position to the United States Coast Guard. A second aircraft, piloted by Alfred C. Kendrick of Gastonia with Observer Herbert O. Crowell of Lenoir, appeared. Together, the aircraft circled the raft and remained on station until relieved by two other aircraft. Davis's loyalty to the mission eventually forced him to land his aircraft four miles from base when he ran out of fuel. Although the United States Navy did not publicize the incident, these civilian aviators, members of the North Carolina Wing of the Civil Air Patrol, were proud of their contribution and remained "eager to continue doing our part."<sup>2</sup>

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1. House Subcommittee No. 4 of the Committee of Military Affairs, *Civil Air Patrol: Hearings on H.R. 1941 and H.R. 2149, Bills to Provide for Recognition of Active-Duty Members of the Civil Air Patrol as Veterans of World War II* (hereinafter cited as *Civil Air Patrol: Hearings on H.R. 1941 and H.R. 2149*), 79th Cong., 1st sess., 1945, 4.

2. "Tar Heel CAP Fliers Aid in Ocean Rescue," *Raleigh News and Observer*, November 16, 1942, p. 8; Melvin J. Warner and George W. Grove, *Coastal Patrol Base Twenty-One* (N.p., 1944), 61–62; War Diary, Eastern Sea Frontier, July 1943, pp. 16–18, World War II War Diaries, Operational Archives Branch, Naval Historical Center, Record Group 38, Records of the Office of the Chief of Naval Operations, 1875–2006, National Archives and Records Administration (NARA), Washington, D.C.

Established on December 1, 1941, the Civil Air Patrol organized the nation's civilian pilots into a type of "flying minutemen," utilizing private aviation resources for the nation's defense. In addition to sea rescues, from 1941 to 1944, North Carolina volunteer aviators served in a state wing of the CAP, towing targets for military training, performing courier service, and fighting forest fires. The most prominent—and famous—mission of CAP for the state and nation involved the men and women on antisubmarine patrol duty from 1942 to 1943. From dawn to dusk, pilots patrolled up and down the Outer Banks and southern beaches on the prowl for German U-boats, sailors in distress, sea mines, debris, and other navigational hazards, and assisted the U.S. Navy and Coast Guard in escorting merchant vessels safely along the East Coast. North Carolina in these years funded and operated two antisubmarine coastal patrol bases, first at Manteo and then at Beaufort. Developed as a component of the North Carolina Office of Civilian Defense (NCCD), CAP personnel volunteered their time, money, and lives in a little publicized but important civil defense role.

Historical discussion of the CAP is limited. Three categories of historical study exist for the organization: hagiographic narratives, official government histories, and broad syntheses of the American home front in World War II. Robert Neprud and Louis Keefer's books, *Flying Minute Men* and *From Maine to Mexico*, provide interesting narratives about the character of the men and the organization. Laudatory in tone, both works provide a broad overview of CAP antisubmarine operations and other operations during the war. The official wartime histories of the Office of Civilian Defense (OCD), United States Army Air Forces, and the U.S. Navy mention the CAP antisubmarine operations, providing perspective on the use of the civilian aviators in the overall defensive plan, but without any human context. Histories of the Battle of the Atlantic, notably Michael Gannon's *Operation Drumbeat* and Homer Hickam's *Torpedo Junction*, speak favorably of the CAP's wartime service, but with little analysis. Home front histories like Richard R. Lingeman's *Don't You Know There's a War On?* and V. R. Cardozier's *The Mobilization of the United States in World War II* place the CAP within its context of the volunteer effort of Americans nationwide. Thomas Reilly's article on CAP's operations in Florida (other than Keefer's individual chapters on the coastal patrol bases) is the only published work that provides the perspective of an individual state.<sup>3</sup>

3. Neprud's study remains the most comprehensive work on the CAP's wartime operations, but unfortunately contains factual inaccuracies. The five most prominent publications specifically about the CAP are Robert E. Neprud, *Flying Minute Men: The Story of the Civil Air Patrol* (1948; reprint, Washington, D.C.: United States Air Force, 1988); Louis E. Keefer, *From Maine to Mexico: With America's Private Pilots in the Fight against Nazi U-boats* (Reston, Va.: COTU Publishing, 1997); Frank A. Burnham, *Hero Next Door* (Fallbrook, Calif.: Aero Publishers, 1974); William B. Mellor Jr., *Sank Same* (New York: Howell, Soskin, Publishers, 1944); and Thomas Reilly, "Florida's Flying Minute Men: The Civil Air

In North Carolina, the CAP represented but one component of the overall civilian defense effort established to mobilize the resources of the state for war. North Carolina government officials utilized the Civil Air Patrol to safeguard the state's coastline for maritime commerce, thereby supplementing the federal government's limited military resources. Tar Heels, from teenagers in high school to older family men, joined the CAP to answer a call to patriotic service and from a desire to serve their state and nation. Financially, the CAP operated from private donations, the largesse of the wing members, small state appropriations, and limited federal investment. For the state government, the organization of a wing and establishment of two coastal patrol bases ensured that there would not be a gap in the antisubmarine coverage of the East Coast. Moreover, the state's CAP coastal patrol effort demonstrated that North Carolina would protect and utilize its resources, rather than allow its native sons and daughters to be siphoned off to bases in other states. Members of the North Carolina Wing solicited funds and gathered resources to build bases to protect their neighbors and win the war literally in their own backyards, an effort that complemented the well-documented bond and scrap drives for armaments production. A new dimension of wartime mobilization—by the state and for the state—flourished in the operations of the North Carolina Wing of the Civil Air Patrol.

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The founding of the CAP predated the Second World War in both concept and development. Combat in World War I demonstrated the potential use of aircraft in war, fulfilling nearly every role envisioned and deployed in subsequent wars.<sup>4</sup> Air combat in the Second Sino-Japanese War (1937–1945), the Spanish

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Patrol, 1941–1943," *Florida Historical Quarterly* 76, no. 4 (Spring 1998): 417–438. For the military perspective of CAP, see Elwyn A. Mauck, "Civilian Defense in the United States, 1941–1945" (microfilm, unpublished manuscript by the Historical Officer of the Office of Civilian Defense, July 1946, typed); Wesley Frank Craven and James Lea Cate, *Plans and Early Operations, January 1939 to August 1942*, vol. 1 of *The Army Air Forces in World War II* (1949; reprint, Washington, D.C.: Office of Air Force History, Government Printing Office, 1983); Samuel Eliot Morison, *The Battle of the Atlantic, September 1939–May 1943*, vol. 1 of *History of the United States Naval Operations in World War II* (Boston: Little, Brown and Co., 1947); Michael Gannon, *Operation Drumbeat: The Dramatic True Story of Germany's First U-Boat Attacks along the American Coast in World War II* (New York: HarperPerennial, 1991); and Homer H. Hickam Jr., *Torpedo Junction: U-Boat War Off America's East Coast, 1942* (Annapolis, Md.: U.S. Naval Institute Press, 1996). While there are countless works on the American home front from a variety of angles, CAP receives coverage in Richard R. Lingeman, *Don't You Know There's a War On? The American Home Front, 1941–1945* (New York: G. P. Putnam's Sons, 1970); and V. R. Cardozier, *The Mobilization of the United States in World War II: How the Government, Military and Industry Prepared for War* (Jefferson, N.C.: McFarland and Co., 1995).

4. The only mission that was missing from World War I was airlift. The others—"establishment and maintenance of air superiority, close air support of ground troops, reconnaissance, air defense, interdiction, and strategic bombing—had appeared in the Great War." See Williamson Murray and Allan R. Millett, *A War to Be Won: Fighting the Second World War* (Cambridge, Mass.: Belknap Press of Harvard University Press, 2000), 30.

Civil War (1936–1939), and in the opening stages of World War II revealed the immense value of utilizing air power in military operations. Great Britain's experience offers an example. German air power in 1940 dealt a severe blow to the British merchant fleet, but British air power in turn sank several Italian battleships in harbor at Taranto in November 1940 and contributed to the sinking of the German battleship *Bismarck* in May 1941.<sup>5</sup>

As Americans watched the war unfold overseas, the U.S. civilian aviation resources numbered 100,000 private pilots, 25,000 private aircraft, and more than 2,500 small airfields. In Toledo, Ohio, on November 12, 1938, Milton Knight, a pilot and vice president of the Libbey-Owens-Ford Glass Company, organized and incorporated the Civilian Air Reserve (CAR). This organization's purposes were to "plan, develop, organize, [and] sponsor . . . a program for developing and maintaining a broader interest in aviation" and "promote the further development, experience and training of amateur flyers and others interested in aviation . . . to be of substantial value in any program of national defense and in any period of national emergency."<sup>6</sup> Additional CAR units formed across the country from 1939 to 1941. In the fall of 1940, the Aeronautical Advisory Council for the Civil Aeronautics Administration (CAA) of the Department of Commerce appointed Knight to chair a committee to plan for the establishment of a national program. The same year, the Airplane Owners and Pilots Association launched a similar organization, the Civil Air Guard (CAG). Elsewhere, Gill Robb Wilson, a veteran aviator from World War I, editor of the *New York Herald Tribune* aviation page, president of the National Aeronautics Association (NAA), and director of the New Jersey Bureau of Aviation, foresaw the use of the nation's civilian aviation resources for war following a visit to Germany in 1936. Convinced that war was imminent, Wilson in the summer and fall of 1940 used the NAA to urge support for the Civilian Air Reserve and Civil Air Guard efforts, albeit as a private and not exclusively federal effort.<sup>7</sup>

In May 1940, the German invasion of France roused President Franklin D. Roosevelt to mobilize the nation's defenses and resources on both the federal and state level. Accordingly, the president reestablished the Council of National Defense (from World War I) and appointed a National Defense Advisory Commission to advise and coordinate the nation's industrial infrastructure for defense production. In August 1940, the commission sent a memorandum to all

5. Richard Overy, *Why the Allies Won* (New York: W. W. Norton and Co, 1996), 30.

6. Civilian Air Reserve, *Organization Handbook* (Toledo, Ohio: Civilian Air Reserve, 1940), 10.

7. Mauck, "Civilian Defense in the United States," ch. 9, pp. 1–3; Keefer, *From Maine to Mexico*, 1–3; Neprud, *Flying Minute Men*, 21–22; "Milton Knight to Attend First Meet of Air Board," *Toledo Blade*, October 2, 1940, p. 13; "Civil Air Reserve," *National Aeronautics*, October 1940, 32; "Civil Air Reserve Program Gains Momentum by Local Effort," *National Aeronautics*, November 1940, 21; "Developments on Civil Air Reserve," *National Aeronautics*, December 1940, 14, 43.

forty-eight governors suggesting, among other things, that each state create a council of defense to facilitate federal plans. North Carolina in particular responded when Gov. Clyde R. Hoey appointed the North Carolina Council of National Defense on November 22, 1940. The council's work centered primarily on securing government defense contracts and establishing new industries in the state.<sup>8</sup>

Though problems of coordination dogged federal and state relations throughout 1941, the perceived threat of aerial bombardment finally brought changes. In a report to President Roosevelt critical of federal efforts, New York City mayor Fiorello LaGuardia recommended creating a home defense among the civilian population and training ordinary citizens to meet the threat of air or naval attack on American cities. On May 20, 1941, Roosevelt issued Executive Order 8757, establishing the Office of Civilian Defense, and tapped LaGuardia to serve as director. The president tasked the OCD to coordinate federal civilian defense activities with state and local governments and to assist these in the establishment of state and local defense councils to attune civilian defense activities. In North Carolina, Gov. Joseph Melville Broughton on June 12, 1941, revised and expanded the State Defense Council, and on June 18, the council formally established the North Carolina Office of Civilian Defense.<sup>9</sup>

8. Harry B. Yoshpe, *Our Missing Shield: The U.S. Civil Defense Program in Historical Perspective* (Washington, D.C.: Federal Emergency Management Agency, April 1981), 59–61; B. Franklin Cooling, "U.S. Army Support of Civil Defense: The Formative Years," *Military Affairs* 35, no. 1 (February 1971): 8; Robert E. Miller, "The War that Never Came: Civilian Defense, Mobilization, and Morale during World War II" (Ph.D. diss., University of Cincinnati, 1991), 18; Nehemiah Jordan, *U.S. Civil Defense before 1950: The Roots of Public Law 920* (Washington, D.C.: Institute for Defense Analyses, Economic and Political Studies Division, May 1966), 34–38; National Defense Advisory Commission letter and memorandum, "State and Local Cooperation in National Defense" reproduced in an article titled, "State and Local Cooperation in the National Defense Program," in *Book of the States* 4 (1941–1942): 33–42; document titled "Members of the State Council for National Defense Appointed by Governor Hoey, November 22, 1940," in folder labeled "State Council for National Defense," Box 58, J. Melville Broughton, Governors Papers (hereinafter cited as Broughton Papers), State Archives, North Carolina Office of Archives and History, Raleigh; press release from the Governor's Office, November 22, 1940, in folder labeled "MC 1.9.9 Council of Defense 1940," Box 9, John William Harrelson Papers (hereinafter cited as Harrelson Papers), Military Records, Special Collections Research Center, North Carolina State University Libraries (NCSU), Raleigh; Ben E. Douglas, "Civilian Defense in North Carolina, December 31, 1942," in folder labeled "MC 1.9.11 Council of Defense 1942–1943," Box 9, Harrelson Papers.

9. Thomas K. Kerr, *Civil Defense in the U.S.: Bandid for a Holocaust?* (Boulder, Colo.: Westview Press, 1983), 15–16; Jordan, *U.S. Civil Defense before 1950*, 39–43; Yoshpe, *Our Missing Shield*, 61–65; Franklin D. Roosevelt, Executive Order no. 8757, "Establishing the Office of Civilian Defense," online by John T. Woolley and Gerhard Peters, *The American Presidency Project*, at <http://www.presidency.ucsb.edu/ws/?pid=16117>; Cooling, "U.S. Army Support of Civil Defense," 9; J. W. Harrelson to J. M. Broughton, May 23, 1941; Memorandum from Theodore S. Johnson to J. Melville Broughton, October 30, 1941; J. M. Broughton to H. H. Railey, July 24, 1941, all in folder labeled "Civilian Defense—T. S. Johnson's Office," Box 27, Broughton Papers; J. W. Harrelson to Brig. General W. H. Frank, June 2, 1941, in folder labeled "Aircraft Warning Service," Box 191, World War II Papers, 1939–1947 (hereinafter cited as WWII Papers), State Archives; Albert C. Coates, *Guide to Victory*, prepared for the North Carolina Office of Civilian Defense (Chapel Hill, N.C.: Institute of Government, University of North Carolina, May 1943), 29.

In March 1941, just prior to the OCD's establishment, the Aeronautical Advisory Council's committee recommended that a Civil Air Reserve be formed under the CAA. This program would organize civilian aviation assets in each state to supplement regular military forces in the event of an emergency.<sup>10</sup> Months later, LaGuardia, a former World War I aviator, appointed an aviation committee for the OCD to develop a blueprint to organize civilian aviation resources nationally. LaGuardia's committee included Gill Wilson, publisher Thomas H. Beck, and newspaperman Guy P. Gannett. The men crafted a program known as the Civil Air Defense Service using civilian fliers for home defense and disaster relief in the event of a national emergency. Wilson put the plan to work in New Jersey beginning in July, with operational objectives including aerial liaison, assisting with civilian evacuation in emergencies, guarding public works and industrial areas, and supplementing and assisting military aviation.<sup>11</sup> Wilson's Civil Air Defense Service program would serve as the direct model for the Civil Air Patrol. By October 7, 1941, the Navy, War, and Commerce Departments all formally approved the OCD's plans for establishing the Civil Air Patrol. On December 1, 1941, LaGuardia announced the establishment of the CAP, with Maj. Gen. John F. Curry serving as first national commander. Civilian defense officials defined the CAP, which was placed under the control of the national OCD headquarters, as "an organization of the civilian aviation resources of the nation for national defense service."<sup>12</sup>

In North Carolina, initial planning for its wing of the Civil Air Patrol began in December 1940. The Charlotte-based Carolina Aero Club, founded in 1934, contacted Governor Broughton shortly after his election about utilizing the state's private pilots for security purposes. Although club president J. D. Winstead and first vice president James L. Hamilton were unable to meet with the governor, they detailed their plans to him in a letter in June 1941. Noting how the Carolina Aero Club was one of the largest in the nation, the men expressed a desire for the state to "have one of the first and finest organizations of this type in the country." Hamilton emphasized the potential to organize the club's thousand or so licensed pilots into a "civil air reserve." This all-volunteer organization would function at no cost to the state aside from per diem, fuel, and oil costs when on active duty. Hamilton listed a few of the vital services this air wing could render on behalf of

10. "Civil Air Reserve under CAA," *National Aeronautics*, March 1941, 26.

11. "Civilian Defense and the Private Flyer," *National Aeronautics*, July 1941, 7; Gill Robb Wilson, "Civil Aviation Requests Clearance," *National Aeronautics*, August 1941, 21–22; New Jersey Defense Council, *New Jersey Wing: Civil Air Defense Services* (Trenton, N.J.: New Jersey Defense Council, November 1941), 1–2.

12. United States Office of Civilian Defense, *Civil Air Patrol: Organization, Purpose, Program, Enlistment* (Washington, D.C.: Government Printing Office, 1941), 11; Neprud, *Flying Minute Men*, 22–23; "Organizing for the Civil Air Defense," *National Aeronautics*, October 1941, 12; "Civil Air Patrol," *National Aeronautics*, November 1941, 13; Administrative Order No. 9, F. H. LaGuardia, December 8, 1941, in folder labeled "Civil Air Patrol," Box 192, WWII Papers.



the state, including coastal patrol, observation, medical and National Guard transport, operation of emergency airfields, patrolling the state's vital industries, and dispelling civil uprisings.<sup>13</sup> Governor Broughton was "deeply impressed" by Hamilton's letter and arranged with state adjutant general John Van Bokkelen Metts and North Carolina Council of National Defense chairman Col. John W. Harrelson to consider the matter.<sup>14</sup> However, the council did not act on the subject of a civil air reserve for the remainder of the summer.<sup>15</sup>

In September 1941, the executive committee of the North Carolina Council of National Defense appointed a committee to investigate a possible Civil Air Reserve for North Carolina. Under authorization from the executive committee, NCCD director Theodore S. Johnson instructed the Carolina Aero Club to form a committee and work with Adjutant General Metts on a proposal outlining the suggested organization, functions, and responsibilities of a state Civil Air Reserve. The committee consisted of Johnson, Frank E. Dawson of Charlotte, J. D. Winstead of Rocky Mount, Thomas Davis of Winston-Salem, L. C. McGinnis of Winston-Salem, and Colonel Harrelson. They first began work on October 10, 1941. On October 23, a delegation of Aero Club members, led by state senator Joseph L. Blythe, met with Governor Broughton and asked him to sanction their proposal for a state wing of the Civil Air Defense Service.<sup>16</sup> Broughton called for a meeting of the executive committee of the North Carolina Council of National Defense, and on October 25, 1941, the council members passed a resolution authorizing a state wing, although without any expenditure of state funds.<sup>17</sup>

13. J. L. Hamilton to J. Melville Broughton, June 2, 1941, in folder labeled "Civilian Defense Activities—Air Patrol; Fire School; Warning Posts; etc.," Box 29, Broughton Papers.

14. J. Melville Broughton to J. L. Hamilton, June 5, 1941, in folder labeled "General Correspondence 1941," Box 118, Adjutant General's Department, National Guard and State Guard, 1935–1945, State Archives.

15. J. L. Hamilton to J. Melville Broughton, March 27, 1942, in folder labeled "Civilian Defense Activities—Air Patrol; Fire School; Warning Posts; etc.," Box 29, Broughton Papers; Ben E. Douglas, "Civilian Defense in North Carolina, December 31, 1942," p. 2, in folder labeled "MC 1.9.11 Council of Defense 1942–1943," Box 9, Harrelson Papers.

16. It should be noted that the terms "Civil Air Reserve" and "Civil/Civilian Air Defense Service" were both used by state officials. These appear interchangeably in correspondence and state documents and do not reflect necessarily the work of Wilson or Knight, mentioned previously.

17. Ben E. Douglas, "Civilian Defense in North Carolina, December 31, 1942," p. 2, in folder labeled "MC 1.9.11 Council of Defense 1942–1943," Box 9, Harrelson Papers; Theodore S. Johnson to J. L. Hamilton, September 11, 1941; Theodore S. Johnson to Gen. J. Vann B. Metts, November 19, 1941, both in folder labeled "Civil Air Patrol," Box 192, WWII Papers; "To Organize Civilian Air Unit for State," *Gastonia Daily Gazette*, October 11, 1941, p. 7; "N.C. Air Guard is Suggested," *High Point Enterprise*, October 23, 1941, p. 1; Memorandum from Theodore S. Johnson to Members of the Executive Committee, N.C. State Council of National Defense, October 23, 1941, Folder 390, Box 11, Jonathan Daniels Papers #3466, Southern Historical Collection, Wilson Library, University of North Carolina at Chapel Hill; telegram from Thomas A. Banks to L. S. McGinnis, October 25, 1941, in folder labeled "Civilian Defense File 5," Box 28, Broughton Papers. The original committee in September consisted of Hamilton, Winstead, Davis, Truman Miller of Raleigh, and Mark Reed from Asheville to work with Adjutant General Metts. Johnson's November 19 letter to General Metts notes that there was a surprise

Just before the outbreak of war in December, the committee recommended a plan of organization for a Civil Air Defense Service for the state. The purpose was to preserve civil flying through cooperation with the national military establishment, train and encourage young men to enter the military air service, and develop and train pilots and personnel. An undated CAP document in the North Carolina State Archives notes “that in case of emergency or evacuation the Civil Air Guard should be capable of cooperation with the other agencies of the State Defense Council.” The North Carolina Wing would be strictly voluntary and organized into flights, squadrons, and groups patterned after the U.S. Army Air Forces. Applicants would be required to take an oath of allegiance and submit to a background check, fingerprinting, and provide proof of citizenship. Sponsors understood that the organization would “present through organized civil aviation for national defense an example of voluntary service and self-discipline. . . .”<sup>18</sup> Following LaGuardia’s announcement of the CAP’s creation, the North Carolina Council of National Defense swiftly adopted the federal program and merged the organizational planning and professional connections previously developed with the Carolina Aero Club with the federal guidelines. On December 9, Governor Broughton appointed Mark Reed of Asheville as the state’s first commander and de facto established the North Carolina Wing of the Civil Air Patrol. Due to illness, Reed resigned as wing commander on December 12, 1941. On the recommendation of Reed, Junius M. Horner Jr., an attorney and Asheville native, became the new state wing commander on December 15.<sup>19</sup>

The United States was at war within days of the CAP’s establishment. Initially, the purposes of the CAP mirrored the aims of the state Civil Air Defense Service proposed weeks earlier. Volunteers of good character sixteen and older could join, and service in the CAP did not exempt them from regular military service.

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election in the Carolina Aero Club that elected L. C. McGinnis president over Hamilton. Johnson adds, “I understand also that there is some conflict or rivalry among the various groups in the Aero Club that is slowing down the work of organization. Just what this is I am not informed.”

18. Undated document titled, “Purposes of the Civil Air Guard of North Carolina,” in folder labeled “Civil Air Patrol,” Box 192, WWII Papers. The document appears to date to November 1941.

19. Carolina Aero Club [J. L. Hamilton] to J. M. Broughton, June 2, 1941; J. M. Broughton to J. L. Hamilton, June 5, 1941; Theodore S. Johnson to Brig. Gen. J. Vann B. Metts, November 19, 1941; undated document titled, “Civilian Air Defense Service for North Carolina”; undated document titled, “Civil Air Defense Service North Carolina Wing”; F. H. LaGuardia to J. Melville Broughton, November 28, 1941, all in folder labeled “Civil Air Patrol,” Box 192, WWII Papers; J. M. Broughton to Mark Reed, December 9, 1941; telegram, Mark Reed to J. M. Broughton, December 12, 1941, both in folder labeled “Civilian Defense Activities—Air Patrol; Fire School; Warning Posts; etc.,” Box 29, Broughton Papers; J. M. Horner Jr. to Theodore S. Johnson, December 20, 1941; Theodore S. Johnson to Gill R. Benson, December 22, 1941; Gill Robb Wilson to Theodore S. Johnson, December 31, 1941, all in folder labeled “Civil Air Patrol,” Box 192, WWII Papers; “Mark Reed Heads Civil Air Patrol,” *Raleigh News and Observer*, December 10, 1941, p. 9; “Attorney J. M. Horner Dies at 66,” *Asheville Citizen*, September 21, 1966, p. 1.





On December 9, 1941, Governor Broughton appointed Mark Reed of Asheville as the first commander of the North Carolina Wing of the Civil Air Patrol. One of the most important missions of these volunteer aviators, who served in the state wing at Beaufort and Manteo from 1941 to 1944, was antisubmarine patrol duty. One of Beaufort's aircraft, a Stinson 10A Voyager owned by Bruce P. Ellen of Canton, North Carolina, is shown here outfitted for coastal patrol operations. The aircraft sports the CAP roundel on the wings and empennage and a type of camouflage paint scheme to minimize visual detection by U-boats. This aircraft is here pictured with a U.S. Navy Mk 15 practice bomb, but would carry the AN-M30 100-pound general purpose bomb when on patrol. The plane crashed into the sound after a takeoff on February 19, 1943, but the crew escaped unharmed. Photograph courtesy of the Charles Small family, Richmond, Virginia.

The North Carolina Wing held its first meeting on December 30, 1941, in the Manteo Room of the Sir Walter Raleigh Hotel in Raleigh. Horner, together with NCCD director Johnson and Civil Aeronautics Authority inspector James C. Nall, explained the intention of the CAP to the sixty aviators who had gathered for the meeting. They described a state wing composed of three groups headquartered in Charlotte.<sup>20</sup> Horner emphasized to the audience that service would be on a voluntary basis and did not carry a draft deferment. Members received pay from either the state or federal government (National Guard versus War or Navy Department) for their time and use of equipment when engaged in emergency services such as patrol or courier duty.<sup>21</sup>

Horner and the state wing staff now worked to organize, recruit, and train the pilots, observers, mechanics, ground crew, and other volunteers. By the end of January 1942, over a quarter of the civilian pilots in the state submitted enlistment paperwork, and the wing numbered approximately 350 members and over one hundred aircraft. The wing established squadrons in Asheville, Burgaw, Charlotte, Elizabeth City, Fayetteville, Gastonia, Hickory, Raleigh, and Wilson, among other areas. More importantly, on February 3, 1942, Horner reported to the governor, "The North Carolina Wing is now in a position to function as a unit, and we think that we can, on very short notice, provide pilots and planes at any point in the State to meet any emergency."<sup>22</sup> An 80-hour ground school program began in mid-March followed by a 150-hour course in air instruction; by early April, most of the state's squadrons were nearing completion of the ground course. Nevertheless, the demand for pilots remained high at the end of March, despite a state CAP membership of 523, approximately 85 percent of whom were pilots, and an air arm of approximately 150 aircraft.<sup>23</sup>

Initial uses of the North Carolina Wing varied, and the first major operation for the wing involved fighting a forest fire. From April 24 to 26, 1942, the state wing assisted in efforts to battle a massive forest fire in the Pisgah National Forest. The North Carolina Wing ferried officers of the state National Guard to the vicinity, while also carrying rangers of the U.S. Forest Service aloft for observation

20. The state headquarters did open in Charlotte, on February 6, 1942. See "Boyce, Wilson Officials for Civil Air Unit," *Gastonia Daily Gazette*, February 6, 1942, p. 2.

21. Mauck, "Civilian Defense in the United States," ch. 9, pp. 3–8; OCD, *Civil Air Patrol: Organization, Purpose, Program, Enlistment*, 11–12; "Civil Pilots to Meet at Sir Walter Today," *Raleigh News and Observer*, December 30, 1941, p. 9; "Fliers Meet Here to Form Patrol," *Raleigh News and Observer*, December 31, 1941, p. 5.

22. J. M. Horner Jr. to J. Melville Broughton, February 3, 1942, in folder labeled "Civilian Defense Activities—Air Patrol; Fire School; Warning Posts; etc.," Box 29, Broughton Papers.

23. "Anderson Named Squadron Head," *Raleigh News and Observer*, February 7, 1942, p. 2; "400 North Carolinians Join Civil Air Patrol," *Raleigh News and Observer*, February 7, 1942, p. 5; "Air Patrol Here Plans Training," *Raleigh News and Observer*, March 14, 1942, p. 3; "Wing Tips: War-Trapped Clipper Makes Flight History," *Raleigh News and Observer*, April 5, 1942, p. 7; "More Civilian Pilots Needed," *High Point Enterprise*, March 20, 1942, p. 9. By 1943, the wing had fourteen squadrons. See note 69.

in battling the blaze. CAP aircraft, reported the *Raleigh News and Observer*, “flew low over the mountains, spotting new blazes and reporting developments in the control effort being made by more than 700 workers.”<sup>24</sup> More directly related to the war, local squadrons dropped paper bombs to simulate air raids and conducted evaluation flights during blackout drills for communities, businesses, and civilian defense officials.<sup>25</sup>

While the North Carolina Wing began operating in early 1942, the fighting in Europe soon spilled over onto the state’s doorstep. On January 16, the German submarine *U-66*, commanded by *Korvettenkapitän* Richard Zapp, arrived in the waters off Cape Hatteras. On the night of January 18, Zapp spotted the Standard Oil of New Jersey-owned tanker *Allan Jackson* and sank it with two torpedoes, killing twenty-two out of the crew of thirty-five. By the end of January, an additional eight Allied vessels went down off the North Carolina coast, including the British tanker *Empire Gem*, with a loss of forty-nine crew members. In February, German U-boats sank eight more ships along the state’s coast, destroyed twenty-two in March, and sank twenty-three more in April. Lights from vehicles, residences, and businesses along the Outer Banks aided the German submarines by silhouetting merchant vessels against the glowing shore. Once detected, an unescorted merchant vessel was easy prey for enemy submariners. Ultimately, U-boats sank seventy-eight vessels off the North Carolina coast. Military officials in the early months of 1942 tried to calm public fears, but confronted a shocking lack of preparedness to combat the submarines.<sup>26</sup>

The German offensive, deemed Operation *Paukenschlag* (“Drumbeat”), successfully delivered a sudden blow to the American war effort. Historian Michael Gannon argues that German U-boat attacks from January to July 1942 “constituted a greater strategic setback for the Allied war effort than did the defeat at Pearl Harbor,” with almost four hundred merchant vessels sunk during that period.<sup>27</sup> The United States military proved completely unprepared to defend coastal shipping. Having watched the British combat U-boats since 1939, the U.S. Navy’s lack of preparedness in protecting East Coast shipping, note historians Williamson Murray and Allen Millett, resulted from “too few escorts,

24. “Three More Guard Units Called to Combat Fires,” *Raleigh News and Observer*, April 25, 1942, p. 12.

25. J. M. Horner Jr. to J. Melville Broughton, April 29, 1942, in folder labeled “Civilian Defense Activities—Air Patrol; Fire School; Warning Posts; etc.,” Box 29, Broughton Papers; Neprud, *Flying Minute Men*, 91; “Plan Test Raid for Wake Towns,” *Raleigh News and Observer*, July 3, 1942, p. 14; Norman Young, “Wings Over Gastonia,” *Gastonia Daily Gazette*, May 13, 1942, p. 10.

26. Gannon, *Operation Drumbeat*, 242–247; David Stick, *Graveyard of the Atlantic: Shipwrecks of the North Carolina Coast* (Chapel Hill: University of North Carolina Press, 1952), 228–239; “Ships hit by U-boats in WWII,” *uboat.net*, <http://uboat.net/allies/merchants/>. The figure of seventy-eight sunk comes from a comparison of Stick’s work and the more modern, transnational database from *uboat.net*. U-boats further damaged eighteen vessels off North Carolina waters during the war.

27. Gannon, *Operation Drumbeat*, xviii.

little practical experience, faulty ideas, and a general lack of cooperation between army and naval aviation.”<sup>28</sup> U-boats sank more merchant vessels off the U.S. East Coast in 1942 than off the British coast in fall 1940. The American military could not claim a victory until April 14, 1942, when the destroyer USS *Roper* sank U-85 fourteen miles east of Oregon Inlet, North Carolina. In the first half of 1942, U-boats sank three million tons of shipping in American waters at a cost of just eight submarines.<sup>29</sup>

The waters off North Carolina, particularly Cape Hatteras, became a prime hunting area for U-boats. The waters formed a natural choke point, and merchant traffic heading north and south would swing out from the cape to avoid the treacherous Diamond Shoals, placing them on the very edge of the continental shelf. Here, the warm waters of the Gulf Stream smashed into cooler Arctic waters, creating turbulent winds and waves. Frying Pan Shoals, off Cape Fear, and Lookout Shoals, off Cape Lookout, also became graveyards for numerous U-boat victims. Long before submarine warfare commenced off Cape Hatteras, the North Carolina coast acquired the moniker “Graveyard of the Atlantic” for the sheer volume of vessels wrecked by the sands and surf. U-boats could spend the day submerged in the deeper waters on the narrow edge of the continental shelf, then surface under cover of darkness and patrol, spotting the profiles of ships from their running lights or silhouetted by glow along the shore. For these reasons, German admiral Karl Doenitz later remarked, “the area of Cape Hatteras proved particularly fruitful.”<sup>30</sup> U-boats sank merchant vessels off the Hatteras and the North Carolina coast with startling regularity, earning the area a new title: “Torpedo Junction.”<sup>31</sup>

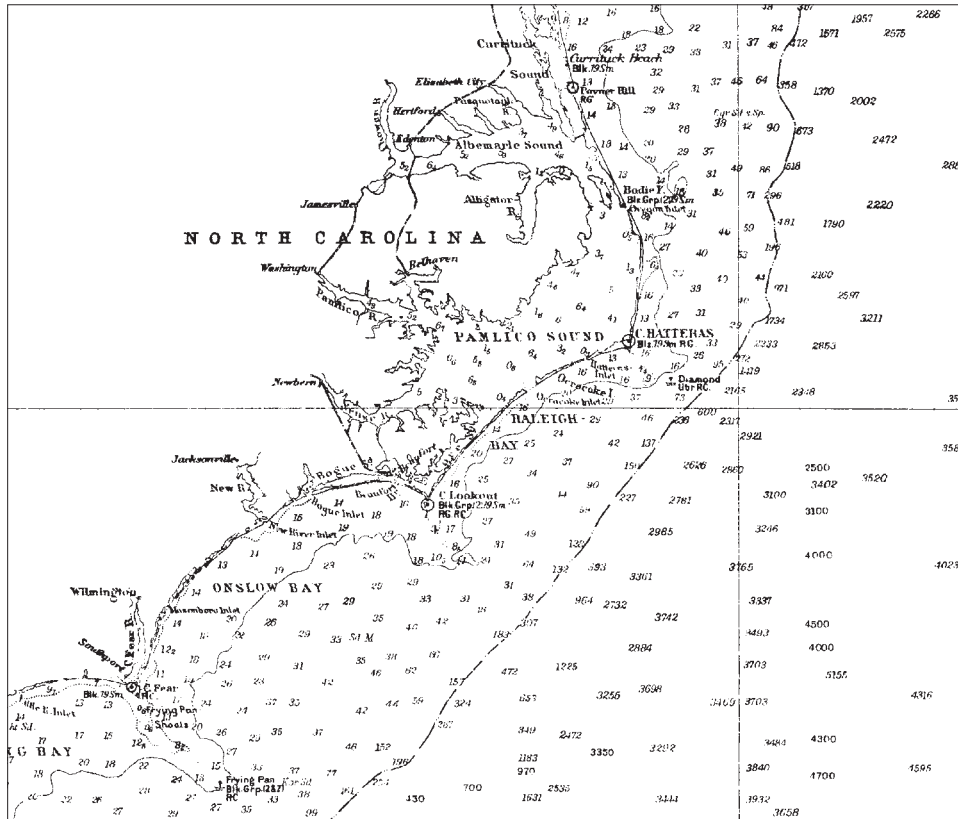
Resources available to the U.S. military in early 1942 were pitifully few for the task. To defend almost 1,500 miles of coastline, Rear Admiral Adolphus Andrews, commander of the Eastern Sea Frontier, possessed 20 under-armed, under-manned ships of varying reliability and a motley assortment of 103 aircraft, three-quarters of which were unsuited for either coastal patrol or antisubmarine defense. With the navy unable to provide effective patrol aircraft, the U.S. Army Air Forces undertook the task of antisubmarine patrol. At the request of the navy, Lt. Gen. Hugh A. Drum, commander of the Eastern Defense Command, ordered the I Bomber Command to commence patrols, the first occurring on December 8, 1941. Here too, the military was deficient. After frantic efforts to augment the

28. Murray and Millett, *A War to Be Won*, 251.

29. *Ibid.*

30. Karl Doenitz, *Memoirs: Ten Years and Twenty Days* (New York: World Publishing Co., 1959), 215; Morison, *Battle of the Atlantic*, 133.

31. Gannon, *Operation Drumbeat*, 242–243; Stick, *Graveyard of the Atlantic*, 1–3, 233; Hickam, *Torpedo Junction*, 22; “Torpedo Junction,” Cape Hatteras National Seashore, National Park Service, <http://www.nps.gov/caha/historyculture/torpedo-junction.htm>.



German U-boat commanders recognized the strategic value of the North Carolina coastline, with the shoals and proximity to the continental shelf making the area a choke point for merchant vessels, notably off Cape Hatteras, Cape Lookout, and Cape Fear. The shoals off Hatteras, a favorite hunting ground of U-boats, would earn the nickname “Torpedo Junction.” This map depicting German U-boats, an excerpt from a larger *Kriegsmarine* chart published in 1941, has been digitally modified by removing grid lines and grid references. Source: Bundesarchiv, Freiburg, Germany.

I Bomber Command with aircraft from the First Air Force, approximately 100 two-engine aircraft were available for use to cover the entire Eastern Seaboard. By the end of January 1942, the number increased to 119, with only 46 in commission: 9 B-17s and the remainder a mix of B-25s and obsolete B-18s. These army air units were training squadrons, armed with demolition bombs rather than depth charges, with a dearth of training in techniques to combat submarines. Further hampering American antisubmarine efforts was a lack of coordination: the U.S. Navy operated under command of the Eastern Sea Frontier, while U.S. Army Air Forces operations of the I Bomber Command took their directives from the Eastern Defense Command.<sup>32</sup>

32. Gannon, *Operation Drumbeat*, 171–184; Craven and Cate, *Plans and Early Operations*, 521–527.

The military also had to deal with the problem of coastal illumination. On March 8, 1942, Lieutenant General Drum wrote Governor Broughton about the imperative necessity to “blackout or eliminate shore illumination which serves to silhouette passing vessels to enemy observation,” and requested that regional civilian defense directors remove illuminated signs and business lights along the waterfronts of coastal communities.<sup>33</sup> In response to the governor’s inquiry, state director Johnson reported that the regional office of the OCD had not sent any guidance about the elimination of lighting, and noted that NCCD required permission from military officials even to hold practice drills. Governor Broughton, without authority to order a coastal blackout, requested residents to dim their lights shining out over the Atlantic to avoid silhouetting passing ships. Despite this request, the coast remained illuminated.<sup>34</sup>

As ship losses continued unabated, Broughton decided to take action. He telegraphed President Roosevelt, the secretaries of war and navy, and General Drum on March 26, 1942, stating, “I am definitely of the opinion that the defenses against submarine depredations certainly in the North Carolina coastal area are wholly inadequate and frequently inept and that there is a shocking lack of coordination between army, navy, coast guard and air forces.”<sup>35</sup> The same day, the army and navy reached an agreement wherein the army placed command of all air units engaged in antisubmarine operations or protection of coastal shipping under operational command of Admiral Andrews and the Eastern Sea Frontier. In April, under pressure from multiple sources, including the British government, the U.S. Navy finally transmitted information on blackout procedures for North Carolina coastal areas. In mid-May, Drum issued Proclamation No. 1, formally establishing the Eastern Military Area of the Atlantic Seaboard States, vesting in it the responsibility for enforcing wartime restrictions. The blackout and dim-out restrictions developed over the course of the war would remain in place until May 11, 1945.<sup>36</sup>

33. H. A. Drum to J. M. Broughton, March 8, 1942, in folder labeled “Governor–Broughton,” Box 191, WWII Papers.

34. Ben E. Douglas, “Civilian Defense in North Carolina, December 31, 1942,” in folder labeled “MC 1.9.11 Council of Defense 1942–1943,” Box 9, Harrelson Papers; Memorandum from Charles H. Murchison to Directors of State Defense Councils about Authorization for Blackouts, February 14, 1942, Box 148, WWII Papers; Theodore S. Johnson to J. M. Broughton, March 13, 1942, in folder labeled “Governor–Broughton,” Box 191, WWII Papers.

35. Telegram from J. Melville Broughton to Frank Knox, March 26, 1942, in folder labeled “Press Releases, Proclamations, Speeches, January–May 1942,” Box 90, Broughton Papers.

36. H. A. Drum to J. M. Broughton, April 11, 1942; Frank Knox to J. M. Broughton, April 11, 1942; Telegram from H. B. White to J. M. Broughton, March 27, 1942, all in folder labeled “Civilian Defense Activities–Air Patrol; Fire School; Warning Posts; etc.,” Box 29, Broughton Papers; “Coast Blackout May be Ordered,” *Raleigh News and Observer*, March 24, 1942, p. 1; “Navy Given Full Control of War Upon Submarines,” *Raleigh News and Observer*, March 28, 1942, p. 1; Craven and Cate, *Plans and Early Operations*, 527–530; Morison, *Battle of the Atlantic*, 241; telegram from Hugh Drum to J. M. Broughton,



Drum's actions coincided with the navy's belated move to staunch the U-boats' success. In April, Admiral Andrews implemented a partial convoy system deemed the "Bucket Brigade," which utilized daylight movement of vessels from one guarded anchorage to another spaced 120 miles apart along the Atlantic Coast. The navy began to escort merchant convoys along the East Coast the following month. The introduction of coastal convoys turned the tide against the U-boat offensive off the Eastern Seaboard. The convoys, in addition to increased air patrols and armed escorts, drastically reduced the number of U-boat sinkings. On July 19, 1942, Doenitz withdrew the last two U-boats off Cape Hatteras (*U-754* and *U-458*) and transferred his operations to the mid-Atlantic. This change by Doenitz was unknown to American authorities (although they did notice the downturn in U-boat activity) as Allied code breakers could not decipher the German Enigma codes for almost the entirety of 1942. Doenitz remarked after the war that despite his shift in priority, "American waters were nevertheless still worthy of exploitation in any area in which the defensive system was found to be still defective."<sup>37</sup>

While the army and navy cobbled together military resources and bickered over command and policy issues, the Civil Air Patrol entered into the breach. In February and early March, members of the Tanker Committee of the Petroleum Industry War Council met with representatives of the navy and war departments. Expressing their anger with the nation's military response (as tankers were a prized U-boat target), committee members suggested using the CAP pilots to patrol the coasts and force U-boats to submerge, restricting their range and operational capabilities. Aircraft posed the greatest threat to U-boats because of their speed, small size, and the vulnerability of the submarine's pressure hulls to damage from bombs. Upon sighting an aircraft, U-boat commanders would crash dive their boat, breaking off potential attacks and fleeing the area in case of retaliation. Commander in Chief, United States Fleet and Chief of Naval Operations Adm. Ernest J. King rejected this idea on grounds of "operational difficulties," while Deputy Chief of Staff for Operations Rear Adm. Richard S. Edwards declared, "It will serve no useful purpose except to give merchant ships the illusion that an adequate air patrol is being maintained."<sup>38</sup> Conversely, U.S. Army Air Forces Maj. Gen. Carl Spaatz had no objection to utilizing civilian aviation in an antisubmarine role. Beginning in late February and early March 1942,

April 26, 1942; F. D. Pryor for W. H. Allen to J. Melville Broughton, April 2, 1942, with attached bulletin titled, "Outline of Measures to Prevent Submarine Attack," both in folder labeled "Governor-Broughton," Box 191, WWII Papers; Coates, *Guide to Victory*, 70–75; William S. Pritchard to Roy L. McMillan, May 11, 1945, in folder labeled "Fort Bragg-Col. Pritchard," Box 194, WWII Papers; Gannon, *Operation Drumbeat*, 378–389.

37. Morison, *Battle of the Atlantic*, 254–255; Gannon, *Operation Drumbeat*, 385–388; Murray and Millett, *A War to Be Won*, 251–252; David Kahn, *Seizing the Enigma: The Race to Break the German U-boat Codes, 1939–1943* (New York: Barnes and Noble, 1998), 216–217; Doenitz, *Memoirs*, 237.

38. Gannon, *Operation Drumbeat*, 356.

experimental coastal patrol bases at Atlantic City, New Jersey (Coastal Patrol Base No. 1); Rehoboth Beach, Delaware (Coastal Patrol Base No. 2); and West Palm Beach, Florida (Coastal Patrol Base No. 3) tested out the concept of the CAP pilots flying antisubmarine patrols for a ninety-day period. Oil companies, whose tankers were sinking in increasing numbers, provided \$18,000 (\$253,000 in FY 2012) to fund entirely the first two months of operations of these bases.<sup>39</sup> Aircraft sported bright colors, often red, blue, and especially yellow, all of which featured a CAP-specific roundel of a blue circle with a superimposed white triangle with a superimposed red three-blade propeller. Pilots on patrol received a per diem of \$8.00 and free fuel in return for plenty of risk. In the event of capture, pilots wore a modified army uniform with a CAP patch sporting "US" to guarantee the men treatment as belligerents under international law.<sup>40</sup>

From the onset of the first coastal patrol mission out of Rehoboth Beach on March 5, the CAP crews proved invaluable to America's national defense. These early efforts entailed spotting submarines and forcing them to dive and evade attack, locating shipwrecked sailors, marking wreckage or mines, and escorting merchant vessels. Naval historian Samuel Eliot Morison notes that the "low speed and flying altitude of the C.A.P. planes enabled their pilots to observe many objects that escaped the notice of those in military planes."<sup>41</sup> CAP aircraft typically flew in two-ship formations, providing near-continuous air patrols over shipping lanes within sixty miles of shore from dawn to dusk, often only a few hundred feet above the waves. These civilian volunteers forced U-boats to dive and remain submerged, while transmitting any sightings to military authorities who would then take measures to engage the U-boats. The use of the CAP aircraft allowed the military to husband its limited forces in a focused effort to engage sighted submarines. Beginning in May, army technicians began fitting bomb racks to enable "civilian" aircraft to carry AN-M30 100-pound general purpose bombs

39. The inflation conversion for 1942 to 2012 dollars is \$1.00=\$14.06. For 1943 dollars, the conversion is \$1.00=\$13.24.

40. Gannon, *Operation Drumbeat*, 342–344, 355–357; House Subcommittee No. 6 of the Committee on Education and Labor, *United States Compensation Act Benefits for Members of the Civil Air Patrol: Hearing on H.R. 3673: A Bill to Extend the Benefits of the United States Employees' Compensation Act of September 7, 1916, to Active-Duty Members of the Civil Air Patrol, and for Other Purposes*, 80th Cong., 2nd sess., 1948, 18–19; Oberkommando der Marine, *The U-boat Commander's Handbook*, ed. E. J. Coates, trans. U.S. Navy, 1943 (Gettysburg, Pa.: Thomas Publications, 1989), 24–25, 78–81; Reilly, "Florida's Flying Minute Men," 417–418; Neprud, *Flying Minute Men*, 9–20; Office of Civilian Defense, Civil Air Patrol, Operations Directive No. 2, February 12, 1942, Folder 2, Box 6, Earle L. Johnson Papers (hereinafter cited as Johnson Papers), Western Reserve Historical Society, Cleveland, Ohio. For coastal patrol operations, the red three-bladed propeller was later removed in May 1942 to avoid confusion with Japanese aircraft insignia. See Office of Civilian Defense, Civil Air Patrol, General Memorandum 29, May 25, 1942, folder 1, Box 6, Johnson Papers. In February 1942, the CAP submitted a plan to the U.S. Army Air Forces for the employment of its forces in coastal patrol work. See Arthur B. Ferguson, U.S. Air Force Historical Study No. 107, *The Antisubmarine Command* (Washington, D.C.: Government Printing Office, 1945), 232 n. 24.

41. Morison, *Battle of the Atlantic*, 278.

or an Mk17 325-pound depth bomb.<sup>42</sup> Army authorities, and begrudgingly the navy under Admiral King, were convinced of the CAP's antisubmarine patrol value well before completion of the ninety-day test period. By the end of 1942, twenty-one CAP coastal patrol bases from Maine to the Gulf of Mexico guarded the Atlantic coastline.<sup>43</sup>

By May 1942, the wheels of government began to turn fast enough to establish a CAP coastal patrol base along the Outer Banks. Only a month before during the Easter weekend, vacationers at Nags Head stood on the sand dunes and witnessed U-552 torpedo the tanker *Byron D. Benson*, killing ten of the crew and sending lurid walls of flame and pillars of black smoke skyward. On May 18, wing commander Horner left North Carolina in his single-engine Fairchild Ranger to serve as a pilot at Coastal Patrol Base No. 5 at Flagler Beach, Florida. North Carolina would send ten men and several aircraft to the Flagler Beach base, as well as additional pilots, aircraft, and personnel to bases in South Carolina and Georgia. The following day, wing adjutant Frank E. Dawson wrote to Governor Broughton to report that the North Carolina Wing numbered 762 members with approximately 400 private aircraft organized into three groups for a total of twelve squadrons. Dawson requested Governor Broughton to ask NCCD director Ben E. Douglas for operational funds and office equipment, and to lobby the government in Washington to establish a coastal patrol base in Wilmington.<sup>44</sup> By the end of May, Douglas received confidential information from the national CAP commander Maj. Earle L. Johnson (he had replaced Major General Curry in late March), that the CAP desired a base near Wilmington, and that if Governor Broughton contacted Lieutenant General Drum about requesting such a base, he would authorize it. Douglas wrote the governor expressing how "it is my belief and the belief of those men who are connected with the Civil Air Patrol that a base established here would decrease the sinking of ships off the coast of North Carolina."<sup>45</sup>

42. Admiral King authorized the arming of CAP aircraft in April 1942, but the military did not begin to install bomb racks until May. The earliest CAP attack on a suspected U-boat is listed in the Eastern Sea Frontier War Diary as occurring on May 22, 1942. See Mae M. Link, U.S. Air Force Historical Study No. 19: *Civilian Volunteer Activities in the AAF* (Washington, D.C.: Government Printing Office, 1944), 78; Gannon, *Operation Drumbeat*, 179.

43. Neprud, *Flying Minute Men*, 9–20; Craven and Cate, *Plans and Early Operations*, 527–531.

44. Douglas, a former Charlotte mayor, replaced Johnson as NCCD director effective on May 12, 1942. The bases Dawson mentioned in addition to Florida were Coastal Patrol Base No. 6 at St. Simons Island, Georgia, and Coastal Patrol Base No. 8 at Charleston, South Carolina.

45. Frank B. Dinwiddie to J. M. Broughton, April 9, 1942; J. M. Horner Jr. to J. M. Broughton, May 18, 1942; Frank E. Dawson to J. Melville Broughton, May 19, 1942, all in folder labeled "Civilian Defense Activities—Air Patrol; Fire School; Warning Posts; etc.," Box 29, Broughton Papers; Ben E. Douglas to J. M. Broughton, May 27, 1942, in folder labeled "Governor—Broughton," Box 191, WWII Papers; Claude Y. Nanney Jr., *History of CAP Coastal Patrol Base No. 5, Flagler Beach, Florida, May 19, 1942 . . . August 31, 1943* (Daytona Beach, Fla.: N.p., 1943), 18, 22; "Wing Tips: Truman's All Right—and It's a

During June and July 1942, the first North Carolina CAP Coastal Patrol base came into existence. In early June, the national CAP headquarters informed the state wing headquarters in Charlotte that they would request “a considerable amount” of their aircraft for patrol duty over the North Carolina coast within the next few weeks.<sup>46</sup> Both Virginia and South Carolina activated CAP bases in April and May, respectively, leaving the North Carolina coast and “Torpedo Junction” without constant aerial coverage. Wing executive officer Dawson then summarily solicited the NCCD for funds to purchase two-way radios for patrol aircraft, to which the state allocated \$1,000 for the purchase of five at the end of June. On June 10, Dawson asked Douglas to meet with Broughton about securing a base. Douglas wrote to Broughton again about a base on the twelfth and achieved success, noting, “It occurs to me, when we consider the number of sinkings off the coast of North Carolina, that if a base were placed somewhere in the southern area of the State between Charleston and Norfolk, a great deal of good could be accomplished by these slower flying planes operated under the North Carolina Wing of C.A.P.”<sup>47</sup> Persuaded by Douglas, Broughton contacted Drum on June 18, writing, “It appears to me that there is a very definite need for such a base and I would personally appreciate your early consideration of this matter.”<sup>48</sup> Drum acknowledged he would be in touch once further investigation was complete. Drum confirmed on July 6 how “arrangements are underway for the activation of such unit at the earliest practicable date.”<sup>49</sup> Drum added that the army informed Broughton that it would activate such a unit within approximately two weeks, authorized to operate from the airport at Wilmington. Perhaps to share this news, Dawson called a statewide CAP meeting for July 13 in Charlotte.<sup>50</sup>

CAP Captain Dawson, now promoted to state wing commander, began gathering resources for the new coastal base.<sup>51</sup> At some point in mid-July, the

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Big Boy,” *Raleigh News and Observer*, May 24, 1942, p. 5; Civil Air Patrol, *CAP Bulletin*, vol. 1, no. 9, March 27, 1942, folder 6, Box 6, Johnson Papers.

46. Frank E. Dawson to Ben E. Douglas, June 8, 1942, in folder labeled “Civil Air Patrol,” Box 192, WWII Papers.

47. Ben E. Douglas to J. M. Broughton, June 12, 1942, in folder labeled “Civil Air Patrol,” Box 192, WWII Papers.

48. J. Melville Broughton to Hugh A. Drum, June 18, 1942, *ibid.*

49. H. A. Drum to J. Melville Broughton, July 6, 1942, *ibid.*

50. Frank E. Dawson to Ben E. Douglas, June 10, 1942, in folder labeled “Civil Air Patrol,” Box 192, WWII Papers; Frank E. Dawson to J. Melville Broughton, June 30, 1942, in folder labeled “Governor–Broughton,” Box 191, WWII Papers; Frank E. Dawson to Ben E. Douglas, June 17, 1942; H. A. Drum to J. Melville Broughton, June 20, 1942, both in folder labeled “Civil Air Patrol,” Box 192, WWII Papers; “Charlotte, July 11,” *Gastonia Daily Gazette*, July 11, 1942, p. 2. The U.S. Navy decided where the CAP bases would be established, but CAP National Headquarters and the U.S. Army Air Forces together determined the scope of the coastal patrol unit operations. See Link, *Civilian Volunteer Activities*, 79.

51. According to the national Civil Air Patrol records, Dawson formally became wing commander on June 16, 1942, and was promoted to CAP major effective August 16, 1942.



Frank E. Dawson of Charlotte commanded the North Carolina Wing from 1942 until 1946, and served as base commander of Coastal Patrol Base No. 21 at Beaufort and Tow Target Unit No. 21 at Monogram Field, Virginia. In late 1944, he founded the Association of Civil Air Patrol Veterans to lobby for veterans' status for CAP coastal patrol personnel. A tireless force for the establishment and growth of the state wing, he "made" CAP in North Carolina. He is shown here (right) in late 1944 or 1945 speaking with a young CAP lieutenant. Photograph courtesy of the Charles Small family, Richmond, Virginia.

location of the base changed from Wilmington to Roanoke Island, specifically at Skyco airfield located between Manteo and Wanchese. Dawson wrote Douglas on the twenty-first and reported that the base could begin operation the following day.<sup>52</sup> Furthermore, he asked Douglas to write former governor and senator Cameron A. Morrison, a wealthy resident of Charlotte, to persuade him to donate at least \$1,000 to construct a repair shop for the base. Douglas, an advocate for the CAP base, informed Dawson that he simply could not fulfill this request,

52. The Civil Air Patrol officially activated the Manteo base on July 21, 1942. Dawson presumably relayed this information to Douglas in his letter of the same day. See Office of Civilian Defense, Civil Air Patrol, Operations Orders No. 1, "Activation of CAP Coastal Patrols," November 30, 1942, folder 2, Box 6, Johnson Papers.



apparently for professional and personal reasons.<sup>53</sup> CAP served the state and the nation, but it literally operated on the generosity of private organizations and whatever assets they could acquire or spend out of pocket. Despite the program's extremely limited funding, on July 22, 1942, an advance group of men arrived at Skyco to prepare CAP Coastal Patrol Base No. 16.<sup>54</sup> This group of sixteen men and one woman, led by base commander and Charlotte engineer CAP Captain James L. Hamilton, commenced cleaning up the base headquarters—an old farmhouse—mowing the field, clearing brush, erecting a radio antenna, and battling swarms of mosquitoes. Orders went out days later for men to report for duty at the base. Several members arrived after months working at Coastal Patrol Base No. 5 at Flagler Beach, Florida. On July 27, 1942, the first flight of eight aircraft arrived, ferried by CAP Lts. William P. Bridges of Shelby, Dabney M. Coddington of Charlotte, Robert E. Church of Elkin, Claude Jarrett of Asheville, and Vernon C. Rudolph of Winston-Salem, who left his promising business, Krispy Kreme Doughnuts, on hold while he enjoyed a bit of wartime adventure.<sup>55</sup>

Training commenced immediately to prepare for coastal patrol operations. Anthony Wietholter, an army ordnance specialist from Newport, Kentucky, described the Skyco base as “nothing but a cow pasture, with a farm house as headquarters.”<sup>56</sup> CAP Technical Sgt. Dorothy Graham of Raleigh recalled, “When our linemen went out to service the planes, they’d have to wear mosquito

53. Apparently Morrison did provide funding to assist the establishment of the Manteo base, but how much and when remain unknown. Dawson, in a letter to Governor Broughton dated August 5, 1942, gives the figure of \$1,500 in donations, although without listing the source(s). See “\$18,000 Gift Started a Much Praised Manteo Civil Air Patrol Base,” *Dare County Times*, July 16, 1943, p. 1; Frank E. Dawson to J. Melville Broughton, August 5, 1942, in folder labeled “Civil Air Patrol,” Box 192, WWII Papers. Neprud’s history, *Flying Minute Men*, notes on page 37 that “twenty North Carolina squadrons contributed \$100 each to help the Manteo base get started.” Unfortunately, no evidence exists to verify this claim, nor did the state have twenty squadrons in July–August 1942. George C. Mooreland of Asheville, the Manteo base accountant, testified before Congress how “Popular subscriptions were taken up among the businessmen at home, and through those donations we were able to start our base operating with a capital of some \$3,000.” See *Civil Air Patrol: Hearings on H.R. 1941 and H.R. 2149*, 79th Cong., 1st sess., 1945, 21.

54. Laborers constructed the Skyco airfield in the summer of 1937, intended as a temporary facility until the Dare County Board of Commissioners secured funds for a more permanent facility. See “Airport Near Manteo to Be Complete Soon,” newspaper unknown, July 30, 1937 (article posted at Dare County Regional Airport [DCRA], Manteo, North Carolina); Dewey Mann, “Skyco Airport, 1937–1941,” Dare County, North Carolina, <http://www.darenc.com/airport/museum/dewey.asp>.

55. Frank E. Dawson to Sen. Cameron Morrison, July 21, 1942; Frank E. Dawson to Ben E. Douglas, July 21, 1942; Ben E. Douglas to Frank E. Dawson, July 24, 1942, all in folder labeled “Civil Air Patrol,” Box 192, WWII Papers; “Air Patrol Members Given Active Duty,” *Raleigh News and Observer*, July 25, 1942, p. 3; Civil Air Patrol Coastal Patrol Base No. 16 S-2 Journal, entries for July 22, 27, 1942, DCRA; Allen H. Watkins to A. A. Alston, February 17, 1949, with attached personnel roster for CAP Coastal Patrol Base No. 16, DCRA; Nanney, *History of CAP Coastal Patrol Base No. 5*, 21–24; Keefer, *From Maine to Mexico*, 394. The personnel of Coastal Patrol Base No. 16 accepted the date of August 27, 1942, as their official opening. CAP lists the official activation date of the base as July 21, 1942. See Neprud, *Flying Minute Men*, 34.

56. Keefer, *From Maine to Mexico*, 387.



netting over all exposed parts of their bodies in order to tolerate the bugs. The men told jokes about how big the mosquitoes were and what they would say to each other like, ‘Shall we eat him here or drag him off to the swamp?’<sup>57</sup> Despite the challenging work and swarms of mosquitoes, the eighty Tar Heels at the base had a job to do, and base commander Hamilton ran a strict operation, insisting on full compliance with regulations. The local community and Dawson, who tirelessly lobbied the state government for funding, aided the base’s early development. The Dare County commissioners agreed to pay the monthly base rental of \$10.00, and the Work Projects Administration (WPA) placed a small contingent of workers at the base to help cobble together basic living quarters and repair facilities. Manteo’s citizens readily accepted the CAP fliers with open arms, renting out houses and rooms to the men and interacting with the base personnel at the local theater, dances, and other base social events.<sup>58</sup>

The first coastal patrol from Skyco began on August 10, 1942, piloted by CAP Lt. Charles E. Bailey of Madison with Observer Lt. Edwin T. Howard of High Point. The War Department authorized coastal patrol units “to patrol coastal shipping lanes . . . for the purpose of protecting friendly shipping and of locating and reporting enemy submarines, warships, or suspicious craft and to take such action as their equipment permits in the destruction of enemy submarines.”<sup>59</sup> The headquarters of the 25th Antisubmarine Wing in New York City relayed orders and intelligence for base operations to Langley Field in Hampton, Virginia. Langley (and a Joint Operations Office in Norfolk) would subsequently be the primary control point for Manteo’s—and later Beaufort’s—CAP operations, which fell overall under the Army Air Force Antisubmarine Command, Mitchel Field, New York. Additional guidance and orders for the state’s coastal patrolling operations came from the Naval Intelligence Center, Fifth Naval District, Naval Station Norfolk, Virginia. By the end of August 1942, daily patrols at dawn and dusk operated from the primitive strip at Skyco along the coast from Norfolk to Ocracoke Inlet. Dawson flew in to inspect the base’s progress on September 15. For unspecified reasons, Hamilton resigned as commander of the Manteo base, and Dawson replaced him with CAP Capt. Allen H. Watkins Jr., a wealthy Greensboro businessman and aviation enthusiast who quickly earned the respect

57. *Ibid.*, 391–392.

58. *Ibid.*, 384–386, 398; Frank E. Dawson to J. Melville Broughton, August 5, 1942, in folder labeled “Civil Air Patrol,” Box 192, WWII Papers; Mellor, *Sank Same*, 85; undated document labeled “Bulletin Board,” from James L. Hamilton, Base Commander, DCRA; Frank E. Dawson to J. Melville Broughton, August 5, 1942; C. C. McGinnis to J. Melville Broughton, August 5, 1942, both in folder labeled “Civil Air Patrol,” Box 192, WWII Papers; notes from Dare County Board of Commissioners meeting, August 1942, DCRA; J. Melville Broughton to C. C. McGinnis, August 4, 1942, in folder labeled “Civilian Defense Activities—Air Patrol; Fire School; Warning Posts; etc.,” Box 29, Broughton Papers.

59. *Civil Air Patrol: Hearings on H.R. 1941 and H.R. 2149*, 79th Cong., 1st sess., 1945, 24–25.

and admiration of his peers as base commander.<sup>60</sup> From October 1942 to January 1943, Coastal Patrol Base No. 16 moved from Skyco to a new airport built by the WPA just north of the town of Manteo. CAP would share this base, officially commissioned U.S. Naval Auxiliary Air Station Manteo on March 3, 1943, with Navy Fighting Squadron 17 (VF-17) for the remainder of its existence.<sup>61</sup>

With the base on Roanoke Island established, CAP Major Dawson commenced work on obtaining a second base for North Carolina. Dawson informed Governor Broughton on August 5 that he was working to acquire another coastal patrol base, despite the men at Manteo not receiving their allocated patrol per diem from the army. The CAP national headquarters agreed with Dawson's recommendations, and on September 2, 1942, authorized the establishment of Coastal Patrol Base No. 21 at Beaufort.<sup>62</sup> This would be the last coastal patrol base established by the Civil Air Patrol in World War II. Dawson, private pilot, jobber for W&W Pickle and Canning Company, and state wing commander, now assumed command of the Beaufort base. He arrived at the coast and began organizing the base on September 7, along with seventy-five CAP volunteers from across the state. The initial airfield at Beaufort left a lasting impression as recorded in the base yearbook: "it [was] growing waist-high in swamp grass, and full of stump pine. About half the field was under water at high tide. The only evidence of human habitation in the area was a tiny, two-room homestead in the northeast corner of

60. William P. Bridges, in a 1983 interview, mentions that he believed Hamilton's frequent disagreements with CAP headquarters in Washington, D.C., factored into his resignation. See William Paul Bridges, interview by CAP Lt. Col. Lester E. Hopper, October 10, 1983, transcript, DCRA (hereinafter cited as Bridges interview).

61. "Civil Air Patrol Leaves Its Roanoke Island Base This Week for Other Posts," *Dare County Times*, September 3, 1943, p. 1; Civil Air Patrol Coastal Patrol Base No. 16 S-2 Journal, entries for September 15, 1942, and October 1942–January 1943, DCRA; Frank E. Dawson to J. Melville Broughton, November 14, 1942, in folder labeled "Civilian Defense Activities–Air Patrol; Fire School; Warning Posts; etc.," Box 29, Broughton Papers; Kelly R. Grimm, "Finding Aid of the A. H. Watkins Papers, 1936–1941, Biographical Note," Outer Banks History Center, Manteo, North Carolina, [http://www.obhistorycenter.ncdcr.gov/ead/findingaids/obhc\\_a\\_h\\_watkins\\_papers.pdf](http://www.obhistorycenter.ncdcr.gov/ead/findingaids/obhc_a_h_watkins_papers.pdf); Harry Bridges, "History of Dare County Regional Airport," Dare County, North Carolina, <http://www.darenc.com/airport/museum/hist.asp>; Memorandum from Allen H. Watkins to All Base Personnel, October 23, 1942, DCRA.

62. While the base yearbook for Beaufort has a facsimile of a letter dated September 2, 1942, stating that "the directive for the establishment of a CAP Coastal Patrol at Beaufort, North Carolina, has been approved," officially the Civil Air Patrol lists the activation date for the Beaufort base as September 7, 1942. See Warner and Grove, *Base Twenty-One*, 18; and Office of Civilian Defense, Civil Air Patrol, Operations Orders No. 1, "Activation of CAP Coastal Patrols," November 30, 1942, folder 2, Box 6, Johnson Papers (hereinafter cited as "Activation of CAP Coastal Patrols"). The U.S. Navy owned the lease for Base No. 21, which was located in Beaufort because of the gap in CAP coastal patrol operations between Coastal Patrol Bases No. 16, Manteo, and No. 8, Charleston, S.C. See lease between Irvin W. Davis and U.S. Navy, June 2, 1942, in folder labeled "Beaufort Air Base–Improvement–Civil Air Patrol," Box 192, WWII Papers.

the field.”<sup>63</sup> Despite the horrid condition of the field, volunteers mowed out two runways through marsh grass on the highest ground available, filled in holes, and leveled the ground as best as they could. The men next erected a radio tower, configured the cottage into a base operations office, constructed primitive out-houses, and built a pilot’s house from lumber brought from Williamston. After all of the construction, check flights, and radio checks, the first patrols lifted off on September 30, patrolling from Cape Hatteras to Cape Fear.<sup>64</sup> Much like Manteo, Beaufort’s community warmly welcomed the CAP community, renting rooms and cottages to the aviators and base personnel and forming lasting relationships; there was even a marriage or two.<sup>65</sup>

Dawson wasted no time upgrading the base conditions at Beaufort. On the first day of patrols, construction began at Beaufort on a hangar for the unit’s aircraft. It was finished by mid-October. In November, Dawson worked with the WPA to have uniforms sewn and modified for the members of the state wing. He also wrote to Governor Broughton on October 14 asking him to consider securing an appropriation of \$25,000 for additional purchases of uniforms, materials, and supplies for the wing and coastal patrol bases. The indefatigable Dawson next worked with the NCCD to complete and submit a Federal Works Agency War Public Works application to improve the airport by paving the runways, grading the taxiways, and building proper drainage systems. Submitted by the state civilian defense office in the first week of December 1942, the Federal Works Agency approved the project on January 5, 1943, and submitted the work to the U.S. Navy, which in February gave its approval for the Civil Aeronautics Administration to construct two 4,000-foot runways, with a third runway approved months later. In the meantime, the State Highways and Public Works Commission drained and raised the runways to overcome the rampant flooding issues. On February 4, 1943, the Joint Army and Navy Board approved construction of the airport at a cost of \$575,000, and construction began in late June 1943. The Carteret County Board of Commissioners and Beaufort residents eagerly supported the construction of a permanent airfield and embraced Dawson’s vision

63. Warner and Grove, *Base Twenty-One*, 19. The yearbook for the personnel at CAP Coastal Patrol Base No. 21 is a treasure trove of information after a fire consumed all the records of the base on November 10, 1943. Almost no documents from the base exist in the holdings of the North Carolina State Archives.

64. These first patrols were flown by Lieutenants Clay Swaim (Salisbury), Alfred Kendrick (Gastonia), Harry Thompson (Whiteville), and Guy Cherry (Kinston) with Flight Officers Manfred Mashburn (Greensboro), Ernest Behre (Raleigh), Maj. Frank Dawson (Charlotte), and Lt. Frank Davis (Lincolnton) as observers.

65. Frank E. Dawson to J. Melville Broughton, August 5, 1942, in folder labeled “Civil Air Patrol,” Box 192, WWII Papers; Warner and Grove, *Base Twenty-One*, 17–19, 54–57; “Two C.A.P Leaders Killed in Airplane Crash,” *Charlotte Observer*, November 11, 1946, pp. 1–2; Keefer, *From Maine to Mexico*, 501–506, 520. The Civil Air Patrol officially lists the first day of patrols as September 27, 1942, in contrast to the base yearbook (listing the thirtieth as the first day). See OCD, “Activation of CAP Coastal Patrols.”



CAP volunteers in Beaufort initially flew from grass fields cut out of marshland. At high tide the fields flooded with several inches of water, concealing the many potholes on the runways and making flight operations difficult. Lobbying efforts by Dawson resulted in the state government obtaining federal funds to build a modern, paved airport. Photograph from Melvin J. Warner and George W. Grove, *Coastal Patrol Base Twenty-One* (N.p., 1944), 65.

of the base becoming “a link to the important air routes in the country” in the postwar era.<sup>66</sup>

66. Warner and Grove, *Base Twenty-One*, 57–64; Frank E. Dawson to C. C. McGinnis, November 14, 1942; C. C. McGinnis to Frank E. Dawson, November 16, 1942; Frank E. Dawson to J. Melville Broughton, November 14, 1942, all in folder labeled “Civilian Defense Activities–Air Patrol; Fire School; Warning Posts; etc.,” Box 29, Broughton Papers; C. L. Vickers to Ben E. Douglas, December 11, 1942; C. C. McGinnis to Kenneth W. Markwell, December 9, 1942; War Public Works Application for Federal Assistance submitted by the North Carolina Office of Civilian Defense requesting \$146,055.00 for improvements to the Beaufort Airport, December 7, 1942; C. L. Vickers to Ben E. Douglas, January 5, 1943, all in folder labeled “Beaufort Air Base–Improvement–Civil Air Patrol,” Box 192, WWII Papers; Warner and Grove, *Base Twenty-One*, 69, 74; J. Melville Broughton to John G. Clark, January 2, 1943; John G. Clark to J. M. Broughton, December 29, 1942; telegram from J. M. Broughton to Frank E. Dawson, December 28, 1942; telegram from Frank E. Dawson to J. Melville Broughton, December 28, 1942, all in folder labeled “Civilian Defense Activities–Air Patrol; Fire School; Warning Posts; etc.,” Box 29, Broughton Papers; “C.A.A. Considering \$600,000 Airfield for West Beaufort,” *Beaufort News*, January 7, 1943, p. 1; “Airport,” *Beaufort News*, January 14, 1943, p. 1; “Flash! Airport,” *Beaufort News*, February 4, 1943, p. 1; “Work Definitely Begun on Beaufort–Morehead Airport,” *Beaufort News*, June 24, 1943, p. 1; “Beaufort–M.C. Airport [to] Be Completed Feb. 1st,” *Beaufort News*, July 29, 1943, p. 1. In July

Accompanying the federal funds for improvement of the Beaufort airfield, the North Carolina General Assembly voted to appropriate funds for the North Carolina Wing in the winter of 1943. Dawson, in an application statement to the General Assembly requesting \$50,000 for the construction and maintenance of the coastal patrol bases and state wing, stated that the CAP's "primary goal is the defense of the North Carolina coast and the protection of merchant shipping in the sea lanes adjacent thereto."<sup>67</sup> Funds were needed urgently for the coastal patrol bases, primarily for "construction and maintenance of runways, hangar, repair shop, assembly hall, pilots' house, canteen, water and sewerage system, fire fighting apparatus, and crash equipment."<sup>68</sup> Dawson detailed the size of the wing (1,100 members in 14 squadrons), its mission being to train personnel for the coastal bases and for service in the United States military, and notably the tremendous volunteer contribution the wing gave to the state. He closed by mentioning the paltry funds allocated for the state's coastal patrol bases—\$2,000 per base from largely private contributions—compared to the substantial appropriations the states of Florida, Georgia, New Jersey, New York, and Virginia gave to their CAP wings.<sup>69</sup> Historian Bruce Schulman writes that during the war "North Carolina's leaders made only lackluster efforts" to attract defense dollars. Along with the state's relative poverty, this possibly explains the lack of financial support for the state wing.<sup>70</sup> The more obvious reason for the lack of funding is that the CAP did not exist the last time the General Assembly met in Raleigh, and the 1943 session addressed numerous wartime matters with the CAP as no exception.

Dawson's message struck a positive chord with Rep. Roy Rowe, a Democrat from Burgaw, who was both Carolina Aero Club president and commander of the Wilmington squadron. Rowe introduced H.B. 103 on January 21, 1943, to appropriate \$30,000 for the state wing under the OCD and for the coastal patrol

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1943, the CAA authorized the construction of an additional 4,000-foot runway. The Beaufort-Morehead City Airport was renamed Michael J. Smith Field in honor of the Beaufort native and pilot of the Space Shuttle *Challenger*, killed when the spacecraft exploded on January 28, 1986.

67. Document titled "Application to the North Carolina State Legislature for Funds to be Used in Construction and Maintenance of the North Carolina Wing of Civil Air Patrol," authored by Frank E. Dawson, in folder labeled "1943 Civil Air Patrol," Box 153, WWII Papers.

68. *Ibid.*

69. The fourteen squadrons mentioned were located at Asheville, Burlington, Charlotte, Concord, Fayetteville, Gastonia, Greensboro, Henderson, Hickory, Raleigh, Rocky Mount, Salisbury, Wilmington, and Winston-Salem. Dawson mentions that New Jersey and New York each donated \$150,000 for CAP bases in their states; Florida donated \$100,000 for one base; Georgia donated \$75,000 for one base; Tennessee contributed \$50,000 for one base; and Virginia donated ten aircraft valued at \$6,000 apiece to its one base. These figures range from \$703,000 to \$2.1 million dollars for single bases (in FY 2012).

70. Bruce J. Schulman, *From Cotton Belt to Sunbelt: Federal Policy, Economic Development, and the Transformation of the South, 1938–1980* (Durham, N.C.: Duke University Press, 1994), 99.





In 1943, the state General Assembly appropriated \$30,000 for the bases at Manteo and Beaufort. The hangar at Beaufort, built with state funds, provided CAP personnel with a control tower and ample space to repair and service the light aircraft after their grueling patrol missions over wide expanses of the icy Atlantic Ocean. In November 1943, this hangar burned to the ground. Photograph courtesy of the Charles Small family, Richmond, Virginia.

bases and other CAP needs statewide.<sup>71</sup> The House and Senate swiftly approved the measure, and the General Assembly ratified it on February 11, 1943. Within a week both Dawson and Watkins requested approximately \$14,000 for the Manteo and Beaufort bases. By late July, Beaufort sported a massive new hangar and machine shops, and Manteo had an array of buildings, fuel storage facilities, and machine shops—a result of Dawson’s perseverance, Rowe’s aviation and CAP connections, and taxpayers’ contributions.<sup>72</sup>

71. The full title of H.B. 103 is “An Act to Appropriate Funds for the Equipment and Maintenance of Bases Established in this State by the Civil Air Patrol.”

72. J. M. Broughton to R. L. McMillan, January 2, 1943; Frank E. Dawson to R. L. McMillan, January 11, 1943, both in folder labeled “1943 Civil Air Patrol,” Box 153, WWII Papers; “Rowe is Elected Aero Club Head,” *Raleigh News and Observer*, August 31, 1942, p. 3; “Wing Tips: There’s Much Happening But Not Much to Print,” *Raleigh News and Observer*, December 6, 1942, p. 3; State of North Carolina, *Journal of the House of Representatives of the General Assembly of the State of North Carolina, Session 1943* (Raleigh, N.C.: Edwards and Broughton Co., 1943), 66, 138, 154, 190; State of North Carolina, *Journal of the Senate of the General Assembly of the State of North Carolina, Session 1943* (Durham, N.C.: Christian Printing Co., 1943), 118, 128; State of North Carolina, *1943 Session Laws and Resolutions Passed by the General Assembly at Its Regular Session Held in the City of Raleigh Beginning on Wednesday, the Sixth Day of January, A.D. 1943* (Charlotte, N.C.: The Observer Printing House, 1943), 60; Intra-office memoranda noting request by Major Dawson for \$7,300 approved on February 1 and Captain Watkins for \$6,663, in



With both bases up and running, attention turned to the mission of antisubmarine patrol duty. These CAP operations were classified “as confidential military information, and will at all times be safeguarded as such,” with violators subject to dismissal and prosecution under the Espionage Act.<sup>73</sup> Although the military acknowledged the existence of the bases, the public received only snippets of information about their activity.<sup>74</sup> Operations at both bases focused on coastal patrols from dawn to dusk (CAP aircraft did not perform night operations). CAP M.Sgt. Carl O. Swain of Winston-Salem manned the Manteo base communications center, and recalled the dawn patrol procedures:

They’d take off, two of them going south, two of them going north, and you’d give them permission to take off in the morning at dawn, soon as it was light enough for them to see, and get them out, and then they’d come back and give you their coordinates every fifteen minutes, where they were, and they would go further out to sea. Also they had a rule that each plane had to fall back behind the other at intervals to see if anything was wrong with the other airplane.<sup>75</sup>

CAP pilot Lt. William P. Bridges from Shelby described the hazards of navigating on the featureless ocean: “We’d usually pretty well draw out our map to buoys, where we was going, from this buoy to that buoy to the other buoy.”<sup>76</sup> Bridges added that this method caused his sister ship to head out to sea by mistake when buoys were confused. “We was all sort of green pilots, back then,” and getting lost was easy. Bridges noted, “Of course we didn’t fly instruments, but we flew in weather that we shouldn’t have flew in, really. But most of the time we flew.”<sup>77</sup>

Moments of terror or humor punctuated the aircrews’ otherwise long, arduous hours of patrol duty. Flight Observer Jeff Sapp from Concord described how he almost took a swim in the Atlantic on a mission out of Manteo:

My only “near-ditching” came on a routine patrol about twenty-five miles off shore when a pilot buddy told me to fly our plane while he had his sandwich and Coke. As usual, he popped open the cap against something on the dash—except that his hand slipped. When the bottle accidentally hit the ignition switch, the engine quit dead at about seven or eight hundred feet. Startled by the sudden silence, and not realizing what he’d done, he hit everything in sight, and finally the ignition. The engine started right up, but for a few moments we were both scared.<sup>78</sup>

Beaufort CAP pilot Lt. Leonard H. Lundquist chuckled at the antics of some of the base’s pilots, noting a trick where “the pilot of the faster of a two-plane patrol

folder labeled “1943 Civil Air Patrol,” Box 153, WWII Papers; “Beaufort—M.C. Airport [to] Be Completed Feb. 1st,” *Beaufort News*, July 29, 1943, p. 1; Warner and Grove, *Base Twenty-One*, 69–94; Civil Air Patrol Coastal Patrol Base No. 16 S-2 Journal, entries from February to June 1943, DCRA.

73. *Civil Air Patrol: Hearings on H.R. 1941 and H.R. 2149*, 79th Cong., 1st sess., 1945, 25–26.

74. Earle L. Johnson to Ben E. Douglas, September 3, 1942, in folder labeled “Civil Air Patrol,” Box 192, WWII Papers.

75. Keefer, *From Maine to Mexico*, 382.

76. Bridges interview.

77. *Ibid.*

78. Keefer, *From Maine to Mexico*, 394.



Ground personnel relax and chat before a patrol from Manteo heads out for the dusk mission. Daily operations involved a dawn and dusk patrol. Two aircraft would patrol north from base, while a second two-ship formation patrolled south. Occasionally the navy would request CAP aircraft for specific convoy or search-and-rescue operations. In addition to being armed, CAP aircraft at Manteo and Beaufort received new coastal camouflage paint schemes to reduce visibility. Pictured (left to right) are William E. Crowell (Concord), Benjamin A. Watkins (Hickory), Paul E. Plyler (Albemarle), Woodrow R. Marshall (Rocky Mount), and Melvin R. Daniels Jr. (Wanchese). Photograph courtesy of Dare County Regional Airport, Manteo, North Carolina.

might come up behind the slower lead plane and put his wing tip over its wing tip and give it a gentle tap.”<sup>79</sup> On one of his flights, Lundquist suspected his sister ship of attempting this maneuver, so he and his co-pilot trimmed up their aircraft and staged a mock fistfight in the rear of the cabin. “That’s just what we did and when those other guys flew close enough to see us flailing away at each other,” recalled Lundquist with a smile, “did they get out of there fast!”<sup>80</sup>

Aircraft radio aerials remained a constant issue for both Manteo and Beaufort. These aerials were composed of fixed-lengths of copper wire wound on deep-sea fishing reels and released during flight, and Beaufort CAP pilot Lt. Bruce P. Ellen of Canton learned the hard way not to forget to wind up the antenna before descent:

As it happened, our final approach to the one usable runway was over twenty-four hundred volt powerlines. Coming in from my second patrol as observer, the plane seemed to hesitate on final, and a distinct smell of ozone filled the cabin. The pilot advised me out of the corner of his mouth, “Let that be the last time you forget to reel in your antenna before landing. We don’t have the money to spend on new ones.”

Ellen did not risk repeating this mistake twice.<sup>81</sup>

Manteo and Beaufort’s daily coastal patrols involved more than just antisubmarine missions. The U.S. Navy or Coast Guard could call on the small aircraft to escort convoys up and down the coast, passing the convoy off between base aircraft and providing an aerial shepherd to deter the gray wolves of the *Ubootwaffe*. CAP aircrews radioed back to base any signs of flotsam, patches of oil, human remains, or suspicious objects, with the messages then relayed to military authorities. They in turn would dispatch blimps from Elizabeth City, patrol aircraft from Cherry Point, or patrol boats from Morehead City, Ocracoke, or Norfolk to investigate. Military authorities often requested the CAP aircrews to survey and chart wrecks of sunken vessels posing risks to navigation. Sea mines posed an insidious and constant threat to civilian and military vessels, and not all mines were necessarily of German origin. The navy installed a minefield of 2,635 mines under Cape Hatteras to provide a protected anchorage for slow-moving convoys at night.<sup>82</sup> Occasionally, an errant mine would break free and pose a mortal threat to merchant ships. A vigilant patrol from Manteo spotted one such mine on August 16, 1943, three months and miles away after the military lost track of it. Beaufort pilots previously spotted mines on March 11 and 16, 1943, and

79. *Ibid.*, 515.

80. *Ibid.* It should be noted that CAP Lt. Leonard Harold Lundquist flew at the same base as his father, CAP Capt. Harry Leonard Lundquist. The latter died in an aircraft accident on June 27, 1943, at Beaufort.

81. *Ibid.*, 517.

82. This was one of the “Bucket Brigade” anchorages previously mentioned, that the navy introduced in April 1942.

the military officially credited them with finding three mines. Search and rescue missions for civilian and military personnel also became a specialty of the Manteo and Beaufort coastal patrols. Upon spotting survivors, CAP aircraft circled overhead to lift the spirits of the people below before a U.S. Navy or Coast Guard vessel would arrive to pull them out of the ocean. Of the seven merchant vessels that sank off the North Carolina coast from August 1942 to August 1943, CAP aircraft spotted four of them.<sup>83</sup> On May 4, 1943, Beaufort planes sighted forty survivors of the Panamanian motor tanker *Panam*, sunk by a single torpedo from *U-129*. The CAP crews signaled to the sub chaser *USS SC-664*, which rescued the men.<sup>84</sup>

Naturally, CAP patrols desired a U-boat sighting above all else. Both bases reported possible submarine sightings to military authorities. Many of these sightings and their descriptions detail long cylindrical or cigar-shaped objects, either dark or distinctly gray in color. Trailing wakes or swirling patches of water would betray U-boats crash-diving to evade the tiny patrol planes. Patrols reported any possible submarine sightings, which the military promptly investigated to confirm or disprove, leaving nothing to chance. In case aircrews sighted anything, they had the ability to drop AN-M30 100-pound general purpose bombs using a crude but effective bombsight. On September 9, 1942, army personnel from Morris Field, Charlotte, arrived at Manteo with demolition and practice bombs; installation of the requisite bomb racks on base aircraft commenced shortly thereafter. Oddly enough, Beaufort's aircraft did not receive bomb racks or ordnance until U.S. Army personnel from Hunter Field in Savannah, Georgia, arrived at the base on May 2, 1943.<sup>85</sup>

83. The wrecks referenced are the schooner *Mayfair* (November 9, 1942), cargo ship *Louise* (December 16, 1942), trawler *Parkins* (December 19, 1942), cargo ship *Portland* (February 11, 1943), tug *Wellfleet* (March 4, 1943), cargo ship *Suloide* (March 26, 1943), and the tanker *Panam* (May 4, 1943). The gunboat *USS Plymouth* (PG-57) was torpedoed and sunk by *U-566* on August 5, 1943, approximately seventy-eight miles due east of Southern Shores, N.C., outside the range of normal CAP patrols. Evidence is strong to indicate that on March 5, 1943, a Beaufort aircraft, piloted by CAP Lt. Charles B. Robinson (Greensboro) and Observer J. Milton Brock (Rocky Mount), spotted the wreck of the tug *Wellfleet*, which sank the previous day off Cape Hatteras. The Beaufort yearbook, *Base Twenty-One*, p. 77, entry of March 5, 1943, notes how the men reported having "sighted an object that resembled a mast about four feet high with lines leading fore and aft into the water, with what looked like three flags on one line and one flag on the other. In attempting to turn the plane in the direction of the object they lost sight of the mast and were unable to sight it again." While inconclusive, the shallow depths of the Diamond Shoals and details about seeing rigging and flags are plausible considering the *Wellfleet* sank only the day before.

84. Morison, *Battle of the Atlantic*, 254–255; Civil Air Patrol Coastal Patrol Base No. 16 S-2 Journal, entries for March 17, April 2, 10, and August 16, 1943, DCRA; Warner and Grove, *Base Twenty-One*, 74–84; Stick, *Graveyard of the Atlantic*, 257; "Panam: Panamanian Motor Tanker," uboat.net, <http://www.uboa.net/allies/merchants/ships/2911.html>.

85. Warner and Grove, *Base Twenty-One*, 60–88; Civil Air Patrol Coastal Patrol Base No. 16 S-2 Journal, entry for September 9, 1942, DCRA. According to Anthony Wietholter on p. 387 of Keefer's *From Maine to Mexico*, Manteo never had Mk17 depth bombs, nor has any evidence surfaced that the aircraft carried any. The Manteo S-2 Journal records that technicians at Langley Field installed bomb racks for some aircraft.

Although armed on all missions, the bulk of the bombs dropped by aircraft at either base were non-explosive practice bombs. However, on August 20, 1943, a patrol out of Manteo consisting of Pilots Rhonda Story (Lenoir) and Howard Thompson (Salisbury), with Observers Marvin Overcash (Mooresville) and James Cole (Albemarle), spotted a submarine at 8:35 A.M. ten miles away from them, in an area approximately twenty miles off Cape Hatteras. As the CAP planes radioed in their sighting, the submarine failed to notice them as the aircraft flew toward the boat at an altitude of 1,600 feet. Six minutes later, when the planes had closed to within three miles, the submarine began to submerge, leaving swirling water and a slight oil slick behind. Observing what appeared to be the outline of the deck and conning tower beneath the water, the CAP crews dropped a single AN-M30 bomb. It failed to detonate. Aircraft and vessels of the U.S. Navy and Coast Guard converged on the location and commenced searching for the submarine. Over two hours later and four miles away from the location of CAP's sighting, a blimp out of Elizabeth City received a magnetic anomaly detection and dropped several bombs, resulting in the appearance of oil on the surface. Two additional Coast Guard vessels arrived at the location and dropped depth charges on sound contacts in the vicinity, bringing air bubbles and an oil slick to the surface, but they detected no submarine. German war records indicate that no U-boat was within five hundred miles of the location of this sighting. It is unlikely that all four men could have mistaken a whale for a U-boat. The navy offered an alternative explanation, concluding that they had found the wreck of the tanker *Papoose*, torpedoed and sunk March 19, 1942, by *U-124*.<sup>86</sup> The tanker, which drifted before sinking, had remained a navigational hazard and as such, the pilots of Coastal Patrol Base No. 16 still managed to make a meaningful contribution to the war effort.<sup>87</sup>

Although North Carolina's coastal patrol bases did not damage or sink a U-boat, the North Carolina Wing still provided a significant service to the country. In August and September 1943, the Bureau of Public Relations for the War

86. Whatever wreck the navy did discover apparently was not the *Papoose*, which recent marine archaeology has proven to lie off Oregon Inlet. See Michael C. Barnette, "Scrambled History: A Tale of Four Misidentified Tankers," *Wreck Diving Magazine*, issue 10 (Summer 2006): 74–81. This author suspects that what the U.S. Navy found on August 20, 1943, might be the wreck of the steamer *Merak*, sunk by *U-140* on August 6, 1918.

87. Logbook on display at Dare County Regional Airport Museum, opened to page with entries from July 31 to August 22, 1943; message from Command, Eastern Sea Frontier to All Task Group Commanders and Aviation Units, Eastern Sea Frontier, August 20, 1943; "Summary of Enemy Operations Offshore for Period from August 16–31, 1943"; "Fifth Command War Diary, 0000Q–2400Q, August 20, 1943," p. 7; "Fifth Naval District Combat Intelligence Report, August 20, 1943 (noon)," all in COMTASK Group 02.5, World War II War Diaries, Operational Archives Branch, Naval Historical Center, NARA; War Diary, Eastern Sea Frontier, August 1943, p. 107, World War II War Diaries, Operational Archives Branch, Naval Historical Center, NARA; War patrol information for *U-566*, July 5–September 1, 1943, uboat.net, [http://www.uboaat.net/boats/patrols/patrol\\_1410.html](http://www.uboaat.net/boats/patrols/patrol_1410.html); war patrol information for *U-107*, July 28–October 3, 1943, uboat.net, [http://uboat.net/boats/patrols/patrol\\_3734.html](http://uboat.net/boats/patrols/patrol_3734.html).





CAP lieutenants Pilot Rhonda Story (left) and Observer Marvin Overcash (right) kneel next to their armed aircraft before another patrol from Manteo. On August 20, 1943, both men took part in the only attack by a North Carolina CAP aircraft against a possible German U-boat. Both men received the Air Medal for their service. Photograph courtesy of Dare County Regional Airport, Manteo, North Carolina.

Department received data on coastal patrol operations “through channels,” as reported by CAP national headquarters.<sup>88</sup> The War Department released this CAP information in a press statement about the Antisubmarine Command on December 10, 1943, and CAP national headquarters released its version of the statement, approved by the War Department’s Bureau of Public Relations, one week later.<sup>89</sup> This official CAP statement, from December 17, 1943, listed 173 submarines spotted, 57 attacked, and noted that CAP was “officially credited with sinking or damaging at least 2 [submarines], in addition to those sunk by Army or Navy aircraft called for the kill by CAP.”<sup>90</sup> A restricted “Report of the Civil Air Patrol” published by the CAP national headquarters weeks later on December 28, 1943, for the Assistant Chief of Air Staff, Operations, Commitments and Requirements, included a summary of CAP coastal patrol operations postdated September 3, 1943. This statistical summary reported eighty-two “bombs dropped against

88. Memorandum from Kendall K. Hoyt to Historical Division, Assistant Chief of Air Staff, Intelligence on “Civil Air Patrol, Week Ended 20 November 1943,” November 20, 1943, folder 4, Box 1, Johnson Papers.

89. Memorandum from Kendall K. Hoyt to Historical Division, AC/AS, Intelligence on “Civil Air Patrol, Week ended 18 December 1943,” December 18, 1943, folder 4, Box 1, Johnson Papers.

90. Civil Air Patrol, *CAP Bulletin*, no. 51, vol. 2, December 17, 1943, folder 6, Box 6, Johnson Papers.

enemy submarines” and listed two “enemy submarines definitely damaged or destroyed.”<sup>91</sup>

On February 10, 1944, the navy published the August 1943 War Diary for the Eastern Sea Frontier, which included the same information released by the CAP in the December 1943 report, including the claim of two “enemy submarines definitely damaged or destroyed.” The navy war diary prefaced the information by noting that “the CAP Coastal Patrol left an interesting record of service.”<sup>92</sup> In March 1944, the headquarters of the Army Air Forces Air Inspector released his report of an investigation of the CAP from January to February 1944. Among the facts recorded in the report, the document includes the September 1943 coastal patrol summary data “reported by the Civil Air Patrol,” further reproduced by the navy in the war diary published in February 1944. The investigator wrote:

Because of the conclusion of these operations, no detailed study of the accuracy of these claims was made. However, access was had to the evaluations given by the Navy to all claims of sinking submarines and it was determined therefrom that in the case of four claims made by the Civil Air Patrol, one was evaluated “No damage”; two, “Insufficient evidence of presence of submarine”; and a fourth, “Insufficient evidence of damage.”

The armament carried by CAP planes during these operations was 100-pound demolition bombs. The question is presented as to how much damage a bomb of that weight and character could inflict upon a submarine under most favorable circumstances.<sup>93</sup>

The report thereafter makes no further reference to the coastal patrol claims. On August 31, 1944, Col. Earle L. Johnson, national CAP commander, sent a reply detailing corrections in response to the Air Inspector’s report. Johnson does not mention, question, or rebuke the inspector’s statements regarding the coastal patrol summary data.<sup>94</sup>

The navy’s publication of the CAP’s data gives the claim of damaging or sinking two submarines a veneer of credibility, but it appears that the Civil Air Patrol officially credited themselves for sinking and or damaging two U-boats. A complete survey of the Eastern Sea Frontier and Gulf Sea Frontier War Diaries from March 1942 to August 1943 does not reveal any mention of a CAP U-boat attack resulting in the damage or destruction of an enemy submarine.<sup>95</sup> Postwar,

91. National Headquarters, Civil Air Patrol, “Report of Civil Air Patrol,” December 28, 1943, Appendix D, “Summary of CAP Coastal Patrol Operations,” September 3, 1943, folder 4, Box 1, Johnson Papers.

92. War Diary, Eastern Sea Frontier, August 1943, pp. 40–41, World War II War Diaries, Operational Archives Branch, Naval Historical Center, NARA. The U.S. Air Force Historical Study about civilian volunteer activities during World War II lists the same figures in the December 28, 1943, report, but attributes them to a report from December 31. See Link, *Civilian Volunteer Activities*, 82–83.

93. War Department, Headquarters of the Army Air Forces, Dudley M. Outcalt to Air Inspector, on “Survey of the Civil Air Patrol,” March 8, 1944, pp. 30–31, folder 3, Box 5, Johnson Papers.

94. Earle L. Johnson to Commanding General, Army Air Forces, on “Report of Air Inspector’s Investigation of Civil Air Patrol, dated 8 March 1944,” August 31, 1944, folder 3, Box 5, Johnson Papers.

95. The author searched through the entire Eastern Sea Frontier War Diary from March 1942 until August 1943, and the Gulf Sea Frontier War Diary from April 1942 (when CAP missions began in that

the Allied Assessment Committee did not assign CAP credit for sinking any U-boats. Recent studies of these assessments and all available data on the fate of all 1,154 U-boats commissioned into the *Kriegsmarine* indicate that no U-boats went missing off the East Coast from March 1942 to August 1943, or credit any loss to the CAP.<sup>96</sup> The discovery of a previously unknown U-boat off the coast of New Jersey in 1991 raised hopes that this confirmed a reported CAP attack on July 11, 1942, but years of underwater and archival research concluded that the submarine sank in 1945.<sup>97</sup> The navy, Coast Guard, and army sank four U-boats off the North Carolina coast during the war, but before the existence of the state's coastal patrol bases.<sup>98</sup> Despite the absence of the "glory" of sinking a U-boat, during the existence of North Carolina's two CAP bases, U-boats managed to torpedo only two vessels, the tanker *Panam* and gunboat USS *Plymouth*, off the state's coastline. Compared to the seventy-four vessels sunk and sixteen damaged off the coast before the CAP bases operated, this record establishes the legacy of lives saved and cargoes safely delivered to fight and win the war. It demonstrates the effectiveness of the civilian antisubmarine patrol operations in preventing German U-boat attacks off the North Carolina coast after the summer of 1942.<sup>99</sup>

Coastal flying proved costly in terms of aircraft and men. Mechanical issues and engine failures dogged many a light aircraft, and few places were less desirable for an engine failure than far out to sea. Pilots and observers wore inflatable, "Mae West" life vests on loan from the military, and aircraft carried small one- or two-man life rafts in the event of an ocean ditching. Almost every coastal patrol base had an aircraft go down in the ocean, with a final tally of seventy-four water crashes and twenty-six fatalities from 1942 to August 31, 1943. In March 1943, the CAP established the "Duck Club" to parallel the U.S. Army Air Forces' "Caterpillar Club" (for when a pilot successfully bailed out of a disabled aircraft)

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command area) until August 1943. The first mention of the CAP in either war diary is in the Eastern Sea Frontier War Diary enemy action diary, dated March 11, 1942, when a CAP reported a submarine sighting south of Atlantic City, New Jersey. U.S. Air Force Historical Study No. 107, *The Antisubmarine Command*, lists attacks on U-boats by aircraft in the North American Theater of Operations, but no CAP attacks are listed. See Ferguson, *The Antisubmarine Command*, 280–282.

96. Combining American, British, Canadian, and German records, Axel Niestlé's work is the most exhaustive study of the fate of all of Germany's U-boats in World War II. See Axel Niestlé, *German U-boat Losses during World War II: Details of Destruction* (Annapolis, Md.: Naval Institute Press, 1998). Dr. Niestlé also graciously shared his database of reported air attacks against U-boats off the East and Gulf Coasts of the United States from March 1942 until August 1943. No attacks, including those where the attacker remains unknown, match reported CAP attacks.

97. The submarine discovered off New Jersey is the *U-869*. See Robert Kurson, *Shadow Divers: The True Adventure of Two Americans Who Risked Everything to Solve One of the Last Mysteries of World War II* (New York: Random House, 2004).

98. The four U-boats sunk off North Carolina are the *U-85*, *U-352*, *U-701*, and *U-576*.

99. Frank E. Dawson to J. Melville Broughton, July 3, 1943, in folder labeled "Civilian Defense Activities—Air Patrol; Fire School; Warning Posts, etc.," Box 29, Broughton Papers; Stick, *Graveyard of the Atlantic*, 255–257.

and the British “Goldfish Club” (for bailing out or landing in/on water and surviving via a personal flotation device). The national CAP headquarters issued a special badge, a red duck floating on blue water, to any pilot or observer who survived a water landing. Beaufort Pilot Clay Swaim and Observer Manfred Mashburn became the first members in the state to earn their webbed feet when their aircraft’s engine quit on patrol, resulting in a forced landing off Bogue Inlet on October 8, 1942. Climbing out on the wings, the men floated for almost two hours with their sister ship circling overhead before the Coast Guard picked them up. An additional eight men would join the club; Robert L. Wagstaff of Kannapolis survived two dunkings and “each time came back smiling and asking for more.”<sup>100</sup> Manteo’s four members of the club joined just days apart. On May 29, 1943, the engine quit on the aircraft piloted by Rhonda L. Story of Lenoir with Observer Kermit F. Stubbins of Greensboro. Surfmen from the Coast Guard station in Nags Head rescued both men in a surfboat. The following day the engine of an aircraft piloted by Glennon H. Shield of Greensboro with Observer John J. Healey of Raleigh also quit, forcing them to land in the sea. The aircraft floated for six minutes, but the men were only able to clear one raft. Their sister ship dropped one of their life rafts to the men below before a boat from the Elizabeth City Coast Guard Air Station came and rescued them.<sup>101</sup>

Unfortunately, both bases suffered tragedies with sea landings. The first took place on November 16, 1942. While escorting a convoy, nineteen-year-old CAP Lt. Guy Cherry Jr. of Kinston and his observer, CAP Lt. George C. Grove of Hickory, experienced engine failure just before 11:00 A.M. Unable to restart the engine, the men crashed and floated alone until 2:15 P.M. before other Beaufort planes found them fifteen miles off Cape Fear (now Oak Island) Lighthouse. Due to rough seas, a navy Catalina flying boat could not land to rescue the men until the evening. Navy personnel rushed both aviators to Cherry Point Naval Air Station Hospital, but Cherry had been dead for hours. Grove had strapped the young pilot’s body to his back to keep him afloat. Coroners listed the official cause of death for Lieutenant Cherry as drowning and exposure. For his selfless act to

100. Warner and Grove, *Base Twenty-One*, 34, 51.

101. CAP Col. Lester E. Hopper, *Civil Air Patrol Historical Monograph Number One, Duck Club: An In-Depth Study of Civil Air Patrol’s Duck Club Membership* (Montgomery Air Force Base, Ala.: National Historical Committee, Headquarters Civil Air Patrol, 1984), 1–26; “C.A.P. Aviator Has Narrow Escape,” *Beaufort News*, October 15, 1942, p. 1; Warner and Grove, *Base Twenty-One*, 51, 59; Civil Air Patrol Coastal Patrol Base No. 16 S-2 Journal entries for May 29–30, 1943, DCRA. The other members of Beaufort’s Duck Club included (with date of water landing): George W. Grove (Hickory, November 16, 1942), Jack E. Bryson (Asheville, February 19, 1943), Roger A. Faulkner (Asheville, February 19, 1943), Roderic W. Cartier (Hickory, May 13, 1943), Samuel P. Stowe (Belmont, June 4, 1943), Jesse B. Permenter (Wilmington, June 16, 1943), and Barthwell L. Williams (Concord, June 16, 1943).

save Cherry's body, the national CAP headquarters awarded Grove the Blue Merit Award, the organization's highest honor.<sup>102</sup>

Tragedy struck Manteo's base only five weeks later. In the afternoon of December 21, 1942, an aircraft flown by CAP Lts. Julian L. Cooper of Nashville, North Carolina, and Observer Frank M. Cook of Concord, North Carolina, apparently sustained engine failure shortly after their 4:00 p.m. takeoff. Radio listeners heard them report that they were dropping rapidly and going to crash. The men landed in the cold, turbulent seas, two miles off New Inlet north of Rodanthe as radio listeners heard the crash through the open channel. Both men were able to exit from the aircraft and inflate their life vests. The sister aircraft from Manteo circled the men until fuel exhaustion forced a landing on the beach. Additional flights from Manteo arrived over the men, dropping flares and aluminum slicks to mark the position, and swooping down just above the crest of the waves to drop additional floatation devices.<sup>103</sup> Base commander Watkins personally flew to the scene to drop flares until darkness. Two other Manteo planes landed on the beach due to fuel exhaustion.<sup>104</sup>

Meanwhile, the famed all-black Coast Guard crew from Pea Island, together with the Coast Guard crew from Chicamacomico, desperately attempted to launch their surfboats to try to reach the men. News accounts note how the Pea Island men "fought heroically to launch their boats. . . . Each time they would thrust their boat into the breakers it would be thrown back at them overturned."<sup>105</sup> Other crews from the Coast Guard stations at Nags Head and Oregon Inlet attempted to launch boats, but to no avail. A navy blimp and Catalina flying boat arrived at the scene, but rough seas inhibited landing. Cooper and Cook, numbed by the frigid wind and icy seas, faded by the minute. Just before night, observers reported one of the two men waving, while the other lay with his head drooped to the side. By daybreak, the CAP and U.S. Coast Guard could find no trace of the men. On March 11, 1943, Beaufort aircraft spotted a body floating face down just north of the shoals off Cape Lookout. Despite the risk of a nearby sea mine, a Coast Guard boat managed to recover the remains of Lt. Frank M. Cook, father

102. Warner and Grove, *Base Twenty-One*, 63–64, 102; "[CAP] Lost Last Monday," *Beaufort News*, November 19, 1942, p. 1; "Final Rites Are Today for Kinston CAP Flier," *Raleigh News and Observer*, November 18, 1942, p. 14; CAP Col. Leonard A. Blascovich, "Civil Air Patrol Medal of Valor," Civil Air Patrol Historical Notes No. 19, July 1996.

103. Aluminum slick was a type of dye marker used to provide a visible reference over a wide area for aerial rescue.

104. The men landed in the ocean near the location of the famous 1918 rescue of the crew of the British tanker *Mirlo*. See Stick, *Graveyard of the Atlantic*, 204–207; Joe A. Mobley, *Ship Ashore! The U.S. Lifesavers of Coastal North Carolina* (Raleigh: Division of Archives and History, N.C. Department of Cultural Resources, 1994), 154–161.

105. "Two Fliers are Drowned in Plane Crash Off Dare," *Raleigh News and Observer*, December 28, 1942, p. 3.

of three. Julian L. Cooper remains on eternal coastal patrol along the lonely stretches of the Outer Banks. After the loss of both men, Manteo began an unofficial policy canceling flight operations if surf conditions inhibited the Coast Guard from launching rescue boats.<sup>106</sup>

One last prominent tragedy struck both bases on June 27, 1943. While performing a check flight, Beaufort base engineer CAP Capt. Harry Leonard Lundquist of Gastonia and CAP Warrant Officer David S. Williams of Wallace crashed shortly after takeoff. Witnesses recalled the aircraft climbing to 200 feet, hanging in the air, nosing down, and falling to the right before Lundquist could regain control. Both men died instantly on impact. Lundquist's death touched the communities of Manteo and Beaufort, and local papers in both towns ran front-page articles about his death. He had served briefly at the base in Manteo from August 28 to September 7, 1942, before transferring to Beaufort to become the base engineering officer. Lundquist and his family had purchased a home in Beaufort, and one of his sons, CAP Lt. Leonard H. Lundquist (who started out flying at Coastal Patrol Base No. 5 at Flagler Beach, Florida, in May 1942), flew at the Beaufort base. CAP personnel were all civilian volunteers, and they received neither veterans' benefits nor military honors for their wartime sacrifices. Nevertheless, to the communities of Manteo and Beaufort, the sacrifices of the CAP fliers equaled the loss of any American service member.<sup>107</sup>

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The inter-service confusion between the army and navy about control and use of aircraft for antisubmarine operations determined the long-term military role for the CAP. The navy wanted antisubmarine patrol and aerial escort for convoys; the army wanted "killer groups" to pursue any submarine sighting. Nationally, overall control of the CAP coastal patrol bases fell under the I Air Support Command, in turn operating under I Bomber Command for the spring and summer of 1942. In September, Gen. George C. Marshall proposed to Admiral King the establishment of an antisubmarine command, whereby the Eastern and Gulf Sea Frontier commanders retained operational control, but the War Department would control the allocation of aircraft to concentrate them at specific areas of concern. On October 15, 1942, the antisubmarine elements of the I Bomber Command,

106. Civil Air Patrol Coastal Patrol Base No. 16 S-2 Journal entries for December 21–27, 1942; "Drop to Death by Two Fliers Heard by Pals," *Dare County Times*, January 1, 1943, p. 1; "Body of CAP Flier Found at Beaufort," *Dare County Times*, March 19, 1943, p. 1; Warner and Grove, *Base Twenty-One*, 67–68, 78; Keefer, *From Maine to Mexico*, 377–379, 382.

107. "Crash Sunday Kills Two CAPs," *Beaufort News*, July 1, 1943, p. 1; "Capt. Lundquist C.A.P. Engineer Dies in Accident," *Dare County Times*, July 2, 1943, p. 1; Nanney, *History of CAP Coastal Patrol Base No. 5*, 22; Warner and Grove, *Base Twenty-One*, 90–91; Keefer, *From Maine to Mexico*, 501, 515–516; Intelligence Form No. 1, Coastal Patrol Base No. 16 for Harry Leonard Lundquist, DCRA.



including the CAP bases, shifted to the newly established Army Air Forces Anti-submarine Command, composed of the 25th and 26th Antisubmarine Wings.<sup>108</sup>

In the summer of 1943, the army and navy reached a final solution about aerial operations in antisubmarine warfare that had a profound effect on the CAP bases. On July 9, 1943, the services agreed that the army would withdraw from anti-submarine operations when the navy was in a position to assume these duties. The services would complete transfer of equipment and operations from late July into September. Within days of this decision, Dawson received word from the national CAP headquarters that all coastal patrol bases would close on August 31, 1943. That same day, the Eastern Defense Command and U.S. Army Air Forces re-designated the Army Air Forces Antisubmarine Command as the I Bomber Command and disbanded the 25th and 26th Antisubmarine Wings. CAP national headquarters ordered CAP Major Watkins to close the Manteo base and consolidate its operation with Beaufort.<sup>109</sup> Together, the North Carolina CAP volunteers would move to other duties elsewhere in the country. With the U.S. Navy, Coast Guard, and U.S. Army Air Forces established along the Atlantic coast, and the U-boat arm dealt a devastating blow in the spring of 1943, Admiral King ordered the deactivation of the CAP coastal patrol operations and the discontinuance of CAP coastal patrols at sundown on August 31. This decision reflected the army-navy agreement of July 9. Admiral King commended the work of the civilian bases, expressing a “‘WELL DONE’ for their enthusiastic, loyal, and constant cooperation in combating the submarine menace, patrolling our coastline and assisting in the locating of survivors and ships in distress.”<sup>110</sup> Dawson informed Governor Broughton of this development on August 17, clarifying that the CAP would liquidate the base at Manteo, and the Beaufort base personnel and equipment would be transferred to the “Middle West.” Personnel at Manteo and Beaufort began crating tools, spare parts, and aircraft for shipment.<sup>111</sup>

By July 1943, the coastal patrol bases at Manteo and Beaufort finally had the appearance of well-funded, well-equipped installations. Despite crashes and unit

108. Craven and Cate, *Plans and Early Operations*, 542–553; Maurer Maurer, ed., *Air Force Combat Units of World War II* (1961; reprint, Washington, D.C.: Office of Air Force History, Government Printing Office, 1983), 388–389, 437, 452.

109. Watkins was promoted to CAP major on March 15, 1943. See Intelligence Form No. 1, Coastal Patrol Base No. 16 for Allen Harrison Watkins, DCRA.

110. War Diary, Eastern Sea Frontier, August 1943, p. 41, World War II War Diaries, Operational Archives Branch, Naval Historical Center, NARA.

111. Morison, *Battle of the Atlantic*, 242–246; Wesley Frank Craven and James Lea Cate, *Europe: Torch to Pointblank, August 1942 to December 1943*, vol. 2 of *The Army Air Forces in World War II* (1949; reprint, Washington, D.C.: Office of Air Force History, Government Printing Office, 1983), 377–411; Murray and Millet, *A War to Be Won*, 255–257; Warner and Grove, *Base Twenty-One*, 92–94; Gannon, *Operation Drumbeat*, 357; *Civil Air Patrol: Hearings on H.R. 1941 and H.R. 2149*, 79th Cong., 1st sess., 1945, 26–28; J. D. Winstead to J. M. Broughton, July 31, 1943; Frank E. Dawson to J. Melville Broughton, August 17, 1943; J. M. Broughton to Frank E. Dawson, August 20, 1943, all in folder labeled “Civilian Defense Activities—Air Patrol; Fire School; Warning Posts, etc.,” Box 29, Broughton Papers.

deaths, the civilian bases functioned as small military organizations with uniformed patrol veterans. Just at the moment the bases reached their operational apex, changes at the national level ended the CAP coastal patrol mission. While military leaders initially had been skeptical about the creation of the Civil Air Patrol, doubting whether civilian aviators could contribute effectively to the nation's defense, by the summer of 1943, both the army and navy recognized the value of the CAP, largely because of its successful coastal patrolling operations. On April 29, 1943, President Roosevelt issued Executive Order 9339, transferring the Civil Air Patrol from the Office of Civilian Defense to the Department of War, specifically the U.S. Army Air Forces. The Civil Air Patrol thereby became the U.S. Army Air Forces Auxiliary. The War Department justified its push for the CAP transfer, writes historian Elwyn Mauck, for two reasons. First, the War Department financed all-important CAP functions, thus warranting the logical consolidation under one agency. Second, the War Department could more easily supply parts for CAP aircraft. Following the transfer, both the CAP missions and national staff remained intact, and aircraft parts and maintenance rapidly improved.<sup>112</sup>

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In the early evening hours of August 31, 1943, Coastal Patrol Base No. 16, Manteo and No. 21, Beaufort lowered their flags for the last time. That night each base hosted a large farewell banquet and dances for the base and community. In Manteo, Mayor Martin Kellogg and local military commanders thanked the CAP men, along with Alpheus W. Drinkwater, who on December 17, 1903, had telegraphed news of the Wright Brothers' first flight at Kitty Hawk. Farewell gifts were distributed and recognition given to the pilot who flew the most hours (Henry B. Fenner, Charlotte, 842:06 hours) and most hours as an observer (Marvin B. Overcash, 595:35 hours).<sup>113</sup>

At Beaufort, Dawson and the CAP left the community an impressive lasting legacy in the form of a professional airport with three runways, paved taxiways, and large hangars built by the Civil Aeronautics Administration for public use. In an editorial, the *Beaufort News* wrote, "We are lucky enough to have under construction what Major Frank Dawson says will be one of the most modern [airports] in the state of North Carolina. If we are smart, we will begin some post war planning for it so as to get the maximum service from it with the least expense to the County."<sup>114</sup> Manteo's newspaper, the *Dare County Times*, succinctly and

112. Mauck, "Civilian Defense in the United States," ch. 9, pp. 11–14.

113. Banquet Program, Civil Air Patrol Coastal Patrol Task Force Base 21, August 31, 1943, Jordan K. Rouse Papers, Private Collections, State Archives; "Civil Air Patrol Leaves Its Roanoke Island Base This Week for Other Posts," *Dare County Times*, September 3, 1943, p. 1; "CAP's Rounding Out Year Here," *Beaufort News*, August 26, 1943, p. 1.

114. "Post War Planning," *Beaufort News*, August 26, 1943, p. 4.

eloquently stated the strong emotional ties that developed between the CAP men and the community:

Many people will wonder why service of this magnitude and value has been discontinued. The answer is simple: When they began their task the country was deficient in aerial equipment and manpower. These private owners of planes came into the service to bridge a gap against the day when America could produce enough planes and train enough men to properly defend her. . . .

The many pleasant social relations that have been established between the members of the Civil Air Patrol and the citizens of this community have created warm friendships and the departure of this group is like unto the "farewells" that come when old friends have ended a visit. The citizens of this community wish them "Godspeed" and keep in mind the old Biblical quotation, "Well done, good and faithful."<sup>115</sup>

In December 1943, the combined personnel of Beaufort and Manteo transferred to Monogram U.S. Naval Auxiliary Air Station, Driver, Virginia, and became CAP Tow Target Unit No. 21.<sup>116</sup> Instead of spotting submarines, the pilots now towed large canvas sleeves at the end of a steel cable that could be played out via a winch up to 5,000 feet behind their aircraft. Pilots with considerable nerve and intestinal fortitude towed the targets while antiaircraft batteries practiced their marksmanship and target tracking, and young naval aviators simulated strafing attacks and perfected their aerial gunnery procedures. Only the most powerful aircraft could pull the targets for daylight missions, while lighter aircraft flew tracking missions at night. One former Beaufort pilot, Alfred C. Kendrick of Gastonia, died in a crash on January 22, 1944, shortly after takeoff on a tracking mission.<sup>117</sup>

Prior to the transfer from Beaufort, the base's hangar, built from the General Assembly appropriation, burned to the ground on November 10, 1943, after a mechanic welding a brake cable accidentally ignited the aircraft's gas tanks. In the ensuing conflagration, fueled by the wind and dry timber, approximately \$40,000 worth of equipment and parts, the hangar, pilot's house, mess hall, four aircraft, and the base's official records went up in smoke. Despite this disheartening event, Tow Target Unit No. 21 continued to work with the military until April 15, 1944, when the unit was disbanded, and personnel either left the CAP or transferred to Tow Target Unit No. 17 at Hyde Airport, Clinton, Maryland, or No. 22 at Newark Field, Heath, Ohio. Dawson closed out the activities of the unit on May 31, 1944. The CAP inactivated Tow Target Unit No. 21's operations in April due to the

115. "Well Done, Good and Faithful," *Dare County Times*, September 3, 1943, p. 2.

116. Tow Target Unit No. 21 was activated on December 16, 1943, and began operations on December 30, 1943. See National Headquarters, Civil Air Patrol, Operations Orders No. 2, "Activation of CAP Tow Target Units," March 7, 1944, folder 2, Box 6, Johnson Papers.

117. Keefer, *From Maine to Mexico*, 129, 376; "Lt. Kendrick, CAP, Killed in Crash," *Beaufort News*, January 27, 1944, p. 1.

navy's plans for expansion and construction at Monogram Field, leaving no room for the CAP personnel and aircraft.<sup>118</sup>

For the remainder of the war, Dawson and the coastal patrol personnel fought for veteran status. Promoted to CAP lieutenant colonel, Dawson lobbied Governor Broughton to “do everything within your power to help the Civil Air Patrol members who were on active duty down at the two Bases on your Coast [to] receive the proper recognition that they should receive as Veterans.”<sup>119</sup> In November 1944, Senator Robert R. Reynolds (D-NC) introduced legislation to recognize active-duty members of the CAP as World War II veterans. Speaking before the Senate, Reynolds declared, “these men were made combatants not by choice of their own, but by command of the War Department.” Reynolds later asked his listeners, “These men did not question the right of the War Department to make them combat troops; now who has the right to question whether or not they were soldiers?”<sup>120</sup> The following year, Rep. Joe W. Ervin (D-NC) introduced similar legislation.<sup>121</sup> Dawson established the Association of Civil Air Patrol Veterans, Inc., in late 1944 to further the effort to obtain veterans benefits for the coastal patrol members, widows, and orphans.<sup>122</sup> In October, Dawson, Ervin, and several other North Carolina representatives and coastal patrol members testified at a subcommittee hearing for the House Committee on Military Affairs about legislation to provide veteran status for CAP members on active-duty service in coastal patrol, tow target units, liaison patrol, or courier service. Evoking the death of Lundquist, Dawson noted his strong obligation to the widows and orphans of those CAP members who died under his command and of his desire to see a bill passed to award survivor's benefits to the surviving families. Unfortunately, the legislation died in committee. Dawson, promoted to CAP colonel on June 18, 1946 (the first person to rise through CAP to this rank), sadly

118. Frank E. Dawson to J. Melville Broughton, February 1, 1944; Dawson to Broughton, July 3, 1943; Dawson to Broughton, December 4, 1943, all in folder labeled “Civilian Defense Activities—Air Patrol; Fire School; Warning Posts, etc.,” Box 29, Broughton Papers; “[\$]20,000 CAP Hangar Burns to Ground in an Hour,” *Beaufort News*, November 11, 1943, p. 1; *Civil Air Patrol: Hearings on H.R. 1941 and H.R. 2149*, 79th Cong., 1st sess., 1945, 28; Kendall K. Hoyt to Historical Division, Assistant Chief of Air Staff, Intelligence, about “Civil Air Patrol, Week Ended 1 April 1944,” April 1, 1944, folder 4, Box 1, Johnson Papers.

119. Frank E. Dawson to J. Melville Broughton, August 24, 1944, in folder labeled “Civilian Defense Activities—Air Patrol; Fire School; Warning Posts; etc.,” Box 29, Broughton Papers.

120. *Congressional Record*, 78th Cong., 2nd sess., 1944, 90: 8223.

121. Reynolds's bill, introduced November 21, 1944, was S. 2193, “A bill to provide for recognition of active-duty members of the Civil Air Patrol as veterans of World War No. 2”; Ervin introduced his bill, H.R. 2149 (sharing the title of Reynolds's bill), in the House on February 13, 1945.

122. The aims of the Veterans Association were: 1) Legislation to provide for the widows and orphans of those lost while on active duty and to provide for those injured while on active duty; 2) Formal recognition as to the status of active duty personnel serving with the Armed Forces; 3) Award of the Air Medal to active duty personnel having flight time corresponding in total amount and type to that required by the Air Force in making this award to Air Force personnel. See Association of Civil Air Patrol Veterans, Annual Report, August 4, 1948, DCRA.



After the closure of the bases at Manteo and Beaufort, the personnel merged and moved to Monogram Field, Driver, Virginia, to become Tow Target Unit No. 21. North Carolina CAP members towed targets for gunnery practice and tracking missions for U.S. Army and Navy gunnery training. The army relieved the CAP base of its assignment in April 1944, bringing a conclusion to the active-duty operations of the North Carolina Wing of the Civil Air Patrol. Here, the personnel of the base pose in front of their hangar. Frank Dawson is pictured on the far left. Photograph from the Jordan K. Rouse Papers, State Archives, North Carolina Office of Archives and History, Raleigh.



perished in a plane crash on final approach to Morris Field, Charlotte, on November 10, 1946.<sup>123</sup> Even without his boundless energy and dedication, the Veterans Association continued to press Congress to award compensation to the surviving families of those active-duty CAP members killed during the war for the remainder of the decade. In 1948, the Department of Defense awarded Air Medals to any coastal patrol pilot or observer with over two hundred hours of patrol time. Seventy-five North Carolina CAP members received the medal for their wartime service, second in number only to Florida.<sup>124</sup>

CAP's wartime record of antisubmarine duty contributed to the postwar permanence of the organization. Nationally, these wartime volunteers flew 244,600 hours in 86,685 missions. Aircrews reported 91 vessels in distress, rescued 363 survivors at sea, and recovered the remains of 36 people. CAP coastal patrol personnel also performed 5,684 special convoy missions at the request of the navy. The Manteo and Beaufort bases each patrolled for approximately 9,200 hours from September 1942 to August 1943; each base flew over one million miles of patrols during their existence. Congress noticed these accomplishments, and on July 1, 1946, President Harry S. Truman signed Public Law 79-476, incorporating the Civil Air Patrol. Less than two years later, Truman signed Public Law 80-557 on May 26, 1948, establishing the Civil Air Patrol as the civilian auxiliary of the United States Air Force. Today the Civil Air Patrol in North Carolina, forged over the Graveyard of the Atlantic, annually conducts search and rescue operations, provides disaster relief and emergency services, and assists with homeland security missions.<sup>125</sup>

North Carolina's CAP personnel graciously volunteered their time, lent their personal property, and risked their lives to safeguard the United States and assist the armed forces in combating a dangerous U-boat threat. Through the CAP, North Carolina utilized existing aviation resources with a minimum of government investment that released military personnel and equipment for combat

123. On January 26, 1947, Dawson's widow accepted the posthumous award of the Army Exceptional Civilian Service Award Medal for her late husband's work; the army also decorated Allen H. Watkins with this award for his service at Manteo. See "High Award Presented Posthumously to Col. Dawson," *CAP Flyer* (official publication of North Carolina Wing—Civil Air Patrol), February 1947, p. 1.

124. "CAP's Disbanded Task Completed," *Beaufort News*, May 18, 1946, p. 1; Keefer, *From Maine to Mexico*, 525–526; *Civil Air Patrol: Hearings on H.R. 1941 and H.R. 2149*, 79th Cong., 1st sess., 1945, 6; "News," *CAP Flyer*, July 1946, p. 3; "Two C.A.P. Leaders Killed in Airplane Crash," *Charlotte Observer*, November 11, 1946, pp. 1–2; *United States Compensation Act Benefits for Members of the Civil Air Patrol: Hearing on H.R. 3673*, 80th Cong., 2nd sess., 1948, 1–20; CAP Col. Lester E. Hopper, *Civil Air Patrol Historical Monograph Number Two, Air Medals* (Montgomery Air Force Base, Ala.: National Historical Committee, Headquarters Civil Air Patrol, 1984), 10–34.

125. National Headquarters, Civil Air Patrol, "Report of Civil Air Patrol," December 28, 1943, Appendix D, "Summary of CAP Coastal Patrol Operations," September 3, 1943, folder 4, Box 1, Johnson Papers; Link, *Civilian Volunteer Activities*, 82; "Civil Air Patrol Leaves Its Roanoke Island Base this Week for Other Posts," *Dare County Times*, September 3, 1943, p. 1; Gertrude Carraway, "The Flying Minute Men," *The State*, May 13, 1944, pp. 7, 16; Warner and Grove, *Base Twenty-One*, 105–106; Civil Air Patrol, *Report to Congress for 1951* (Washington, D.C.: Civil Air Patrol, May 1952), 3.



service overseas. Rather than leave the Outer Banks open to U-boat operations and watch their civilian volunteers serving in other states, the state government chose to establish two coastal patrol bases. These bases eliminated a deficiency in aerial coverage of the East Coast shipping lanes and represented part of the state's commitment to ensure the safety of its citizens in wartime. Tar Heel volunteers served to safeguard their state and communities during the dark months of 1942 and 1943, an example of state wartime mobilization perhaps not seen since the American Civil War.

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