

Interview with Carl Olsen.

Coast Guard - Carl Olsen  
Rank  
Retired

Well the camera is rolling and the red light is showing and I am visiting Carl Olsen at his home just north of Dallas and he protests too much that he has nothing to talk about, whereas, I am quite sure, that he's got quite a story to tell. So, Carl, without any further delays - it's yours.

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*Mendota*  
Well, my first assignment after graduating from the Academy was the 'Gresham' and then I had a temporary duty on the 'Mendota'. When I joined her they were putting the guns on her in the Boston Navy Yard and fortunately we made a shake-down cruise to Bermuda.

(Sam) Now, the 'Mendota' is the 250?

The 'Mendota' was the original 'Mendota' and when we came back from the cruise of course stopped in at Norfolk and then I was transferred to the 'Seminole' and we went around to the Great Lakes through Sainsbury, Michigan.

(Sam) What was the 'Seminole'?

It was an old Navy vessel with a Clipper bow and it was about 240 ft. The 'Seminole' did very well in the North Atlantic because of the swells and things but she was beautiful on the lakes with the short chops and things, and there was a well deck amidships and we were always alert, praying that both sides of the vessel were.....

From there I went the Coast Guard Destroyer CG5, in New London.

(Sam) That was at *State Street Pier* St. Pierre? Wasn't it?

*Egmont*  
St. Pierre, New London, Connecticut and we were going down Egmont Key for the target practice and I thought that would be wonderful because I had never been down to Florida, but before we went down there I was taken off and put on a 75 footer in New York.

At that time the Coast Guard had an Intelligence set-up and they had four 75 footers. They kept us in the Brooklyn Navy Yard because they didn't want anybody to give information away. We were supposed to pick up codes for the

rummies when they wanted to make contact.

They enlarged the bridge on the 75 footer and added a lot more batteries on there. We had four ~~Ready Men~~ *Radio men* on board.

We were supposed to intercept the messages from the rummies to their shore stations, and then we had a special direction finder on there and supposed to get a bearing on it because we wanted to see where they meet.

(Sam) Now did you remain in the Navy Yard or did you go out off-shore?

Oh, no. we didn't go much off-shore because the 75 footer I was assigned to was a 214, and, of course, when you're assigned to that duty they always sent you the poorest one they had so I spent a lot of my time in ship yards around *Staten* Statton Island in Brooklyn, to keep her from sinking. We also had new *engines* engines put in her because the original *engines* engines were shot. *eng*

And then I left there in July '31 and went to Pensacola for flight training.

(Sam) Special Communications Training? Intelligence?

*MEALS*  
Frank Miells - We were at the sub-Treasurer *Y* building at the end of Wall Street, New York city was the office and Frank Miells was Commander. Julius had one 75 footer, Len ..... had one. Justice had another - I forget his first name.

(Sam) Justice?

D..E...S... I'll look it up later...  
We used to call him The Camel Duster!

(Sam) Oh, Desais!

Yes - Desais.

Then, after finishing flight training, I was assigned to Miami Air Station for about a year and a half and then Doug Paulson, who was in command, was transferred to New York and I took command for a year and a half. Then I was transferred to Washington and Doug Paulson was transferred back to Miami.

(Sam) Weren't you pretty junior at that time? In Miami?

Oh yes. I made full Lieutenant in 4 years. We were junior though - at that time we didn't have any Coast Guard aviators. My Coast Guard designation Aviation was No20. You see, there was only 19 ahead of me. None of the Senior

ones, of course, weren't flying anymore. Like Stanley Parker, Donnehugh, Wichard and Eton and down the line. I was in Washington at the end my tour up there I got sent to Naval Academy School for a course in for a course in Aeronautical Engineering. Two years at the Naval Academy plus School and then the Navy divided them up and sent half to M.I.T. for engines and half of them to California to the Institute of Technology for instruction in aerodynamics.

I wanted aerodynamics so I went to California to Technology and graduated from there with a first-class degree in Aeronautical Engineering.

(Sam) Same

No. Pasedena. After that I was sent to St. Pietersberg and I was there a little over a year and lived with Edge and then Edge was transferred to New York and I took command and then in '44 the Coast Guard sent Search and Rescue Officers in the various War zones in the South Pacific and New Caledonia, Noumea.

The first 6 weeks I was there Bill Hawsey was Commander, South Pacific Area and South Pacific Forces and then of course, he went up to take the Third Fleet and a Vice-Admiral Newton took over, who had been head of P.G. School when I was in Post Graduate School, and from there I went back to Washington again.

(Sam) What were your duties and what did you accomplish?

Well I don't think we accomplished very much but we were supposed to visit all the Aviation Units in the area. The Air Corp., the Navy and the Marines and the Australians and New Zealanders to see what they had come up with on the various techniques and what they needed as search and rescue items.

I remember, the Air Corp. were kind of perturbed about their Bombers they had, because when they landed at sea the top torps. used to come down on them so they had the nuts all painted on the torp securing system there so that if they lost engine and had to ditch they could hurry up and loosen up those nuts and throw the thing overboard but they claimed they didn't get much protection as far as life saving equipment worked for them. The Fighters did much better with their parachute and their rubber life-raft. One-man life raft they had and then we also checked what provisions they had and how their search and rescue equipment they had in their little kits - what they did with that.

(Sam) Then you didn't then do actual Search and Rescue.

No, we were told by \_\_\_\_\_ before we went over there that we were not to get into this effort. We were told just to observe things and not get into the front line shooting. Well, of course, the South Pacific was just a supply area because they had moved on further North as far as, when I was up there, to Guadalcanal and Rossel Island, but at that time they were Emerald and Green. So we just travelled around the South Pacific places and see each one and see what they had for Search and Rescue. Of course, they all wanted more stuff and they also wanted money to pay for it. Particularly the New Zealanders and the Australians.

Then, I said, I went back to Washington, to Aviation again and then from Washington I was sent to the Coast Guard Academy as Commandant of Cadets. '46 to '50. I was the first Aviator to ever have been sent back there. I was there about 6 months. Ted Harris showed up too as an Instructor.

I felt very lucky up there after I made the European Cadet Cruiser, Emile was in Command and I was Exec. on the 'Eagle' in '48 and then I had Command of the European Cruisers for '49 and '50. When I came back in '50 we turned the vessel over to Pullman. Of course in those days the 'Eagle' was only in then, from during the Cadets' training season.

Then from the Academy I went back to Washington again as Head of Aviation for 4 years and then I went to Eastern Area for 4 years and I was transferred from the Eastern Area to the Western Area. During my trip out there the Coast Guard came up and had two billets for Admiral and I made one and Colmar made.... So I was only...I never did take up my duties in San Francisco. I was sent to New Orleans as District Commander.

(Sam) You served there what years?

'58 to '63. The reason for the extended tour was, I was supposed to be transferred first to Washington. My wife was then suffering from leukemia, and she liked the treatment down here, and I asked Admiral Richmond couldn't I stay. Then, after she passed away Admiral Richmond said he wanted me to come up there as Chief of Staff in Washington. But, I'd had nine years of Washington at that time and I said, let's see if we can't pass this good thing around.                   ??                   So my 35 years ended down there.

(Sam) And then you retired. What did you do after you retired?

After I retired I married Mabel Mooney. She had this place here in Dallas and at that time her former husband had a

partner named Farner and between them they had 10 Motels. After about nine months, after I came in the picture we separated the Motels. She got her five and Farner got his five. We had Oklahoma City, Wilmont, Texas, Baton Rouge, Louisiana, Augusta, Georgia and Savannah Georgia.

After that we sold off Oklahoma City first and then a couple of years later - about '66 - we sold Augusta, Georgia, and since that time we've sold Savannah and Baton Rouge and we only have one left now and that's Beaumont. A Motel in Beaumont which Mabel's daughter and her husband are supposed to be running. So I didn't have anything to do with the Motels after that.

(Sam) There is one other incident in you life that I learned, and I've been wracking my brain about the circumstances and when and where I learned it, but that doesn't too much matter, but, I heard, that your ambition, upon retirement, was to own a white Rolls Royce. When I taked to you yesterday, you told me you never got a white one.

No, the first one I had was a '59 Silver Cloud 1 and that was the best Rolls Royce ever had. I had a Silver Cloud 3 later on and I now have a Silver Shadow, but the Rolls Royces are not what they are cracked up to be. The Engineers are not too hot and the Mechanics are not too careful and you have to have deep pockets and I don't have quite enough deep pockets to run one of the damned things!.

The one I've got now is a '76..... They all drive nicely, ride nice, handle nice and you feel safe in them but they can get more darned little things go wrong with them - the oil seals, the grease seals and this one broke on it in the first two weeks I had it was the windshield wiper. The other Silver Cloud I had, had to have a new radiator. The first one I had - fortunately the Silver Cloud 3 was under warranty - the oil pressure flow..... and what they did to correct that was they changed all the bearings. The main bearings, the cam shift bearings and fortunately I got it under the warranty on that one, but the rest of it hit me hard.

So, I don't recommend any British product to anyone. Just like the Jaguars - they fall apart after a certain number of hours - terrible - and a certain amount of miles and it's ridiculous what they charge for it. But you get one and you can't get rid of it. It's like the old Packards you never got out- like the Hudsons - you had to get another Hudson to come out at all Well, I tried to get another Rolls but you think it's worth it getting another car from them.

(Sam) Taking up your remark that you would not recommend any British automobiles! I had a British radar on the

'Discovery', my boat, and it failed me. Without warning it would fail, be repaired and then -plop, .....and finally it was replaced.

Most of the auxiliaries, the equipment on a Rolls used to

Bosch, German stuff.

(Sam) Well you've had an interesting career and you've served with some rather interesting people. Bob Paulson, for one, who had quite a reputation as a practical joker!

Well, I don't know if he joked so much. He was pretty rough. But there is one thing I did was at Miami. Admiral Chalker, Captain Chalker then, was sent to Pensacola for an Observer's Course and you must remember, in those days, the Navy didn't believe any idiot could run anything. All commands of the ships and things were Senior Naval Officers who had had an Observers' Course. It wasn't until the War that they realized the Navy had a little brains and they could handle it themselves.

But Chalker came to Miami from that course in Pensacola and he was there I think two or three months and he said, " why just run it but just let me know what you're doing that's all". And on June 24th, 1935 we got a call from the Army Transport the 'Republic', which was on east of the Bahamas at this time and they had a sick Major aboard and he had to have an emergency operation. Well, I left in the old Fokker Flying Boat and late in the afternoon I went out there and made the landing offshore in the dark and we got the Major aboard and took off and came back.

Well Miami tried to send word to us by radio that a terrific thunder storm had hit Miami and was moving East but .....of course the weather was so bad and they were going to tell me to land at Nassau and see about the Major being operated on there. We couldn't get any word through at all with that storm with the radios that we had in those days so we just plowed through it. Turning around we had an awful time trying to stay on some kind of a course to head back but we for back to Miami just about 10 or 11 o'clock that night but he went to a hospital there in Miami and had his operation.

At that time the Coast Guard was not set up to receive Distinguished Flying Cross. This Army Major, and his brother was also in the Army, had the regulations changed so the Coast Guard could get a Distinguished Flying Cross.

Well I was awarded the Distinguished Flying Cross for that trip and I got No.177 - they were numbered in those days.

(Sam) Did you receive any other commendations or medals during your career.

No, You must remember in those days Headquarters would turn around and say -  
"he did a fine job on that and that was what he was supposed to do".

There weren't any commendations there weren't any awards. The Commandants, when they retired, didn't get anything. Well, you didn't get a darned thing....you were supposed to do a good job. If you didn't you were Court Martialed. But now, of course, they have to keep up with the others. There's no question about that. District men get awards when they've get through their assignment. Not in the old days. ....A Commendation was all. if you lived through it!

(Sam) I have a Letter of Commendation for taking a guest tour successfully around the country. I was on that from March to November and I could almost quote the letter - there were two lines on it. "You've done a good job. Thank you. Thank you".

That was kind of over-extending themselves - they even said "Thank you"

(Sam) Well, are there any other events in your life that come back to mind that should be noted.

When I went to Washington, of course, Captain Charka was Head of Aviation Division. In those days our Division was separate. We had our own Civil Engineer, Surveying and Nautical Engineer and we took care of our own Engineering and Operations. Later on, of course, we put them together. We just came under Headquarters headed up under Operations. In many cases we had our own Communicators.

I remember when we moved the Air Station from Tin Pot Island over to Salem, they moved the cages ahead for the pigeons, and in those days, as you know, the radio wasn't very reliable and the Coast Guard Aviation were the first people who came up with a workable radio for an aeroplane. And, course, they didn't use the pigeons much after Salem as they had improved the radio.

(Sam) Tell me some more about this using pigeons for communications in Aviation.

Well every time they took off for an offshore trip they would take a pigeon or two along and they would wrap a little message around the pigeon's leg and throw it out of the plane and he would come flying home. And they tried also to get these pigeons excited about somebody else going taking their place when they were gone, so they were scared to come back in a hurry, they said.

(Sam) Was the pigeon launched whilst the aircraft was airborne?

Oh. yes. Hold their wings and toss them out and they would fly.

(Sam) What was the typical speed for the aircraft in those days?

Well, it was just a little above stalling or landing - about 70/75 - landing around 55 to 60. We had Fokkers. The five the Coast Guard bought in 1932 and those were named after stars. The Adair, Acroix, I forget the rest of the names of them. Later on they just tried to number them. Fokker went broke and German Aviation took over, which was a branch of General Motors. They are in Dundorf, Maryland. For some reason or other they moved the steps forward, after the original design, around about 13 inches.

When I came to Miami some of my friends said "Can you fly"? Well, I said, "I hope so I just finished a course." Well, Pan Am pilots say you people aren't very good Aviators. "Well", I said, "that's strange."

Well, just two weeks before I got to Miami, Von Paulson and Foley - the only two aviators on the Station, took a Fokker. A fellow in a row boat off Fort Pierce gone off fishing, or something and an off-shore wind came and blew him out, way off shore. So, they went out there and landed and they damaged the aircraft and they couldn't take off again. Fortunately, for them, the wind shifted and blew them back to shore. And they blew ashore there at Fort Pierce.

The next morning Captain Paul called down to the Air Station to one of the Chiefs down there and said, "I'd like to know what's going on there, do you think Pan Am pilot could take a plane and go up there and see." and they said "Yeah"

So they went over there a Pan Am pilot named Dan Sullivan and they took off with the usual crew, a mechanic and a radio man and they flew up to Fort Pierce and they landed in Indian Creek. Well in the round off they ran aground but a motor boat came along and pulled them off from that and then they came back to Miami at noon time and Pan Am.....down there. And they came back just at lunch time and Dan Sullivan told the new crewman that he had - he said "go back in the tail I want to make a good landing here", which, of course, was the worst thing they could have done. The Pan Am personnel, of course, were all out front on the sea wall eating their lunch and things, and he came down and landed and he said the first bounce he thought they were going to have to shoot his lunch up to him. After that they didn't have a word to say about our in the bay.



If you got on that plane you knew what you had to do as soon as you landed. As soon as you touched the water you shoved the yoke ahead and held her on the water and she was all right, you didn't want to pull the yoke back but fortunately she was stable when porpoising. It diminished each time. It wasn't one of those that added up to a catastrophe.

(Sam) Well, now, the plane that von Paulson was in - did that get back ashore, that was salvaged?

Yes, they took that back to Dundorf and they were pushers, twin engine pushers, you know, on top of the wing. Well they couldn't modify that so they changed it around and made it a tractor and we got it back in Miami but the thing vibrated a lot and things were not supposed to come off!

So they decided to send it back up there to see what they could do about it and also have repairs done to it. So I flew it back to Dundorf and the morning I was going to leave they said - "would you mind taking this plane out for a ride we want to put our Head man out here on it." Name? I've forgotten now. I said "Sure". They said "now when you're getting that vibration are you near the water", and I said "why". He said "well if anything happens you're closer".

Well that morning in Baltimore Harbour there was kind of rough, I took off, so I thought, "the devil with this", and I went up to 3,000 ft which was very high for those days, we never went that high.

I showed them the vibration - at certain speeds and power it would vibrate nicely and at slower speeds with power off it vibrated to beat the Devil.

I demonstrated that a couple of times to him then landed - came back down and said "Are you satisfied". He said "Yes, but I've got an awful headache". Well then they tried to put a spar on - just put a plain board on out in front of the leading edge of the wing, and they put that on and .....and I had to be up there to pick up a rummy aircraft so they said now we want you to try this with this thing on it. Well it didn't improve anything at all - except it made it drop the wing quicker than it had previously. So they took that thing off and they sent it down to Biloxy because they thought that was the smoothest water they had down on the coast. We didn't get her back in Miami.

It flew faster though. It flew about 10 miles faster. It also landed a little faster. That old Fokker, it took quite a beating. wings, everything.

We compensated for gas for what they could take - 1600 lbs with the landing gear and stuff they had to add a few more tanks on because we needed the range. We were up there and they were going into lunch and I asked Admiral Chalker "I wonder if I could take off and land in this plane as I haven't flown one for quite a while."

He said "Sure."

So I went out and took a couple of practise take-offs and they came out again. We were supposed to taxi along the beach. The wind was parallel to it and when the signal man dropped the flag and of course we were given the gun. Of course, I knew how the PH worked. All you had to do was pull back on the yoke and and pull back again and you were in the air. The Sikorsky was still on the water when I crossed over the top of it. Well, of course, coming into land we had a lot of wing ahead there - just like an old duck sitting down. Sikorsky went shooting by us and said that Ygor Sikorsky said, that after he saw the first landing and take off - he said "My God, a helicopter". So, the next bid - we had PH.2's.

They were man killers - I mean everything was rudder push and pull there were no boosts on anything and, unfortunately, we, of course, had increased the power. The Navy had one squadron of them in Honolulu and were were going out to look at it and von Paulson, Chalker and myself and went out there to see what the Navy had to say about them, but then half the bids came in an Hall was the lowest so we didn't get to make the trip but did increase the power on them some and unfortunately Connor was killed on one of them in New York landing off shore to pick up a sick fellow from an oceanographic vessel and the engines with the hard take off came right off and went right through the cockpit.

We had the same thing on the RD4's - that little Douglas Amphibian - they called them the 'Goose' - Pratt & Witney wanted bigger engines in it. We had one accident in Salem when one engine came out and busted the ankle of George Olsen and then we Schiffer lost one off of Chinkatee landing off shore there a little bit and then, in Miami, George went out to take a man off a vessel outside of Ox Channel and he landed out there, in more of a swell than he thought there was, and both engines came but the props came right in front of your feet - both of them, and he happened to have a Public Health Doctor aboard at the time and they began to sink by the bow and the radio was right along by the starboard side there, as you went back to the after hatch to get out. The doctor took off his watch and laid it down there so it wouldn't get wet. The plane sank of course but no-one was hurt.

They found out what the trouble was there - the bolt on the nacel going down to the wing, bracing the engine had a tapered bolt in it so it would be nice and tight and snug.

Well the Engineers had the figured on the mean diameter strength of that bolt and hadn't figured on the small edge on it. So after that it was just redone and they put a rivet. That was just an Engineering gadget went haywire.

(Sam) That cost several lives before it....

No, it didn't cost any lives, just a broken ankle.

(Sam) Now, what year was this. Was this, early '30's.

No. it was 1935, we got those RD4's from Douglas.

You know the Coast Guard had the first amphibian planes that Douglas built - they called it the 'Sirius'. It was strictly a sea plane but it had beaching gear on it, folded up just like the landing gear. Then later on, of course, they beefed up the gear and made it an amphibian.

But the Coast Guard had the first two, "Porsine" I think was the first and the next one was the 'Sirius'. We started going back to the stars. We had the 'Sirius' down in Miami for a while.

(Sam) How many aviators did we have at any one time in the early '30's?

Well, I can get the book and see how many were on active duty. The number of Aviators on active duty when I graduated from Pensacola was Stone, von Paulson, Walter Anderson, Melker, Norman Nelson and Scott. Scott died after 1 year out of Pensacola, Edge, Burk, Christopher, Marman, Foley and myself.

(Sam) is that Doc Marman?

No. Did I say Marman? Bowerman,.....George Bowerman. When we were in Pensacola 5 of us went down there and 4 of us finished. Mayerling and Burton and myself were in the same class but Meyerling had to go up to New York, soon after we got to Pensacola, on a rum case - a vessel had been seized that he had been stationed with, so he lost a lot of time there and that first winter, either the \_\_\_\_\_ was on fire they had fog in Pensacola Bay and we were worrying, for a couple of months, about getting our time in. In those days you had to get in 4 hrs every month - and later on it was at least 12 hours every quarter so there was only 4 of us that got through down there.

Well, Burton and myself had to go over and take \_\_\_\_\_ ? exams in '32 in Mobile. The District Office was in Mobile at the time. The Navy is very good. They give you a week off to study before you take the exams - we had a lot of exams in those days..... so we came

back again and we were in Squadron 2 and we were just about finishing up there and we went from there to Squadron 3, and in Squadron 3 they flew 18 plane formations. Well, Navy Aviation was at a very low ebb at that time and Archie Burton and I were delayed and Marman and Foley, of course, went ahead. So Burton and I come over there and we were number 3 or 4 or 5 in the next group and we waited and waited and waited and 13 never showed up and there weren't any more coming so we flew 13 plane formations but that's why we were delayed after Foreman and Farley got through.

At that time, we were down there, the Coast Guard were the only Aviators, at that time, that got big boats. We went over to Squadron 5 and we went just through the stunt period. We couldn't get any gunnery or formation flying in the fighters and then they sent us back to Squadron 4 for the big boats. Archie Burton and I were there and go out in the same plane and one would sit in the bow and the other would fly with the student and then we'd shift around and they kind of were flying in the mornings and the afternoon and we said "why all this flying"., and they said "well you want to get out of here before Christmas, don't you", and we said "hell, no." "If we get down to the Coast Guard we won't even get Christmas day off, here you get 10 days off."

So they slacked up on us and we only had one flight a day and we finished in January 1933.

(Sam) Harking back to the Promotion Exam. At that time, now that was '32 that you.....

Right

(Sam) How many exams did you have to take and how many did you have to complete and in what period of time?

Well, I don't know the period of time. They just gave you, I don't know - sometimes you took two in one afternoon. I don't quite recall. Of course they had exams on every damned thing - ah, it took 5 days.

(Sam) You sat continuously until you completed the whole series.

They would hand us papers on Engineering and then Seamanship, Fire Control and all that and then something about Gunnery, Communications - can't remember them all now - but there was a bunch of them.

(Sam) and then later on that was modified. I think there were eight subjects and you could take half of them at any one examining period but you had to finish all of them

which were six months apart.

Well, that was after my time.

(Sam) I think that was '38.

I was at the P.G. School the exam came up for Lieutenant Commander and they sent me orders to go and take the exams. They had the Post Graduate School at                      Our Students here need their full time for these studies. You could do like the Navy does, put them off. Well that was the first time the Coast Guard ever put off the exams. So in the Summer Term we had a sort of Cooks' Tour of the Aircraft Plants in the North-East                      Navy Yard and I had my exams for Lieutenant Commander then. But at that time, we didn't have so many but they had a bunch of questions which your exams would be based on and what made it very nice, and I was used to studying at that time, I was surprised at the marks I got. I had just been getting by on the others and this one here I was getting 98, 97, 96!, like that. I guess I was just used to studying and I read over those questions and answered. On Gunnery though they threw me a curve, they went on two questions passed where Lieutenant Commander was supposed be but fortunately I had forgotten and had studied those two. I came out all right.

(Sam) Well times have changed.

They sure have, I don't understand what they're doing now Of course, the only change in promotion in my time, you know, used to be if the party stayed warm and you stayed in unless you had a court martial and you were promoted. Then they came up with the                      Board where 30 and 8. Thirty years Service and 8 years Captain and 75% would be retained - Of Course that                      25% I was on a couple of those Boards. Sometimes it was easy and sometimes it wasn't.

I want to tell you about this one off the record.....

(Sam) There has been an interim section here we have had a couple of stories that could not be recorded and now we've now got one coming up that should be recorded.

Well, the Customs and Board Patrol received a few rummy aircraft and we had 5 of them at Miami. We had a Fiarchild we had a Stimson we had a Viking Flying Boat and a New Standard. I don't know what the other Stations got but Morgan decided that all aviation would be conducted by the Coast Guard. So we took in 3 of those ex-Customs Board Patrol men, who were Aviators. We got two of them in Miami and Cape Make-out one. I don't know about the others.

place for them.

After the war, of course, we took over the Air Station from the Navy and we inherited some very unusual equipment.

(Sam) In 1941 I was on that Guest Tour and there was a Station not far from Traverse City but there was no Coast Guard Aviation at that time.

No. No. Will Smith's father came from up there in

(Sam) So the building of the Air Stations was partly done by the Coast Guard and partly taken over from the Navy after WW11.

The construction, as we mentioned, of Salem, Langly, Biloxy, and Port Angeles WPA .

At that time everyone thought sea planes. When I was in Pensacola, sea planes was the thing but Captain Chalker was the first one that ever wanted to build an Air Station on a Municipal Field. Someone else kept up the field and we had field and water. And Captain Chalker picked out Fort Bennett, San Diego, San Francisco. He had a lot of foresight and he never got credit for and a good thing didn't because he was a low key operator, never went off the handle - Was the most gentlemanly officer I ever served with. Marvellous man.

(Sam) I heard many stories about him in the Ward Room gossip. I don't think I ever did meet him.

(Sam) Did you ever visit Annette Island?

Yes sir, once in 1954  
The Coast Guard had an Aviation Board around and put on it. Morman was head of it and Richards and myself, and I think it was ?????  
I've forgotton exactly. We went up to Annette Island in December of '54 to see how things were up there.

(Sam) Were you impressed?

Well, at that time, of course, they had emergency fuel and sometimes Pan Am could land there. It was a little rugged going in those days out there.

(Sam) Did you visit Lower Slavonia?

No, I never did, Sir.

(Sam) You know the quonset huts some of the Coast Guard personnel had out there - they called it Lower Slavonia.

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Well we saw the quarters and things but I didn't know they called it Lower Slavonia.

(Sam) Several years later Eddie Roland was coming down there and he stopped at Annette and do something

Goes on  
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quarters for married, and I guess about 10 years later they abandoned that and went up to Sitka where they have the Air Station - a much more central location.

(Sam) Well Sir, I very much appreciate your spending this time with me and digging back into your memories and sharing them and if you have any other remarks, why I'll leave this on.

No, I'm afraid I've run out of stories.

(Sam) You've run out of stories - well thank you so much.

You're welcome.