

WACO J2W-1 & EI PASO DETACHMENT

By

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The year is late 1936. It was now Lieutenant Commander Norman M. Nelson, having received his promotion on 1 October 1934. In this point of his flying career, LCDR Nelson would come in contact with another set of three aircraft of a single design- the Waco 32W-i a five place cabin type biplane that could be converted to a seaplane with twin floats. A 225 HP Jacobs L-4 R-755 engine powered the J2W-1, providing a cruising speed of 140 and maximum speed of 159 miles per hour. It could be used for both land and sea operations. The cost per aircraft was \$12,054.

The three Waco J2W-1 were built by the Waco Aircraft Company, Troy, Ohio. They were builders of sport and training aircraft. Whether the Coast Guard had in mind the need to fulfill their obligation as the air transportation for government officials in emergency services to remote and inaccessible locations with the J2W-1 as it's prime purpose. It was used for this purpose on a number of occasions, as you will see and then some, including guarding the Texas/Mexican border against drug smuggling, tracking illicit aircraft and working with a variety of law enforcement agencies.

What LCDR Nelson is about to do for the J2W-1 is start the procedure for a new home for the Coast Guard's Air Patrol Detachment, with the base of their operation at the Army Air Corp's Fort Bliss/Biggs Field, El Paso, Texas in late 1936.

The Air Patrol Detachment using other aircraft was operating from the city of Del Rio's commercial airfield, Texas. The Air Unit was guarding the U.S.-Mexican border against drug smuggling and other law enforcement duties. Here at Del Rio, the Patrol Detachment had to rely on American AirLines facilities for their night flight operations.

Mr. Nelson was about to take one giant step in his "administrative responsibilities." He has received orders from Coast Guard Headquarters to transfer the Air Patrol detachment from Del Rio, Texas to El Paso, Texas, a distance of some 400 miles south. Headquarters hopes to secure for the Detachment's future activities a hangar at the Army's Air Corps facilities at Biggs Field, Fort Bliss, in El Paso.

Besides being the CO of the Air Patrol Detachment at Del Rio, he will have another full time job working out the transfer. This wasn't just an act of talking to a real estate agent about a piece of property. This was a military service asking another service for the use of a small hangar and the use of Biggs Field for coming and going to the hangar.

LCDR Nelson starts the chain reaction to obtain this new location and hangar at Biggs Field, El Paso, on 21 December 1936. This will involve the U.S. Coast Guard as the principal, in addition to the Treasury Department, War Department, Army's Eighth Corps Fort Sam Houston, and Chief of the Air Corps, and CO of the Air Corps Detachment Fort Bliss. Hope I haven't left someone out. LCDR Nelson will deal with these folks and their assistants and their assistants, before any aircraft or personnel can set one foot or tire mark in the proposed hangar.

As you can see with all the required endorsements and counter endorsements and no objections for this move, the paper trail will reach for miles before the new facilities will be commissioned and the Coast Guard will take over a small hangar at Biggs Field, Fort Bliss, El Paso, Texas. A formal dispatch from Lieutenant Colonel SW Fitzgerald, General Staff, G-4, Signal Corps, United States Army, announces on 10 February 1937, that authority has been granted to transfer the Coast Guard's Air Patrol Detachment from Del Rio to Fort Bliss, Biggs Field, Texas, with a possible delay, pending receipt of advice as to whether hangar is available.

Even though tons of paper passed through many hands to secure a place at the Army Air Corps Biggs Field, El Paso and the Coast Guard's temporary facilities at Del Rio's commercial field were closed, forcing them to use American Air Line's night flight facilities, there would be a last minute hitch.

A license of some sort had to be obtained so the Detachment could use the small hangar at Biggs Field. Records didn't say why the license was needed. Being it was a flying hangar, maybe it required a pilot's license. With all the tons of paper, I would hate to think this paper trail would end without at least one more license. With the absence of military objections approval was given. We hope this license clearance would allow LCDR Norman Nelson, to fly in the brand new Waco J2W-1 Serial #V-157 and V-158 as the aircraft to put El Paso Detachment into operation at Biggs Field.

I am sure members of the Detachment now known as the Coast Guard's El Paso Air Patrol Detachment were looking forward to their new aircraft and new military facilities. Records indicate this Coast Guard aviation unit operated their aircraft prior to Del Rio's commercial field, at San Antonio, Texas, San Diego, California and Cape May, New Jersey. Not sure in what order.

To complete his task of this giant "administrative responsibility," Lieutenant Commander Nelson has to commission the new Coast Guard facilities at Fort Bliss' Army Air Corps, Biggs Field, and El Paso. This took place on 2 March 1937, with the usual pomp and ceremony.

LCDR Norman Nelson would continue as the Unit's Commanding Officer and continue his cooperation along the U.S.-Mexican border with a number of government agencies

to detect any illegal activities, as well as, to assist these agencies in their operation to prevent drug smuggling by air. The records show undercover activities as the Unit patrolled thousands of miles of the border. Those government agencies the Coast Guard El Paso Air Patrol was involved with are: U.S. Customs and Border Patrol, Secret Service, Bureau of Narcotics, Alcohol Tax Unit, Bureau of Biological Survey (Department of Agriculture) and the Texas Rangers.

There would now be a new Commanding Officer for the Detachment, Lieutenant Perry S. Lyons from Floyd Bennett Field, Brooklyn, New York. Lt. Lyons took over from LCDR Norman Nelson in August of 1937. Talk about an "administrative responsibilities" fast track! The ink was hardly dry on the papers covering the change of Command at El Paso before LCDR Nelson was off to assume command of the Port Angeles Air Station 20 August 1937.

Former Radioman 1/C Ken Harkema as an air crewmember at PAAS remembers this also included Lt. Kenneth P. Maley, Aviator #37, as the Executive Officer. Taking part in the ceremony was another Aviation Pilot in the making who was standing in the wings, so to speak. It was AMMC Allen F. Perkins, who will be a member of the AP Class of 1940. It will be LTJG Perkins who will appear in the three Curtiss SOC-4 part of this story.

ON WITH THE STORY!

Lt. Perry S. Lyons graduated from the Coast Guard Academy at New London, Connecticut in 1920. Perry Lyons entered the Naval Flying School in 1932. In fact, his first duty assignment after graduation was at Salem Air Station, Massachusetts.

Mr. Lyon's Service background includes a number of daring rescues during his Coast Guard flying career. It is said, "he wasn't one to discuss his rescues." Maybe this is the time to at least talk for him about the daring rescue he made with LCDR Frank A. Leamy, Aviator #40 Pilot in Command on a mercy flight from the Salem Air Station, 20 May 1937. Lt. Lyon and Radioman First Class A. Gus Dannenberg made up the rescuing trio in the Douglas RD-4 V-134. Take-off time 2350. Their destination was the trawler *White Cap* located 44 miles ESE of the Boston Light Ship, which was, located 60 miles SE from the Salem Air Station. Word received from the trawler, the Chief Engineer had a badly injured arm.

The *White Cap* was finally located at 0034. Circling the fishing trawler, it was noted the vessel was laboring considerably in moderate to rough WSW seas. The sea conditions were none favorable for their open sea landing in their type of aircraft the RD-4.

Then Radioman Dannenberg received another message -- the crewmember's arm is severed between elbow and shoulder and he is in shock from loss of blood. A decision was quickly made to land in these conditions, dangerous as it might be and set the RD-4 down at 0040 transferring the painfully injured Chief Engineer. At 0150 with difficulty

in gaining flying speed and riding the crest of a higher wave, the aircraft freed itself with a little help and rose from the sea and headed home. Another routine flight by Coast Guard aviation! This type of rescue was what Lt. Lyons and others felt was all in a day's work for Coast Guard Aviation.

This feeling of *"we have a job to do whatever it takes"* came from Lt. Perry Lyons, as he took command of the El Paso Air Patrol Detachment. The many praises received by this Aviation Unit showed it was carried out. They went the extra mile! "Administrative Responsibility" is something Lt. Lyons brought to the El Paso Detachment and follows in the footsteps of LCDR Nelson. Operating along the thousands of miles of the Texas-Mexican border it takes a lot of such responsibility.

The duty roster for the El Paso Air Patrol Detachment, as can be established, at least in part, is as follows:

Lieutenant Commander Norman M. Nelson. First CO.
Lieutenant Perry S. Lyons. Second CO.
LTJG Robert L. Grantham. Third CO.
LTJG Robert E. Mccaffery.
Chief Aviation Machinist's Mate William D. "Bill" Pinkston.
Chief Aviation Pilot (ACMM) Virgil A. Smith. (AP Class 1935)
Aviation Pilot (AMM 1/C) Robert W. Fendley. (AP Class 1935)
Aviation Pilot (AMM 1/C) James L. Riggs. (AP Class 1935)
Chief Henry B. Ferguson.
Aviation Machinist's Mate 1/C Rupert H. Germaine.
Radioman 1/C CE Haley. (No ARM rating at this time)
Radioman 1/C James A. Dinan.
Gunnery Mate 1/C VTHouser.
Seaman 1/C Frank M. Sheffer.

Gunnery's Mate Houser was on temporary duty with the Detachment. He instructed the Unit's members in use of firearms. With personnel going undercover for U.S. Narcotics, involved in drug trafficking, smuggling, and law enforcement - yes, there was a need. Houser even flew on several occasions.

Praise and recognition went to the Detachment's personnel for their initiative, loyalty and devotion to duty and beyond. Besides Coast Guard honors, two were recognized by Brigadier General H.H. Arnold, Chief of the U.S. Air Corps. It was for a search and rescue of a downed Army aircraft. Two who were so honored were Chief Aviation Pilot Virgil A. Smith and Chief Henry Ferguson.

Besides what were considered regular duties, the U.S. Secret Service had a special need for Lt. Perry Lyons and his Detachment, to aid them in the protection of President Franklin D. Roosevelt. President Roosevelt was to address an open-air assembly in

Amarillo, Texas, 11 July 1938. Planes of the Detachment were to fly over the assembly preventing any aircraft from being able to do the same.

It wasn't long before the El Paso Air Patrol Detachment started to draw increased interest by the USCG Commandant, Rear Admiral R. R. Waesche. This busy Detachment was covering a vast territory along the Texas/Mexican border with a variety of missions being accomplished which would take them up the Rio Grande Valley north to Albuquerque, New Mexico. It was so interesting, he requested a quarterly report.

Reports and dispatches relating to the Air Patrol Detachment brings out their many duties as guardians of the border as most unusual! Besides investigating illicit aircraft activities, the Unit's personnel were on numerous occasions eye witnesses in Federal narcotic cases (putting them close to the action), or were taking part in arrests and seizures, mostly undercover. They also aided in the arrests of aliens crossing the border.

Being Lt. Lyons and his Detachment were on a roll, there was also the opportunity for the Detachment's aircraft and personnel to inspect air ports and various landing fields for suspicious aircraft and to make law enforcement flights. They even brought the Unit's truck #1526 into play in conjunction with their aircraft patrolling the Texas/Mexican border in joint anti-smuggling duty.

There was also time for night and instrument flying sessions on a monthly basis. Thus Lt. Lyons kept up his "administrative responsibilities," even with the mad pace of their activities. Don't forget it was necessary to summarize the accomplishments in arrests made, contraband seized, and their assistance to the various law agencies.

As the year of 1938 starts to wind down, the missing member of the three, Waco J2W-1 V-159, will join her two sisters V-157 and V-158. It, of course, has been on another assignment, which will be fully explained later. The arrival of V-159 will bring the aircraft serving El Paso to three. The complement will be at ten (10) and two (2) trucks. Though not big, their accomplishments make the El Paso Air Patrol Detachment a GIANT!

TRAGEDY STRIKES THE DETACHMENT!

Monday, 19 December 1938, the Detachment's J2W-1 V-157 took off from Biggs Field, El Paso, on a routine flight for the Army Air Corp's Kelly Field, San Antonio, Texas. Lt. Perry Lyons, along with Aviation Machinist's Mate 1/C Rupert H. Germaine and two passengers are on board. One passenger is Ensign C.H. Teague, USCG, on leave and visiting his family in El Paso. He served aboard the UCSG cutter Itasca, operating out of San Diego. This was to be a pleasure flight at Lt. Lyons invitation. The other passenger aboard the J2W-1 V-157, is U.S. Army Air Corps Corporal George B. Latham, on leave from Biggs Field and traveling to San Antonio taking advantage of this flight with permission to visit his family.

Something went drastically wrong as this cabin type Coast Guard aircraft approached the Texas town of Boerne, en route to San Antonio. Lt. Lyons and his passengers had left El Paso at 4:00 PM and as the aircraft approached the Boerne, it was 10:00 PM. It was at this point when something very drastic went wrong. Eye witnesses said that they saw flames coming from the plane and believed the pilot headed south after the plane caught fire to avoid landing within the town limits and reached a fairly open field.

The first person to reach the crash site was Justice of the Peace H.L. Davis, Jr. The plane had crashed within a 100 yards of his house. He found no survivors. The crash and explosion made it seem very unlikely there would be survivors. Emergency vehicles arrived very quickly but the damage was so severe the plane couldn't be identified as Coast Guard. Kelly Field was called and none of their planes were missing. A flight plan identified the crash as Coast Guard.

Waiting patiently at Kelly Field for his ride home, Radioman 1/C C.H. Haley became very nervous, as Lt. Lyons had never missed his ETA (estimated time of arrival) before. Upon checking with Kelly Field authority, Haley was told what had happened. Immediately, Coast Guard Radioman Haley offered his services to the Kelly Field Army rescue team to identify his comrades and help where he could and with the investigation. Identifying dead comrades is something one doesn't look forward to doing. Haley did just that and then stood guard over his dead comrades until relieved the next day. Commandant of the USCG Rear Admiral R. R. Waesche, in the commendation praised Radioman 1/C C.H. Haley for his loyalty and devotion far beyond this duty.

What caused this aircraft to crash? Why the fire witnessed by those on the ground? The answer was not among the dispatches referring to this V-157 crash. They did mention investigators were coming from the Biloxi Air Station, but would have to drive because of unfavorable weather for flying.

While the functions of the El Paso Detachment continue, it is in need of an Acting Command in the interim of a new Command. At the moment the Detachment is made up of enlisted personnel. All the pilots are rated Aviation Pilots, one ACMM and two First Class AMM, plus one senior ACMM a non-pilot. Senior Chief Aviation Machinist's Mate William D. Pinkston is named Acting Command and would remain in this position from 19 December 1937 until 3 February 1938 when a new Command would take over.

These first two years for the El Paso Air Patrol Detachment has given members of this Coast Guard aviation unit more than their share of excitement, as they work to protect the Texas/Mexican border. Then the sudden death of their Commanding Officer Lt. Perry Lyons and comrade in arms Amm1/C Rupert Germaine, both literally loved by all, puts a blanket of sadness over the Detachment, not to forget their passengers. It is said - "We find death for the first time when He puts His hand upon the ones we love and takes them to His Heavenly Home."

WACO J2W-1 V-159

With Acting Command Pinkston in place and the Detachment functioning at full throttle, this seems like a logical and chronological place to bring into the picture the whereabouts of the Waco J2W-1 V-159, as it is about to join its sister aircraft 32W-i V-158 to fill the gap in the Air Patrol's duty watch! However, the first order of business for the Coast Guard Administration is to obtain the third Waco J2W-1 V-159 from its manufacturer, Waco Aircraft Company, Troy, Ohio.

Lieutenant George H. Bowerman, is placed on temporary duty with orders to pick up the J2W-1 V-159 and test flight the new aircraft. To assist Mr. Bowerman in this venture is Chief Aviation Machinist's Mate F. Crump and Aviation Machinist's Mate 1/C Ray Robertson.

Their instructions are to fly the V-159 to Bolling Field, Washington, D.C. No doubt, for a quick check and service before they take off to Boston and Salem, Massachusetts, then continue to Hartford, Connecticut. Their orders are to retrace their route back to Bolling Field.

However, at Hartford the aileron is found to be in need of adjustment before they are able to resume their test flight and return to Bolling Field. For the time being it will be based there to start the first of its new assignments as air transportation for the USCG Commandant and dignitaries.

Lt. Bowerman is indicated as having flown some of these dignitaries, including Ambassador to Great Britain the Honorable Joseph Kennedy and Mrs. Kennedy, Senator Meade, and Assistant Secretary of the Treasury Gibbons on their appointed rounds in the J2W-1 V-159.

It is reported Secretary of the Treasury Henry Morgenthau enjoyed the air transportation of the J2W-1 V-159. There was no doubt, he was more than welcome having been most enthusiastic about aviation and supported the Coast Guard in this manner by obtaining the necessary funds for new aircraft and Coast Guard aviation expansion.

Lt. George Bowerman, had several FIRSTS in Coast Guard aviation. He commissioned the San Francisco Air Station and its first Commanding Officer on February 1, 1941. Continuing with this trend, Mr. Bowerman would be the FIRST Pilot-In-Command of the Coast Guard's one and only illustrious PBY-5 V-189, followed by Lt. Willard J. Smith, who went on to be Admiral Willard J. Smith, Commandant, USCG.

By 9 November 1937, Headquarters had other plans for the J2W-1 V-159, as orders were issued to Lieutenant C.F. Edge to proceed to Cape May, New Jersey, where the V-

159 would be turned over to him and transferred to the Coast Guard cutter Spencer, at Cordova, Alaska. There the V159 land plane would be converted to a seaplane with twin floats to serve aboard the Spencer as a patrol observation aircraft over Alaskan waters. There would be a delay for Lt. Edge and the V-159, due to improper function of the radio. Transmitting couldn't be heard for any distance, and sometimes failed on high frequencies. It is a long flight from Cape May Air Station to Cordova, Alaska, without proper radio!

Orders for Lt. Edge to proceed to join the Spencer didn't come as a surprise. Lt. Edge had been notified on the 14 September 1937 that he was scheduled for duty aboard the Spencer as pilot for the J2W-1 V-159. Lt. Edge arrived safely at his destination of Cordova. The J2W-1 V-159 to be converted from land plane to seaplane for service aboard the cutter Spencer, on 17 December 1937.

Originally, for some reason there was thought of renting a hangar to house the V-159, fronting on Lake Eyak. In the summer it furnished a water approach to the lake. December found the lake frozen over. Commercial planes at Cordova were fitted with skis or wheels and would take off and land on the ice throughout the winter.

It was then decided that if the J2W-1 V159 was to be based aboard the cutter Spencer then to equip the plane with skis or wheels would render the plane equally useless for coastal and island terrain, where all the cutter Spencer's assistance work is located. For landing on terrain other than water, USCG Engineering would not take the responsibility for the strength of float struts for such landings. Any kind of ice landing would be out. With the necessary endorsements and approvals complete, the V-159 aircraft would be retained on the Spencer, stowed on deck and protected by heavy canvas shelter covers. Repairs to the J2W-1 V-159 have been made after an accident to the plane on 27 December 1937. Repairs were made to the six broken ribs in the lower wing and it was back in commission on 4 January 1938. Unequalled strain of unknown cause to the plane was being investigated at that time.

The Waco V-159, in the capable hands of Lt. Edge, served its duty aboard the cutter Spencer but the duty watch was short lived, approximately six months including down time for repairs and many decisions. Maybe another type of aircraft for duty aboard the Spencer might be considered, other than a five-place cabin type aircraft.

Yet, there were future plans made while Lt. Edge and the V-159 were operating abroad for provisions to protect the aircraft and its care for the following summer on a Bering Sea Patrol. Orders to transfer the J2W-1 V-159 from the Spencer to the El Paso Air Patrol Detachment 15 April 1938 would certainly change those future plans.

The conversion from a twin float seaplane to a land plane has to be made for the flight to El Paso. Whether this was made at Cordova, after the V-159 aircraft was removed

from the Spencer or at Port Angeles Air Station, where it would start for the flight to El Paso, is unknown.

On 7 May 1938, Coast Guard Headquarters was advised by the Port Angeles Air Station, aircraft victor 159 would be ready for transfer to El Paso as ordered 10 May 1938. They now awaited the arrival of enlisted Aviation Pilot William N. Durham. For some unknown reason AP Durham was delayed and did not make the El Paso ferry flight. Too bad, AP Durham could have caught up with fellow classmates of the AP Class of 1935 at El Paso: CAP Virgil Smith, AP Robert Fendley and AP James Riggs. Thus, it was Lt. Fred Wild who was then ordered without delay to fly the Waco J2W-1 Victor 159 to the El Paso Air Patrol Detachment, but was not assigned to stay.

It is interesting to note, it will be Commander Fred Wild who will return to the PAAS as its Commanding Officer in 1945, after taking part in an inspection assignment flying with who will be his Executive Officer at PAAS, Lieutenant Commander Clement Vaughn. Lieutenant Commander Clement Vaughn, was the CO of the Coast Guard's PBY-5 V-189, who with his crew were on a secret mission surveying future LORAN sites and part of the LORAN installation in the Pacific 1944-45.

What also seems to have been overlooked was a second Coast Guard air crew also involved in the LORAN installation which would take Lieutenant Commander Louis T. O'Neill and his crew across the Pacific and into China and Japan in 1945. This second air crew utilized three aircraft: a PBY-5A, PB4Y-1 Liberator and PB4Y-2 Privateer to complete their mission in 1945. Both Lieutenant Commander Clement Vaughn and Lieutenant Commander Louis T. O'Neill received the DISTINGUISHED FLYING CROSS for their secret LORAN missions.

ARRIVAL OF THE NEW COMMANDING OFFICER

The new Commanding Officer of the El Paso Air Patrol Detachment assumed Command on 3 February 1939 from Acting Command Chief William D. Pinkston, USCG. Lieutenant (jg) Robert L. Grantham, USCG, reported from his previous duty at the San Diego Air Station, where he distinguished himself with rescues at sea and relief flights over land. The new Commanding Officer hardly had his feet on the ground when he was called upon to fly a mercy relief with 250 pounds of food to aid distressed citizens in the snow bound community of Las Taplas, New Mexico. Las Taplas was 62 miles west of Albuquerque where he and his crew picked up the food supplies. Now that Lt. Grantham is the new CO of the El Paso Detachment it is time to introduce himself to the other government agencies who will be working with him and his crew protecting the Texas/Mexican border and to get a feel of his new Command and his *"administrative responsibilities."*

Unfortunately, within four months of the tragic accident of Lt. Perry Lyons and those aboard the Waco J2W-1 V-157, its sister aircraft V-158 was lost in a blizzard on a flight

from Biggs Field, El Paso to Galveston, Texas. The Coast Guard aircraft V-158 was piloted by Lt. Robert Grantham and with him AMM 1/C Clifford J. Hudder, Radioman James A. Dinan and a member of the Army Air Corps Electrician Specialist Robert Paddon, who had obtained a ride to Galveston.

The flight took off on Thursday, 6 April 1939, at 0930 for Galveston, with a stop over at Del Rio, Texas, to drop off Radioman James Dinan, who was a witness for a federal drug case. Within twenty minutes of their departure, a cold wind from the east hit Biggs Field, which brought concern for those flying by the duty watch of the Detachment. This concern grew when the V- 158 missed its ETA at Del Rio, to drop off Radioman Dinan. There was another problem along with the severe weather change, poor radio communications developed and this added to the nervous condition for those at the Detachment. When the ETA was missed at Del Rio, a search was instituted immediately. Further checking with the Coast Guard radio station at Galveston reported that there had been no radio communication with Lt. Grantham.

Search groups started to form immediately. There was no question members of the Detachment had made numerous friends with their duty activities among the government agencies, Texas Rangers, and Texas Highway Patrol. Even members of the population organized horses, trailers, and trucks that might come in handy for searching the rugged countryside where they might be lost. Highway Patrol passed the word to all their units to be on the look out for a downed aircraft. Local citizens along the planned route offered their help, including ranchers along the way. The flight from Biggs to Del Rio would take the missing plane in the southeast direction and would cover some 700 miles. The storm and blizzard condition was increasing, concern growing.

The Army Air Corps from Kelly Field, San Antonio, provided five planes and the Coast Guard three to aid in the search, one from the Biloxi Air Station, a San Diego Air Station aircraft and the J2W-1 V-159 from the El Paso Detachment. This search by the crew of the El Paso V-159 has to be taking its toll. It is the second death of a Commanding Officer within four months. Devastating is the word, especially with this close knit Detachment.

All eight of the search planes used the Army's emergency field at Dryden, Texas, as their base of operation. It was located between Alpine and the town of Sanderson. This location was no doubt established after a track worker from a Southern Pacific reported he saw the missing Coast Guard plane pass over his location several miles east of Alpine. This position was east of the Rio Grande River, but with the wind and snow blowing from the east and weather conditions as they were, it caused concern and the possibility the plane drifted across the border and landed in Mexico.

Friday morning April 7, 1938, General Ursquiso of the Mexican Army in Juarez was alerted to this possible situation, and in turn immediately ordered the troops under his

command to conduct a search in the mountainous country across the border. They covered all the bases and even alerted the sheep herdsman in the area to be on the lookout for a possible downed American military aircraft. By late Friday night, the Mexican authorities reported they failed to bring forth any trace of the downed Coast Guard aircraft but would continue their efforts. Then Saturday one of the Army search planes located the charred wreckage in the snow covered rugged country 13 miles southeast of the town of Alpine, but saw no evidence of survivors. Ground parties standing by, were alerted and they were under way immediately to the charred wreckage, but had no hope of reaching the site before late Sunday with the weather conditions and snow in this mountainous section, but would report their findings upon arrival. What wasn't known by the search plane or those on the ground directing the search was that three had survived, AMM 1/C Rudder, Radioman Dinan and the Army Electrician Paddon.

They were ordered to bail out by Lt. Grantham as he guided the aircraft and held it steady to allow them to jump, which they did, landing safely. Well almost, as it seems Paddon hurt his back in the jump into the blizzard but was still able to move about. Lt. Grantham was fighting the controls of the J2W-1 V-158. They had run into heavy fog and snow causing ice to cover the plane's wing surface. Thus the order by Lt. Grantham for the three to parachute into the blizzard was hazardous even for the most experienced parachutist.

Upon landing with difficulty they located one another in these severe weather conditions, checking each other out and hiking to find where their Skipper landed only to be devastated to find Lt. Grantham was killed when his parachute caught upon a wing and dragged him to his death. Here by the charred wreckage lay the hero who saved their lives. The aircraft under normal conditions would have had emergency supplies and water to last several days. The fire destroyed this opportunity for them. Regardless, they made the decision to seek help on their own. They saw planes pass overhead but were unable to attract their attention.

The men set out in search of a ranch or some form of civilization. They felt that having flown over this countryside over the years and knowing of the ranches they would find something. Walking through the snow in the severe weather and drinking water from the cattle troughs along the way they became disoriented, not realizing they were walking away from civilization.

Remember that the charred wreckage spotted by one of the search planes placed the site just thirteen miles east of the town of Alpine. It was difficult for them to traverse the rough country in these winter conditions with no landmarks they could recognize.

The first night (Thursday) the three survivors reached an abandoned ranch house exposed to the elements spent the night huddled together. Physically and mentally exhausted, they started out the next morning. They walked all day Friday not finding

any shelter. The men continued through the night, not wanting to stop in this below freezing weather. After what was considered some 40 miles, they reached the cattle ranch of Kate Nevill. Finding no one at the ranch on Saturday morning, the 3 men broke in and telephoned the Border Patrol headquarters at Camp Chigas with the news of their whereabouts and need for medical attention. Their families were quickly notified. Help was on the way immediately, as all the help imaginable had been standing by since late Thursday afternoon, when Lieutenant Grantham and his crew didn't reach their destination. Those standing by were not just law enforcement people, or government agency personnel, they were worried friends who had watched and admired them for doing the same thing when called upon. It was obvious the members of this Coast Guard Detachment were well liked.

Dr. E.J. Wright, M.D., of Alpine, joined the rescuers on the trip to the Nevill Ranch to give personal medical attention to the three survivors. Paddon with the back injury was sent to an Army Hospital for treatment. The other two Coasties were treated and stayed under medical care in Alpine and were expected back on duty at the Detachment in two or three days. Come on fellows, you already had a winter vacation!

The same prompt and wholehearted (if that is the word) cooperation was extended to the Coast Guard in searching for the missing plane and the body of Lieutenant Grantham - the real hero in this tragedy! When it was learned that these two officers who were killed, Lt. Lyons and LTJG Grantham would have each celebrated their first wedding anniversary at the time of their death compounded the sadness!

As Bill Pinkston's aviation career draws to an end there will be another exciting moment in this illustrious career. Retired Chief Ordnanceman J.R Lee remembers the last day. It was a part told in a rescue story by AOC Lee and Lieutenant Colonel Ted A. Morris USAF retired, entitled 'A Tragic Good Friday - April 11, 1952.'

This last flight for Chief Pinkston, starts from the USCG Search and Rescue Center, San Juan, Puerto Rico. A Pan American DC-4 with 64 passengers and crew on an Easter flight to the States is seven miles out with motor trouble and the plane has to ditch into the ocean. The SAR is alerted and all Coast Guard aircraft and ships go to the rescue, along with amphibians of the USAF.

Pinkston is assigned to the PBY-5A #48429 under the Command of Lieutenant Commander Ken Bilderback; co-pilot is LCDR Jack Natwig and crew. As Chief Pinkston heads out in the PBY5A #48429 to aid those who are fighting for their lives in the rough ocean, he is about to retire the next day! The old Coast Guard adage "you have to go out but you don't have to come back," must certainly come to mind. Never the less, on his mind there will always be the thought that we have to save as many people as possible. LCDR Bilderback prepares to set his Coast Guard amphibian as close to the scene of the crash as possible, avoiding anyone in the ocean.

PBY-5A #48429 will have rescued sixteen from the ocean and even have the copilot LCDR Jack Natwig go overboard to aid a fellow crew member who was in the ocean attempting to rescue a youngster, both struggling in the water. Ships aiding the rescue will rescue them all.

As the crash scene is secured and the rescued survivors aboard the PBY-5A are transferred to a Coast Guard buoy tender, the PBY-5A finds it is overloaded with sea water. Pounded by the rough seas it can't be airborne and must make the seven miles back to their San Juan Base on the ocean.

With the co-pilot jumping into the ocean to save others, Chief Pinkston will take the co-pilots right hand seat so as to aid pilot LCDR Bilderback on the long ride back to the San Juan Base. I do not believe Chief Pinkston in his wildest dreams ever thought his last flight in his long illustrious Coast Guard aviation career would end with him coming home in the co-pilot's position, from a rescue at sea in a PBY-5A on the water for seven miles. Nor did he or any others on this water bound air taxi expect such a welcome from the people of San Juan. As this taxiing aircraft approached the harbor entrance to the San Juan Harbor near the site of the old Fort El Morro, a wildly cheering crowd lined the shore. Thanks for a job well done!

Bill Pinkston, I don't think anybody can top that for a Coast Guard aviation retirement party. We couldn't miss that part of Chief Pinkston's aviation career but now it is time to return to the closing of the El Paso Air Patrol Detachment. Sorry Bill Pinkston, you have a big part in closing this Detachment as its Acting Command.

Rear Admiral R.R. Waesche, Commandant USCG, on 14 October 1939 declared the Air Patrol Detachment, El Paso, Texas is here by discontinued. The duty of patrolling the United States-Mexican border by air within the limits of the San Francisco District will devolve upon the Air Station at San Diego, California. Such patrols will be made as determined necessary. Equipment and personnel will be transferred to the various Air Stations. When Coast Guard property has been disposed of, the hangar and office space now occupied by the Coast Guard will be returned to the custody of the War Department and the Customs Border Patrol, respectively. Building No. 423 at Biggs Field, Fort Bliss, El Paso, Texas, is to be returned to the custody of the Army while the paper work stacks up with the discontinuance of the Air Patrol Detachment.

There is one order to be carried out. The remaining Waco J2W-1 Victor 159, is to be transferred from Biggs Field to Bolling Field, Washington, D.C. by Aviation Pilot 1/C James Biggs. This will signal an end to a most active Detachment guarding the U.S. - Mexican border from the evils of corruption.

National Archives



Washington, DC 20408

February 28, 1994

Reply to: NNRM94-4440-MY

Ted A. Morris
1213 Edgewood Ave.
Las Cruces, N.M. 88005-1127

Dear Mr. Morris:

This is in response to your letter of February 9, 1994.

We searched the general correspondence files (1936-1940) of the Army Air Forces (Record Group 18) and the Records of the Adjutant General's Office (Record Group 407), but located very few references to Biggs Air Field. Enclosed is a copy of the only file we located that pertains to the U.S. Coast Guard Air Patrol Detachment.

We are forwarding your letter to our Civil Reference Branch (NNRC), which has custody of the Records of the U.S. Coast Guard (Record Group 26). That unit will respond to you directly.

Sincerely,

MITCHELL YOCKELSON
Military Reference Branch
Textual Reference Division

Enclosure

National Archives



Washington, DC 20408

April 7, 1994

Mr. Ted A. Morris
1213 Edgewood Avenue
Las Cruces, NM 88005-1127

Dear Mr. Morris:

This is in further reply to your letter of February 9, 1994, to our Military Reference Branch asking for historical information on the Coast Guard Air Patrol Detachment at El Paso.

Records of the U. S. Coast Guard, (RG 26), show that this detachment was commissioned March 2, 1937, and decommissioned October 14, 1939. The building at Biggs Army base used by the detachment, Building 423, was returned to control of the Army on January 22, 1940. The El Paso detachment was formerly stationed at Del Rio, TX, and also used American Airlines facilities early in 1937 for night flight operations. A detachment was also stationed at San Antonio. Other detachments were at Cape May, NJ, and San Diego, CA. All of these units were operational in the mid-1930s, and had been discontinued by early 1940.

We have not found a specific statement of the mission of the detachment, but it cooperated from time to time with the U. S. Customs Service and the Secret Service. It also assisted in rescue operations as needed. We found no lists of commanding officers or information on the personnel ceiling at the detachment. Planes V-157, V-158, and V-159 are the only planes that were stationed at the El Paso unit. We did not find an agreement with the Army for use of the base facilities.

Records in our custody relating to the detachment consist chiefly of operations reports and related correspondence; operations reports of the three aircraft stationed there; information on rescue efforts in which the unit participated; and boards of investigation into the crashes of planes V-157 and V-158, both of which resulted in loss of life of Coast Guard personnel. We can provide copies of these records for \$.25 a page (minimum fee \$6).

If you wish to order by check or money order (payable to "NATF-NNRC"), send it with the enclosed order form to the National Archives Trust Fund Board, P.O. Box 100793, Atlanta, GA 30384. If instead you wish to pay by using a MasterCard or VISA credit card, you should return the enclosed form (annotated with type of credit card, account number, expiration date, and your signature) to the Cashier (NAJC), National Archives, Washington, DC 20408.

You may, if you wish, use these and other possibly pertinent Coast Guard records in person at the National Archives, or have someone research the subject for you. If you choose to come to Washington to do your research, our records and microfilm publications are available for consultation without charge in our research rooms. The National Archives Building is located on Pennsylvania Avenue at 8th Street, NW.

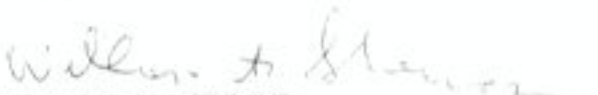
2.

The Pennsylvania Avenue entrance provides access to the Central Research Room, Microfilm Reading Room, and staff in the Civil Reference Branch. If you do not have a research card, you must apply for one at the Research Consultant's Office (Room 207). See the enclosed sheet for our hours of business.

If you are unable to come to the National Archives, you may wish to hire someone to do research for you. We do not maintain a list of persons who do research for a fee, but the history departments at some of the local universities may be able to help you. Several possibilities are history departments at American University, Washington, DC 20016; Catholic University of America, Washington, DC 20064; George Mason University, Fairfax, VA 22030; Georgetown University, Washington, DC 20057; George Washington University, Washington, DC 20052; Howard University, Washington, DC 20059; and the University of Maryland, College Park, MD 20740.

The records of the boards of investigation include photographs of the wreckage and wreck sites of planes V-157 and V-158. Other photographs relating to the El Paso detachment, if any, are in the custody of our Still Picture Branch (MNSP). The photos are closed to research until late May due to the relocation of the Branch to a new facility in College Park, MD.

Sincerely,


WILLIAM F. SHERMAN
Civil Reference Branch

Enclosures

THE ADJUTANT GENERAL'S OFFICE

RECORD OF COMMUNICATION RECEIVED

AG 680.44 Biggs Field (12-21-36)
Induced

From: Treasury Department, U.S. Coast Guard **Dated:** Dec 21/36

To: CO, 8th Corps Area Air Corps Detachment, *Rec'd A.G.O. Jan 27/37*
Ft. Sam Houston via CO Air Corps Detachment, Biggs Field, El Paso, Texas.

Subject: Use of hangar; application for.

1. Coast Guard Headquarters has indicated a contemplated transfer of the AIR PATROL DETACHMENT, U. S. Coast Guard, from Del Rio, Texas, to El Paso, Texas.
2. Information is requested as to whether one of the small hangars at Biggs Field, Texas, could be made available for use of the AIR PATROL DETACHMENT, U.S. Coast Guard.

N.M.NELSON.

1st Ind.

WLB/hop/

Hdqrs. Biggs Field, Ft Bliss, Texas, Jan 4/37 To CO, 8th CA, Air Corps Det., Ft. Sam Houston, Texas

1. There is no objection from this office to the Air Patrol Detachment, U.S. Coast Guard using the small South hangar at this field.

WM. L. BOYD,
Major, Air Corps,
Commanding.

2nd Ind.

WSH/ga/s

Eighth Corps Area Air Corps Detachment, Hq. 8th Corps Area, Ft Sam Houston, Texas, January 7, 1937. To CG 8th Corps Area

1. Concur in the 1st indorsement.
2. Recommend these papers be returned through the Commanding General, Fort Bliss, Texas.

WINFIELD S. HAMLIN,
Major, Air Corps,
Commanding.

QM 680.4 Biggs Field-A.
(U. S. Coast Guard)

3rd Ind.

fjk-fmc

Hq. 8th CA OQM, Jan 9/37 To: QMG

It is recommended that a license be issued authorizing the Air Patrol Detachment, U.S. Coast Guard, to use the small South hangar at Biggs Field, Texas.

For the Quartermaster:

G.D.MURPHEY,
Lieut. Colonel, Q.M. Corps,
Assistant.

QM 680.4 Biggs Field - A.
(U. S. Coast Guard).

8th Ind.

FJK-cm

Hdqs. Eighth Corps Area, Fort Sam Houston, Texas, February 10,
1937. To: The Adjutant General, Washington, D. C.

There is no objection on the part of this headquarters to the use of the small south hangar at Biggs Field, Texas, by the Air Patrol Detachment, U. S. Coast Guard. Attention is invited to the attached copy of radiogram from the Commanding General, Fort Bliss, Texas, who likewise offers no objection. In this connection reference is made to radiogram this headquarters Q 40 this date.

For the Commanding General:

85 Rec'd Back A. C. O. FEB 13 1937

✓
1 incl.

J. A. BERRY,
Colonel, A. G. D.,
Adjutant General.

AG 680.44 Biggs Field
(12-21-36) Misc.

War Department, AGO, February 13, 1937 -

To G-4

1 Incl.

Based on letter from N. M. Nelson, U. S. Coast Guard, Del Rio, Texas to
C. O., 8th C. A., Air Corps Detachment, Ft. Sam Houston, Texas (via
C.O. Air Corps Detachment, Biggs Field, El Paso, Texas) 12-21-36
SUBJECT: Use of Hangar, application for.

76.7m

File
2-13-37
V.M.I.

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
SUPPLY DIVISION, G-4
WASHINGTON, D.C.

TO Office Asst. Sec. War
PLEASE NOTE

G-4 SECRETARY,
SWF GENERAL STAFF

A.G. 680.44 Biggs Field
(12-21-36)
G-4/29358-6

February 16, 1937.

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Coast Guard use of small Army
Hangar at Fort Bliss, Texas.

I. Facts bearing upon the subject.

1. In the basic letter the Commanding Officer of the United States Coast Guard, Air Patrol Detachment, Del Rio, Texas, requests permission to use the small South hangar at Biggs Field, Fort Bliss, Texas.

2. The Commanding Officer of the Air Corps Detachment at Biggs Field, The Commanding General, Fort Bliss, the Commanding General, 8th Corps Area, and the Chief of the Air Corps all recommend favorable consideration of this request.

The above directs that you be informed
II. Action recommended.

1. That the attached correspondence be referred to the ~~office of the Assistant Secretary of War with the information that there is no military objection to granting permission, by revocable license, for a period of five years, to the United States Coast Guard to use the small South hangar at Biggs Field, Ft. Bliss, Texas, as a base for an Air Patrol Detachment.~~

2. The Secretary of War directs that the Chief of the ~~Air Corps and the Commanding General, 8th Corps Area, be advised of the action taken.~~

Received A. G. O. FEB 18. 1937

1 fr
Incls.

Ltr. fr. US Coast Guard, Del
Rio, Tex., 12/21/36, w. 8 Inds. & 1 incl.

FEB 18 1937
APPROVED

By Order of the Secretary of War

S. D. EMBICK

Major General
Deputy Chief of Staff

NOTED - CHIEF OF STAFF
CCW/GEC 2/19/37

Received A. G. O.

FEB 18 1937

OFFICE OF CHIEF OF STAFF

18669-3



FEB 17 1937

RECEIVED FEB 19 1937



ACTION TAKEN by 9th Ind to
Ass't Sec'y of War copies to
Chief of Air Corps and CG 8th C.A.
G-4

AG 680.44 - Biggs Field (12-21-36)

QM 680.4 Biggs Field - A.
(U.S. Coast Guard).

8th Ind.

FJK-cm

Hqrs. Eighth Corps Area, Fort Sam Houston, Texas, February 10, 1937.
To: The Adjutant General, Washington, D. C.

There is no objection on the part of this headquarters to the use of the small south hangar at Biggs Field, Texas, by the Air Patrol Detachment, U. S. Coast Guard. Attention is invited to the attached copy of radiogram from the Commanding General, Fort Bliss, Texas, who likewise offers no objection. In this connection reference is made to radiogram this headquarters Q 40 this date.

For the Commanding General:

(Sgd.) J. A. BERRY,
Colonel, A. G. D.,
Adjutant General.

1 Incl.

SUBJECT: Application for use of hangar at Biggs Field, Texas, by U. S. Coast Guard.

AG 680.44 Biggs Field
(12-21-36) Misc. D

9th Ind.

CCW/GEC

War Dept., AGO., February 19, 1937. - To: The Assistant Secretary of War.

The Secretary of War directs that you be informed that there is no military objection to granting permission, by revocable license, for a period of five years, to the United States Coast Guard to use the small South hangar at Biggs Field, Fort Bliss, Texas, as a base for an Air Patrol Detachment.

H. R. Householder

Adjutant General.

copy
1 Incl n/c *el*

Based on C-4/ 29358-6
Feb. 18, 1937 GEC.

COPIES FOR: The Chief of Air Corps, re his 5th Ind 1/21/37.
File 680.3
Commanding General, 8th Corps Area, re his 8th Ind.
2/10/37. File QM 680.4 Biggs Field - A (US Coast Guard)

LEN
2-26

Signal Corps, United States Army

Received at War Department Message Center,
Room 3441, Munitions Building,
Washington, D. C.

RADIOGRAM

57 WVB WC 84 WD

FTSAMHOUSTON TEXAS 1219PM FEB 10 1937

THE ADJT GENERAL

WASHINGTON DC

Q FORTY REUR SEVENTH INDORSEMENT FEBRUARY FOURTH FILE AG SIX EIGHTY
POINT FORTY FOUR BIGGSFIELD PERIOD THERE IS NO MILITARY OBJECTION
ON THE PART OF THE COMMANDING GENERAL FORTBLISS OR MYSELF TO THE USE
BY AIR PATROL DETACHMENT US COAST GUARD OF THE HANGAR AT BIGGSFIELD
TEXAS PERIOD RECOMMEND RADIO AUTHORITY BE GIVEN AS THE TRANSFER OF
THE PATROL UNIT FROM DELRIO TO ELPASO IS BEING DELAYED PENDING RECEIPT
OF ADVICE AS TO WHETHER THE HANGAR IS AVAILABLE PERIOD CORRESPONDENCE
BEING RETURNED THIS DATE

BREES

February 18, 1937.
To The A.G. for file.
Action taken by Memo. CoS 2/16/37
AG 680.44 Biggs Field (12-21-36.)

[Signature]

S. W. FITZGERALD

Lt.Col., General Staff, G-4. Received A. G. O.

6 Received A. G. O. FEB 10 1937

215PM



[Large handwritten signature]
29358-6
FEB 12 1937

FEB 20 1937

LCM
2-26

5
680.44-Biggs Field

(2410-37)

Subject: Application for use of hangar at Biggs Field, Texas, by U. S. Coast.

A.G. 680.44 Biggs Field
(12-21-36) Misc. -D

7th Ind.

CCW:LWH

War Department, AGO, February 4, 1937. - To the Commanding General, Eighth Corps Area.

Your views, as well as the views of the Commanding General, Fort Bliss, are desired before further action is taken by the War Department in this case.

By order of the Secretary of War:

E. R. Householder
Adjutant General.

Based on: G-4/29358-6 (February 4, 1937)

CCW:LWH

Comp

gub

*LCH
2-12*

QM 680.41 C-EE
Biggs Field, Texas.

5th Ind.

War Dept., O.Q.M.G., Washington, January 26, 1937 - To: The Adjutant General.

1. In the absence of military objection, it is recommended that approval be given to the granting of a permit to the United States Coast Guard to use and occupy the small South hangar at Biggs Field, Texas, in connection with the activities of the Air Patrol Detachment, U. S. Coast Guard.

For The Quartermaster General:

H. E. FITZ,
Lieut. Colonel, Q.M.G.,
Assistant.

12 Received A. G. O. JAN 27 1937

AG 680.44 Biggs Field
(12-21-36) Misc.

CCW:RAR

ASO, January 27/37 - To G-4.

R

1-27-37
HAR

QU 580.41 C-RE
Biggs Field, Texas

4th Ind.

War Dept., O.Q.M.G. Washington, Jan 18/37 To Chief of the Air Corps. & General.
For remark and recommendation.

For The Quartermaster General: It is recommended that
approval be given to the use of one of the small hangars at Biggs Field
for use by the U. S. Coast Guard. CHAS. L. BAZIRE, Major, Q. M. C., in connection
with the activities of the U. S. Coast Guard.

Application for use of hangar,
Biggs Field, Texas

5th Ind.

(4-C)

War Department, Office, Chief of the Air Corps, Washington, D. C.
January 21, 1937. TO: The Quartermaster General.

1. This office has no objection to the use of one of the small hangars at Biggs Field by the U. S. Coast Guard.
2. The permit should be revocable and for a period not to exceed five years with a renewal clause after that time.

For the Chief of the Air Corps:

V. B. DIXON
Lt. Colonel, Air Corps,
Executive.

FOUR EL PASOANS ARE KILLED IN COAST GUARD PLANE CRASH

Lt. Perry Lyons, Pilot Of Ship, Is Among Dead

Ensign C. H. Teague, Corporal George B. Latham And
Rupert H. Germaine Lose Lives
In Plane Bound For Houston.

Four El Pasoans were killed when a United States Coast Guard plane, piloted by Lt. Perry S. Lyons, crashed in flames near the San Antonio-Berne Highway at 10 p. m. Monday.

The dead: Lieutenant Lyons, unit commander of the Coast Guard detachment in El Paso.

Ensign C. H. Teague, U. S. Coast Guard, of 1815 Galloway Street. He was stationed at San Diego and came to El Paso for the holidays.

Corp. George B. Latham, Air Corps, Biggs Field. Rupert H. Germaine, El Paso, mechanic in the El Paso Coast Guard detachment.

The dead were identified from baggage found in the plane and from the men's clothing.

First reports were that only three bodies were found and that Ensign Teague was missing. It was believed he might have leaped from the burning plane in a parachute.

His body was found within a few yards of the wreckage shortly before 2 a. m. Tuesday, however.

The Coast Guard plane left El Paso about 4 p. m. Monday bound for Houston. The ship was scheduled to have returned to El Paso Tuesday.

The flaming ship crashed within 100 yards of the town of Berne, near the highway. Bodies of the ship's pilot and passengers were badly charred, making identification difficult.

First person to reach the wreckage was Justice of the Peace H. L. Davis, Jr., of Berne, the ship having crashed less than 100 yards from his home.

The body of Lieutenant Lyons was found wrapped in a parachute, indicating that he had prepared to jump as the ship crashed.

The Berne justice of the peace reported that the plane evidently had broken in two when it hit the ground and that burning parts of the plane were scattered over a two-acre field.

Identification Difficult.

Identity of the El Paso Coast Guard ship was made only after Army field officers at San Antonio had accounted for all Army planes in the area. Bits of papers together with fragments of clothing aided further in the identification.

Relatives said that Ensign Teague went on the trip with the intention of returning with Lieutenant Lyons Tuesday or Wednesday.

The ship in which the flier crashed was a two-engine plane with space in the front seat for the pilot and co-pilot, and two persons could be crowded in the back seat.

husband's death and immediately asked for all details.

"If he had to go, I'm glad he went that way," Mrs. Lyons said again, being advised of her husband's instant death.

Those with her were Mrs. Wilhelm and Miss Helen Keitler, 1117 Montana Street; Mrs. Jack Koster, 2221 Richmond Street; and Mrs. Benjamin B. High, 2855 Altura Boulevard.

Mrs. Lyons realized that her husband was missing for she was unable to get information by Coast Guard radio that Lieutenant Lyons had reached his destination.

Lieutenant and Mrs. Lyons lived at 3015 Altura Boulevard.

Here For Holidays.

Ensign Teague, grandson of Mrs. Jeanne Frank, head of the El Paso High School English department, was graduated from the Coast Guard Academy in 1936.

He married the former Mildred Elmer Orendorff, daughter of Mr. and Mrs. Ben B. Orendorff of the Lower Valley, on June 16, 1936, at Long Island, N. Y.

Ensign and Mrs. Teague came to El Paso for a 30-day vacation over the holidays. Their daughter, Ellen Keith (Lewin), celebrated her first birthday anniversary Sunday. They were visiting Ensign Teague's parents.

His sister is Keith Teague, popular College of Mines co-ed.

Ensign Teague, stationed on the Itasca in San Diego, was well known in El Paso. He was graduated from El Paso High School where he was an outstanding student.

Mrs. Teague, when informed by (Continued on Page 2, Column 1)

Maley At San Antonio.

Associated Press dispatches from San Antonio said although reports from El Paso were that the plane piloted by Lt. Lyons was en route to Houston, C. E. Maley, also of the Coast Guard at El Paso, who was in San Antonio, said he had been instructed to meet the plane at Kelly Field, San Antonio.

When the plane failed to arrive and a message from Berne came to Kelly Field reporting a crash, Maley hurried to Berne.

A Kelly Field ambulance was sent to the scene of the crash and the bodies of the victims were to be taken to San Antonio.

Friends went to Mrs. Lyons, who would have celebrated her first wedding anniversary to Lieutenant Lyons Christmas Day. Early Tuesday morning, but had not told her definitely that her husband had been killed.

Later Mrs. Lyons was told of her

Plane Victim



LT. P. S. LYONS

Lt. P. S. Lyons, Hero Of Many Rescues, Always Very Modest

Lt. P. S. Lyons, killed near San Antonio Monday night, was assigned to the El Paso station in August, 1937. He replaced Commander M. M. Nelson as commanding officer of the Coast Guard Air Patrol detachment.

The 32-year-old flier had several daring rescues to his credit, but during his service here declined repeatedly to discuss them.

"They were all in a day's work," would be his reply to questions.

Shortly before coming here Lyons published one of the flier stories, based on his experience in the Coast Guard.

Lieutenant Lyons was on duty at Ford Bennett Field when the Mississippi and Ohio Rivers flooded in the spring of 1937. He and other Coast Guard fliers carried medical supplies and food to communities isolated by the high waters.

"We didn't do much," he remarked. "The hard work was done

by the boys sent to the flood centers in small boats."

Lieutenant Lyons was graduated from the Coast Guard Academy at New London, Conn., in 1935. His first station was in Seattle.

Lyons entered the Naval Flying School in 1932 and was sent to Berne for air patrol duty in 1934.

Lieutenant Lyons' appointment as commander of the detachment here was his first island assignment. He had been stationed along the coast from the time of his graduation from the Coast Guard Academy.

He was married to the former Miss Virginia Wells, Marblehead, Mass., debutante, on Christmas Day, 1937.

After receiving command of the detachment here Lieutenant Lyons frequently had assisted local peace officers, as well as federal executives in searching for lost persons on the desert and in hunting for criminals.

4 El Pasoans Die In Plane Crash

(Continued From Page 1)

The Times early Tuesday that her husband was missing after the crash, expressed the hope that he jumped from the plane, before the mishap.

"He just went along as a sort of pleasure trip at Lt. Lyons' invitation," she said.

On Leave.

Corporal Latham was granted a pass from duty by Biggs Field officers Monday when he learned of the Coast Guard's proposed flight eastward. He was given permission to make the trip so he could spend the night with relatives in San Antonio. Major Guy Kirksey, Air Corps detachment commander, said.

Corporal Latham is survived by his widow and small son, George B. Jr., Fort Bliss.

Military authorities at San Antonio were expected to take charge of Corporal Latham's body and send it back to El Paso for burial.

Believe Pilot Tried To Avoid Town

Boerne, Texas, Dec. 20 (Wednesday)—(AP).—Boerne citizens said the burning plane was flying low over the town just before 10 o'clock Monday night.

Justice of the Peace H. L. Davis, Jr., said he heard the ship zooming over his home and then heard a crash. The plane struck the ground only a block from the Davis home, landing in the pasture of M. A. Schumard and only a few feet from the heavily-traveled highway.

The ship apparently struck nose down and turned over several times.

Parts were scattered for 200 yards and none of the parts left were large enough to identify.

Sheriff Ed Bierschwale of Kendall County, who was at the scene of the crash a few minutes after Davis reached it, said he believed the pilot headed south after the plane caught fire in order to avoid landing it within the town limits. It was brought down in a fairly open field.

Cause Of Coast Guard Plane Crash Is Mystery

Tentative Arrangements Made For Burial Of Four Victims.

Mystery Tuesday shrouded and seemed likely forever to shroud the cause of a U. C. Coast Guard airplane crash and explosion late Monday night near Boerne, Texas, in which four El Paso men were killed.

Coast Guard officials from Biloxi, Miss., were reported by the Associated-Press to be en route to San Antonio to investigate the tragedy, traveling by automobile because of unfavorable flying weather, but so torn to bits was the plane by the explosion that it seemed unlikely a definite cause would be ascribed.

Parachute Burst.

At San Antonio an investigation by Kelly Field officials disclosed the parachute of Lt. Perry S. Lyons, piloting the ill-fated plane, had been burst from its case when the plane struck.

The news service quoted Major Robert T. Cronau and Captains Charles D. McAllister and James F. Phillips of Kelly Field as saying their investigation discredited previous reports indicating Lieutenant Lyons was preparing to leap from the disabled plane when it crashed.

Those Killed.

The four men killed in the crash will be buried in four different and widely separated places, relatives said. Tentative arrangements:

Body of Lieutenant Lyons, pilot of the craft, commander of the Coast Guard unit at Fort Bliss, and famous mercy flier, will be taken to Arlington National Cemetery, Washington, D. C., accompanied by his widow, Mrs. Virginia Wells Lyons, who probably will leave El Paso Wednesday by train for San Antonio.

Body of Ensign C. H. Teague, 1015 Galloway Street, El Pasoan stationed with the Coast Guard at San Diego who went with Lieutenant Lyons simply for the ride, will be returned to El Paso accompanied by his brother-in-law, C. C. Cole, with burial probably Friday. Mr. Cole left Tuesday by train for San Antonio.

Body of Rupert H. Germaine, 1731 Montana Street, El Paso, Coast Guardsman who accompanied Lieutenant Lyons on many of his flights, will be sent to his former home at New Bedford, Mass., where his

(Continued on Page 2, Column 3)

Plane Crash Cause Sought

Tentative Arrangements Made For Burial Of Victims.

(Continued From Page 1)

mother, Mrs. Cora E. Germaine, lives.

Body of Corp. George C. Latham, U. S. Air Corps, Fort Bliss, will be buried in San Antonio, where his mother lives. His widow, Mrs. Margaret Latham, left with her father, Sgt. H. C. Holmes, U. S. Army retired, Tuesday morning by automobile for San Antonio. Corporal Latham left also a four-year-old son, George, Jr.

Stunned.

Too stunned by the sudden tragedy for full comprehension, survivors Tuesday read messages of condolence and made preparations for burying their loved ones.

Mrs. Mildred Orndorff Teague, widow of Ensign Teague, went Tuesday to the home of her parents, Mr. and Mrs. Seth Orndorff, in the Lower Valley, taking with her Ellen Keith Teague, who was a year old Sunday.

Relatives said U. S. officials wanted to bury Ensign Teague's body in Arlington National Cemetery, but the family declined the offer, preferring to have burial in El Paso.

E. A. Teague, an uncle of Ensign Teague's, was en route late Tuesday from Dallas by automobile.

Temporarily in charge of the Coast Guard unit at Fort Bliss is Machinist W. D. Pinkston. Two other planes like the one that crashed are stationed at Biggs Field, with one undergoing repairs at present after a near-crashup in which Lieutenant Lyons crumpled the wings of the ship by striking an embankment while landing. Lieutenant Lyons was uninjured.

Disagree On Flames.

At Boerne, opinions differed as to the incidents immediately preceding the crash, said The Associated Press. Justice of the Peace H. L. Davis said he believed the plane struck the ground, exploded, and then caught fire, but others said they believed the craft was burning before it struck the ground.

Lieutenant Lyons was recalled by those at former stations as one of the most daring airmen ever to enter the Coast Guard service, said news dispatches.

Frequently during storms off the New England coast he had braved the unfavorable weather to guide rescuers to imperilled seamen. Yet the crash Monday was in clear weather.

Relatives of Mrs. Lyons in Massachusetts said the socialite daughter of Mr. and Mrs. Carl S. Wells, of

Marblehead, Mass., was married to Lieutenant Lyons last Christmas day in a ceremony at the Tubac, Ariz., ranch of one of her uncles.

Sends Condolences.

Tuesday, Admiral R. R. Waesche sent to El Paso survivors of the men this message: "Please extend to Mrs. Lyons, Mrs. Teague, and the family of Germaine, the sympathy of the entire personnel of the United States Coast Guard and assure them we share their great sorrow."

The message was radioed to the Coast Guard unit at Biggs Field.

City School Superintendent A. H. Hughey included this in his school bulletin issued Tuesday:

"The sympathy and sorrow of all El Paso teachers, I am sure, go out to our teachers, Mrs. J. M. Frank, Mrs. Clyde Teague, and their families, including his wife, over the terrible airplane accident which caused the death this morning near San Antonio of C. H. Teague, one of the best type of young men who have grown up in the City of El Paso and attended the El Paso schools. A blow so sudden and so tragically distressing makes us feel helpless in the presence of the family grief."

The El Paso Times

EL PASO, TEXAS, FRIDAY, APRIL 7, 1939

El Paso Coast Guard Commander

Lt. Robert Levin Grantham, commander of the Coast Guard Air Patrol here since Feb. 3, was unreported Thursday night more than 15 hours after he had left Biggs Field on a flight to Galveston. Lieutenant Grantham, flying a

Coast Guard plane, took off at 9:30 a. m. At 9:36 a high wind from the east hit Biggs Field. It was reported the plane might have been carried south into Mexico.

The flier's wife said at their home Friday night that Lieutenant Gran-

tham had planned to stop at Del Rio. The Border Patrol station there reported he had not arrived, according to an Associated Press dispatch.

The Coast Guard radio station at Galveston said it had had no com-

munication with the plane from El Paso during the day.

Attaches of the Coast Guard station here declined to give any information about their commander's flight. Mrs. Grantham said she believed he was accom-

Missing; Took Off Before Storm Hit

panied by one or more members of his command, but she did not know. Lieutenant Grantham came to El Paso from the Coast Guard Air Base at San Diego, Cal., as successor to Lt. Perry S. Lyons, who was killed last December when his

plane crashed near Boerne, Texas. He and Mrs. Grantham have made their home at 1414 North Piedras Street.

Coast Guard records showed Lieutenant Grantham was 30 years old when he came here, with more than

600 hours in the air to his credit. He already had distinguished himself in rescues at sea and relief flights over land.

He had been here only a day or so when he made his first "mercy flight" in this sector. He took a

plane to Albuquerque, picked up a cargo of 250 pounds of food, and dropped it to the snowbound community of Las Taplas, 62 miles east of Albuquerque. He and his companions had to fly through a snowstorm on that assignment.

Hunt Pressed For Missing El Paso Coast Guard Crew

Chief Officer, Three Others Are Sought

Lt. Grantham, Who Left Biggs Field Thursday Unheard From.

May Be In Mexico Ship Carried Supplies To Last Three Days In Emergency.

Coast guardsmen at the El Paso air patrol station kept up their spirits Friday night despite the fact that their commanding officer, Lt. Robert L. Grantham, had been unreported since 12:30 p. m. Thursday.

Lieutenant Grantham left Biggs Field at 9:30 a. m. Thursday with three companions on a flight to Galveston.

Texas Ranger Pete Crawford told The Times by telephone from Marfa Friday night that he would leave shortly for Sanderson with horses and trailers that "might come in handy" for searching in the mountain country.

Horsemen To Help.

He said that Sheriff Louis Roberson of Reeves County and Curtis McElroy of Pecos also would go to Sanderson with their horses. There the three will join forces with Sheriff Jim Nance for whatever duty horsemen can perform in the hunt.

The three enlisted men of the Coast Guard who were in the land plane with Lieutenant Grantham were Machinist's Mate C. J. Hudder, Radio Man First Class James Donan

Hope Missing Plane Safe

Coast Guard Ship With Four Aboard Missing Since Thursday.

(Continued from Page 1)

and Electrician's Mate R. A. Paddon. Eight government planes, five of the Army Air Corps and three of the Coast Guard, were searching for the lost ship along the Rio Grande and in the rugged mountains north of the river.

Believed Safe.

Machinist W. P. Pinkston, second in command of the Coast Guard detachment here under Lieutenant Grantham, served as spokesman Friday night.

"We believe those boys are all right down there," he said. "Possibly they are on some salt flat in Mexico or in the flat country below Alpine. If so, it will take them some time to walk out to a telephone."

A check made by the Juarez telegraph office with Chihuahua City and Ojinaga late Friday failed to bring forth any trace of the missing plane. Authorities said that the check would be continued.

Machinist Pinkston said the plane carried water and emergency supplies for three days.

Confidence In Chief.

He stressed the confidence of the Coast Guard detachment in its commander's flying ability and good judgment. The airplane that he was flying was in excellent condition, Pinkston said.

"The searching planes have found no trace of our plane on this side of the Rio Grande, and so we feel that it must have made a forced landing in Mexico," he said. He remained constantly near a telephone, expecting, as he said, some word from the missing fliers momentarily.

A high wind from the east reached Biggs Field only six minutes after Lieutenant Grantham took off Thursday. His men here believed that he had turned south to get away from it.

The five army planes in the search were from Kelly Field. They were making Dryden their base of operations. Two Coast Guard ships were working out of Marfa and one out of Del Rio.

See By Track Walker.

According to reports at Coast Guard headquarters here, the last person known to have seen the missing plane was a Southern Pacific track walker several miles east of Alpine. That man reported that the plane had flown over him, going east, at 12:30 p. m. Thursday. Machinist Pinkston said.

Lieutenant Grantham assumed command of the station here Feb. 3, succeeding Lt. Perry Lyons, who was killed when his plane crashed near Boerne, Texas, in December.

He and his wife, Mrs. Helen Grantham, established their home at 1414 North Piedras Street.

Texas Ranger Pete Crawford, who had been in El Paso several days investigating a possible murder case, left Friday for Marfa to render any aid possible in the search for the Coast Guard plane. He said that he would have horse trailers for service there and that "they might come in handy" particularly if the men hailed out somewhere in the mountain country.

Mrs. Grantham Confident Her Husband Safe

Mrs. Robert L. Grantham, bride of a year of Lieutenant Grantham, missing commander of the El Paso Coast Guard Station, is trying to keep up tradition of wives in the service by staying as cheerful as possible under the strain of hearing nothing from her husband.

"We have been married a year this month," she said, "I'm not worried. I know he is safe somewhere. Why he may even be on some secret business and might think it awfully silly for us to worry."

Thus the brave young bride is waiting out the hours of silence at her home, 1414 North Piedras Street, while five U. S. Army observation planes from Kelly Field and three U. S. Coast Guard planes search West Texas for the missing aviator.

"Don't say missing," she continued. "This is the first time anything like this has happened but I'm sure he is either on secret business or may have made a forced landing in the desert. He may even be in Mexico and that may explain why he hasn't gotten word to us."

Lieutenant and Mrs. Grantham came to El Paso two months ago from San Diego Coast Guard Air Base when Lieutenant Grantham was assigned as successor to Lt. Perry S. Lyons, who was killed last December when his plane crashed near Boerne, Texas.

Find Charred Wreckage Of Coast Guard Plane

**Land Parties Go To Site
Of Grantham's Death
Located From Air.**

**Three Survivors
Others In Ship Wander
Two Days Seeking
Assistance.**

Charred wreckage of the plane in which Coast Guard Lt. Robert L. Grantham, 30, of El Paso, was hurled to his death in a storm Thursday, was located by fliers 13 miles southeast of Alpine late Saturday.

Ground parties, including Ranger Pete Crawford, were en route to the scene of the wrecked ship Saturday night, but they had no hope of being able to bring Lieutenant Grantham's body out of the mountainous section before Sunday.

Dies A Hero.

Lieutenant Grantham, center of several heroic rescues during his brief Coast Guard career, attempted to leap with a parachute after his three men had safely left the ice-fouled plane, but his parachute caught on a wing and he was carried to his death.

The three Coast Guard enlisted men, who jumped to safety in parachutes when the plane started falling over the rough Big Bend country, were under care of physicians and Coast Guardsmen at Marfa and Alpine Saturday night.

Electricians' Mate Robert A. Paddon, 30, of Mobile, Ala., was taken to Fort D. A. Russell, Marfa, for treatment of back injuries received when he leaped from the plane, said the ship started going down after running into a dense fog which caused ice to form on the wings.

In Hotel Room.

Radioman James A. Dinan, 36, El Paso, and Aviation Machinist's Mate Clifford J. Hudder, of Gloucester, Mass., who parachuted to safety as did Private Paddon, were kept in an Alpine hotel room and not permitted to talk with anyone. Coast Guard Lt. W. E. Sinton of San Diego, who joined in the hunt for the plane, said they would be able to return to El Paso in a day or two.

Private Paddon told of how Lieutenant Grantham was carried to his death by the falling plane after ordering his men to jump to safety.

"When the motor slowed down, Lieutenant Grantham told us enlisted men to bail out," he related.

"Our chutes opened but I hit the

Coast Guard Plane Located Near Alpine

**Land Search Parties Try
To Find Scene Of
Grantham's Death.**

(Continued From Page 1)

ground hard and my back was hurt. We hunted for the plane and finally found it about a half a mile away. We walked on and on, looking for help and finally came to an abandoned ranch house where we spent the night. The next morning we started out again and time after time we saw searching planes but could not attract the attention of the men in them.

"We finally came to the ranch of the people who saw that we were taken to Alpine."

The crash occurred somewhere near Mount Ord, about 12 miles southeast of Alpine. It was reported by fliers who spotted the wrecked plane Saturday afternoon. Immediately searching parties composed of Texas Rangers, Border Patrolmen, and Coast Guard officers set out for the approximate scene.

Hard Climb.

It was a difficult task to traverse the rough canyons and mountain-sides in the area where the plane was sighted.

The three who escaped were suffering from exposure when they finally located the Kate Nevill Ranch, 30 miles south of Alpine Saturday morning after walking constantly for over 40 hours, eating rations they took from the wrecked plane and drinking only from cattle tanks.

During their long trek they walked away from civilization and toward the wilderness of the Big Bend country.

To Make Investigation.

Lieutenant Sinton said no information on the crash except of a general nature would be revealed until an official investigation, but that the men who escaped had a "very tough" time.

They spent one night Thursday, in below-freezing weather after starting out in Thursday's blizzard, with snow driving hard in the mountainous country. All day Friday they walked, and all Friday night, and finally Saturday morning they reached the empty Nevill ranch house.

Failing to find anyone there, they broke in and telephoned the Border Patrol, who relayed the information to the El Paso Border Patrol headquarters at Camp Chisos.

Mrs. Helen Grantham, 1414 North Piedras Street, widow of the Coast Guard flier, received the news sadly but calmly. For two days she had been more and more fearful her husband would not return alive, all right she had never admitted a doubt of his being safe.

Make Dryden Base.

Joining in the aerial hunt Saturday were Coast Guard planes from El Paso, San Diego, and Biloxi, Miss., and five Army planes from San Antonio. The planes were based at the Army emergency airport at Dryden, between Alpine and S. Anderson.

When Lieutenant Grantham and others in the party left El Paso Thursday they were en route to Galveston. It was only a few minutes after the plane left that the northeaster blew in. The plane was last sighted by a Southern Pacific track walker near Alpine, who reported he saw the plane veer away from the tracks, and apparently lose its way in the snowstorm and buffeting wind.

Private Dinan was to be dropped off at Del Rio while the remainder of the party went on to Galveston.

Wife Overjoyed.

Mrs. Connie Dinan was overjoyed at her husband's escape. She always has been confident in his resourcefulness, she said.

At 4 p. m. Saturday Ranger Crawford reported by telephone that he

was at a ranch about 10 or 12 miles from the plane wreckage, basing his reckoning of the distance on information furnished by the aviators. He said he would push on immediately and expected to reach the scene of the disaster during the night.

The crash was the second tragedy involving the El Paso Coast Guard unit's commanders in four months. In December, Lieutenant Grantham's predecessor, Lt. Perry Lyons, and Ensign Clyde Teague, Jr., Corp. George C. Latham of Fort Bliss and Rupert H. Germaine, Coast Guardsman, were killed in a Coast Guard plane that crashed in flames near Brown, Texas, while en route from El Paso to Galveston.

By a coincidence, Lieutenant Lyons and Grantham both were near the first anniversary of their marriages when they were killed.

(Continued on Page 7, Column 1.)

Body Of E. P. Flier Found By Searchers

Carried To Alpine From Scene Of Fatal Mishap.

Pack Mules Used

Coast Guard Airplane Burned, Members Of Posse Discover.

(Special to The Times)

Alpine, Texas, April 9.—The body of Lt. Robert L. Grantham, Coast Guard air pilot who died Thursday when his plane crashed in the mountains southeast of here, was brought into Alpine at noon today.

A searching party reached the charred wreckage of the plane early this morning. Travel was entirely by means of horses and mules.

The three Coast Guard enlisted men who survived the disaster were reported recovering today from the hardships they endured during the approximately 48 hours that they were lost in the rugged Big Bend country.

Three Fliers Injured.

They are Electrician's Mate Robert A. Paddon of Mobile, Ala., in the army hospital at Fort D. A. Russell, near Marfa; Radioman James A. Dinan, El Paso, and Aviation Machinist's Mate Clifford J. Hudder, Gloucester, Mass., under medical care here.

Coast Guard officers said that the three men would be ready to return to their El Paso station in "two or three days."

The searching party reported that it found the Coast Guard land plane had been completely destroyed. When the craft burned it deprived the three survivors of the emergency rations that had been carried. As a result they had no food from the time of the crash shortly after noon Thursday until around noon Saturday, after they had found their way to the Kate Nevill Ranch, 20 miles southeast of Alpine.

The three enlisted men saved themselves by jumping with their parachutes after ice coating on the wings had made it certain that the plane could not remain aloft much longer. They reported that Lieutenant Grantham heroically continued at his post until all three of his men had jumped. Then he sought to "bail out" but could not get free of the plane and was carried to his death.

Army Planes Gone.

Three Coast Guard planes that were sent here to hunt for Lieutenant Grantham's ship after it was listed as missing on a scheduled flight from El Paso to Galveston will remain a few days longer, officers said. One came from Fort Bliss, one from San Diego, Cal., and one from Biloxi, Miss.

Five Army planes that had aided in the aerial search returned yesterday.

(Continued on Page 2, Column 4)

E. P. Aviator's Body Is Found

Searching Party Removes Lieutenant Grantham To Alpine.

(Continued From Page 1)

terday to Kelly Field, after the wreckage had been sighted.

Coast Guard officers today expressed keen appreciation of the co-operation given them by the Immigration Service Border Patrol, Texas Rangers, local officers and residents of this locality in general.

Left Here Thursday.

The ill-fated plane left Biggs Field, El Paso, at 9:30 a. m. Thursday, just six minutes before a severe east wind hit that place.

For a time the Coast Guard ship battled the storm successfully, but soon after ice began to form on the wings it was in distress.

A T. & N. O. trackwalker reported seeing the plane flying low near Altuda, 16 miles east of Alpine, about 12:30 p. m. Thursday. That was the last heard of the plane until 10 a. m. Saturday, when the three survivors reached a telephone.

Arlington Selected For Fliers Burial

Lt. Robert Levin Grantham, killed Thursday when his plane crashed southeast of Alpine, will be buried in Arlington National Cemetery, across the Potomac River from Washington, D. C.

His widow, Mrs. Helen Grantham, made preparations Sunday to leave El Paso by train Monday night. She will go to Alpine and accompany the body from there.

Mrs. Harry A. Davis of Staten Island, N. Y., wife of a Coast Guard officer, who has been visiting in El Paso, will go with Mrs. Grantham, at least as far as Mobile, Ala., where other relatives of the dead flier will join the young widow.

After the funeral Mrs. Grantham will go to the home of her father near Kansas City. From there she will probably return to San Diego, Cal., whence she and her husband came early in February when he assumed command of the El Paso station of the Coast Guard Air Patrol. Friends said Sunday night that she did not expect to return to El Paso.

Other survivors include Lieutenant Grantham's parents, who live at Mobile; a sister, Mrs. Martha G. Baird, Montgomery, Ala., and an uncle, Carlos Porter Weatherly of Washington, D. C.